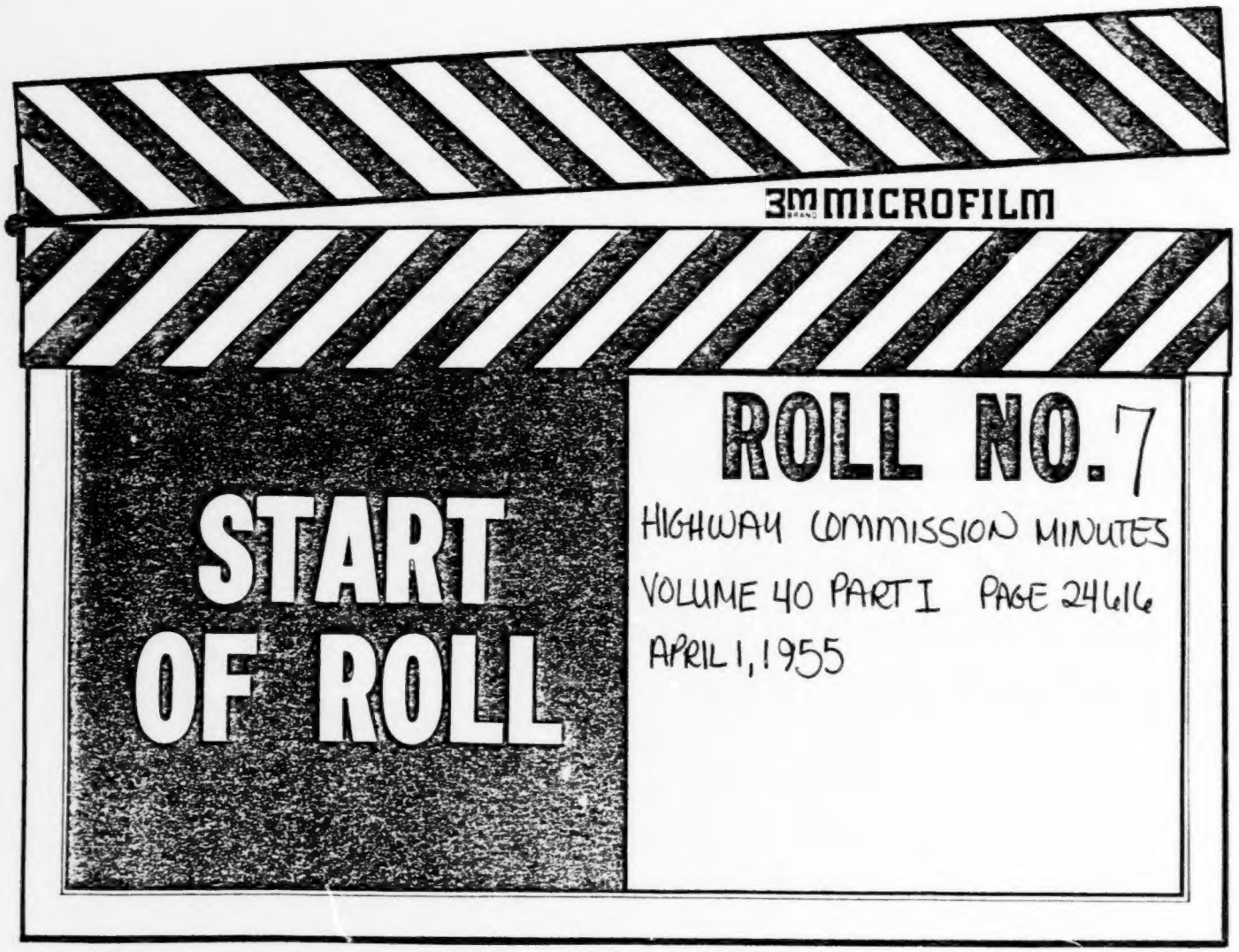
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VOLUME 40 PART I PAGE 24616
APRIL 1, 1955

VOLUME 40

PART I

PART I

OF

VOLUME XL

MINUTES OF OREGON STATE HIGHWAY COMMISSION

COVERING PERIOD

F R O M

APRIL 1, 1955

TO

29
JUNE 30, 1955

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OREGON STATE HIGHWAY COMMISSION

Ben R. Chandler, Chairman
Chas H. Reynolds, Commissioner
M. K. McIver, Commissioner

- - - -

HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT

LOCATED AT SALEM, OREGON

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24616	Apr.13	BIDS received on construction projects.
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24623		Ferry St. Bridge-19th St. survey approved. See EXHIBIT "H-3".
		Fox Hollow Secdy. Hwy. to be taken over by County.
		19th St.-McKenzie Hwy. survey authorized. County to contribute $130,000.
		HARNEY COUNTY. French Glen Secdy. Hwy. Wrights Point Section.
		North Unit. Construction by State Funds approved.
		South Unit. Construction by FA County Road Funds approved.
24624		PARKS SUPT. reports on following matters:
		Polk County. Salmon River Hwy. Van Duzer Corridor. Permit granted Mr. Erickson to use logging road in Corridor.
		Marion County. North Santiam Secdy. Hwy. Detroit Lake. Lakeshore Forest Camp. Permit from US Forest Service approved.
		Clatsop County. Fort Stevens park area. Acceptance of deed covering new area approved.
24625		Coos County. Oregon Coast Hwy. Bandon State Park area. Acceptance of 8.77 acres for park purposes approved.
		Park Activities - 1954. Parks Supt's. report accepted.
		Coos County. Powers Secdy. Hwy. 5-acre tract of myrtlewood. Mrs. Powers' offer considered. Appraisal authorized.
		Tillamook County. Cape Lookout Park Road. Agreement approved with Mr. Homstad for use of portion of road.
		Douglas County. North Umpqua River. Susan Creek Park area. Acceptance of deed from County for area approved.
24626		Wasco County. Deschutes River mouth. Proposed park area. Parks Supt. to investigate.
		MEETING RECESSED at 12:00 noon and reconvened at 2:00 p.m.
		WALLOWA COUNTY. Wallowa Lake Hwy. Minam. Murphy sawmill. Plans for hwy. improvement discussed with Mr. Murphy.
		REAL PROPERTY. Acquisition approved. See EXHIBIT "A".
		Multnomah County. Cascade Secdy. Hwy. SE Flavel St.-SP RR Overcrossing. Condemnation if necessary.
24627		MULTNOMAH COUNTY. Beaverton-Hillsdale Hwy. Beaverton-Multnomah County Line Section. Settlement with Sturtevant approved.
		REAL PROPERTY. Acquisition of property for which no previous authority had been granted approved.
		DESCHUTES COUNTY. Cascade Lakes Forest Hwy. 8.3 miles Section. Bituminous treatment approved with no change in program.
		SALE OF MISCELLANEOUS PROPERTIES report confirmed.
24628		WASHINGTON COUNTY. Tualatin Valley Hwy. Beaverton-Reedsville Section. State to pay for readjustment of BPA transmission towers.

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24628	Apr.13	RIGHT OF WAY ACQUIRED on projects not contracted. Engineer's report accepted.
		LINCOLN COUNTY. Corvallis-Newport Hwy. Toledo-Newport Section. Temporary logging access permit granted Mr. Nye.
		COOS COUNTY. Coos Bay-Roseburg Hwy. Myrtle Point-Coquille Section. Agreement with McLeod Const. Co. to move timber across their property approved.
		SALE OF PROPERTIES not required for hwy. purposes authorized. See
24629		EXHIBITS "B-1", "B-2", and "B-3".
		BENTON COUNTY. Pacific Hwy. West. Corvallis. Negotiations with Corvallis Lumber Company reported.
		LANE COUNTY. Eugene. 7th Avenue West. Big Y Super Market, Inc. Leasing of hwy. property to Market to be studied.
		LANE COUNTY. Willamette Hwy. Deception Creek-Oakridge Section. Clark property. Settlement of claim for $1,000 approved.
		COOS COUNTY. Oregon Coast Hwy. Hauser-North Bend Section. Brelage property. Modification of lease approved.
		JACKSON COUNTY. Pacific Hwy. Talent-Ashland Section. Sale of 0.82 acre of land to the Taylors approved.
24630		LANE COUNTY. Pacific Hwy. Cottage Grove-Divide Unit. Conveyance of 0.10 acre to the Whites approved.
		DOUGLAS COUNTY. Pacific Hwy. Shady-Booth Ranch Unit. Grant Smith County Road #88. Permit of access granted to the Berneys.
		DOUGLAS COUNTY. Oregon Coast Hwy. Reedsport-Coos County Line Section. Change of access granted to the Staceys.
		LANE COUNTY. Pacific Hwy. Goshen-Coast Fork Willamette River Unit. Conveyance of grant of easement to Mr. Overholser for operation of pump and pipe line approved.
		MULTNOMAH COUNTY. Portland. NE 82nd Avenue-Wasco St. Jct. Change of zone classification. Consent given.
24631		CURRY COUNTY. Oregon Coast Hwy. improvements. R/W Engineer made brief progress report re certain hwy. improvements.
		CONDEMNATION OF REAL PROPERTY. Authority granted. See EXHIBITS "J-1" through "J-8".
24633		COURT CASES tried. Counsel's report approved.
24636		COURT CASES settled. Counsel's report approved.
24637		CONDEMNATION CASES. Offers for property approved.
		PUBLIC UTILITIES COMMISSIONER'S actions re hwy. matters. Counsel's report accepted.
24638		MULTNOMAH COUNTY. Banfield Expressway. Unit 4. McCarthy vs Gibbons & Reed, Inc. Counsel authorized to file suit in intervention.
		CLAIM. Abandonment of claim against Homer Richardson authorized.
		CLAIM. Payment of $26.55 to Charles W. Parker approved.
24639		REAL PROPERTY NOT NEEDED FOR HWY. PURPOSES. Adoption of policy re administration and disposition of real property. See EXHIBIT "C".
		DAMAGE CASES. Institution of legal proceedings in 3 cases authorized.
		MARION COUNTY. North Santiam Secdy. Hwy. Idanha east. Monroe vs State Hwy. Comm. and James Jennings. Counsel's report accepted.

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24640	Apr.13	LEGISLATIVE MATTERS. Counsel's status report on bills re hwy. matters submitted.
		CONDEMNATION CASES. Counsel reports on cases in Coos and Curry Counties, and on Superbilt case on Banfield Expressway.
		JOSEPHINE COUNTY. Pacific Hwy. Wolf Creek. Moore property. Counsel reported re status of suit against the Commission.
		AWARD OF CONTRACTS. Engineer reports satisfaction of conditions.
24641		USED EQUIPMENT. Sale of Chevrolet Sedan to Mr. Morris approved.
		LANE COUNTY. Springfield-Creswell Secdy. Hwy. Willamette Hwy.-Creswell Section. Request for improvement to be considered.
24642		COOS COUNTY. Cape Arago Secdy. Hwy. North Bend. Improvements to be considered.
		UMATILLA COUNTY. Pendleton. Emigrant St. Overpass project. Plans and financing discussed.
24643		LOAD LIMITS. Umatilla-Union Counties. Weston-Elgin Secdy. Hwy. MP 8.0 to MP 37.9.
		LANE-DOUGLAS-JACKSON COUNTIES. Pacific Hwy. COPCO claim re relocation of transmission lines. Audit report discussed.
		UMATILLA COUNTY. Old Oregon Trail. Stanfield Jct. Traffic conditions to be investigated further.
		WASCO COUNTY. US97 and US197 Junction. Reversal of "stop" signs at jct. approved. See EXHIBIT "I".
24644		SHERMAN COUNTY. Sherman Hwy. Delegation's request for names of Washington State cities on hwy. signs denied.
		YAMHILL COUNTY. Salmon River Hwy. Sheridan-Willamina By-pass. Engineer requests public hearing.
		POLK COUNTY. Rickreall-Dolph Corner Section. Report on proposed hwy. to be presented at next meeting.
		COMMISSION MEETING dates set for May 25-26, 1955.
		YAMHILL COUNTY. Salmon River Hwy. Sheridan-Willamina By-pass. Public hearing to be held in Sheridan, May 24, 1955.
		POLK COUNTY. Rickreall-Dolph Corner Section. Mr. Harland and others to be at next meeting for discussion of proposed hwy.
		MULTNOMAH-WASHINGTON COUNTIES. Beaverton-Hillsdale Hwy. Reclassified to Group I status.
24645		UNION COUNTY. Old Oregon Trail. La Grande area. "Oro Dell Blvd." Clarification of resolution of 12/7/54 discussed.
		CLATSOP COUNTY. Astoria-Megler Ferry. Tourist #2 and #3. Amended certificates received from US Coast Guard re 1st class pilots. Discussion of problem involved.
		MULTNOMAH COUNTY. Portland. Interstate Bridge. Letter from Columbia Basin River Operators re revision of bridge.
		CONTRACTS. Award of contracts publicly announced.
24648		UNFINISHED BUSINESS MATTERS discussed:
		MULTNOMAH COUNTY. Portland. Clay Street Interchange. Engineer's report to be presented at May meeting.
		LINCOLN COUNTY. Depoe Bay. Moore property. Construction of building deferred pending inspection trip.

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24649	Apr.13	RIGHT OF WAY investment on uncontracted hwy. sections reported on earlier in session.
		TRAFFIC SIGNAL INSTALLATIONS. Policy in handling requests from individuals discussed.
		SURVEYS ADOPTED: (See EXHIBIT "H-1")
		Malheur County. Old Oregon Trail. Ontario-Snake River Section.
		Josephine County. Pacific Hwy. Merlin Hill Section.
		LANE-DOUGLAS-JACKSON COUNTIES. Pacific Hwy. COPCO claim re relocation of transmission lines. Previously reported.
		WASCO COUNTY. US97 and US197 Junction. Reversal of "stop" signs and other improvements reported on earlier in session.
		UMATILLA COUNTY. Ukiah-Hilgard Hwy. Ukiah. Request that hwy. be relocated closer to Ukiah deferred pending inspection.
24650		HOOD RIVER COUNTY. Cloud Cap Inn Ski Area. Request for snow removal deferred pending summer inspection.
		UMATILLA COUNTY. Old Oregon Trail. Stanfield Jct. Lighting and hwy. widening reported on earlier in session.
		LANE COUNTY. Springfield-Creswell Secdy. Hwy. Request for improvements reported on earlier in session.
		MULTNOMAH COUNTY. Beaverton-Hillsdale Hwy. Sturtevant case. Reported on earlier in session.
		CLATSOP COUNTY. Oregon Coast Hwy. Miles Crossing-Youngs Bay Bridge. Channelizing island and luminaire units approved.
		COOS COUNTY. Coos River Secdy. Hwy. Isthmus Slough Drawbridge east approach. Signal lights at each end of bridge approved.
24651		MULTNOMAH COUNTY. Banfield Expressway. 92nd Avenue-Fairview Section. Contract #3915. Increase in project authorization.
		MULTNOMAH COUNTY. Portland. Sandy Blvd. NE 82nd Avenue. State to illuminate and prohibit parking. See EXHIBIT "G-1".
		SURVEYS ADOPTED: (See EXHIBIT "H-2")
		Multnomah County. Beaverton-Hillsdale Hwy. Washington County Line-Hillsdale Section.
		Clackamas County. Cascade Hwy. Lake Road-Oregon City Section.
24652		DOUGLAS COUNTY. Pacific Hwy. (old route). Drain area. Request for improvements to be considered.
		DESCHUTES COUNTY. FAS Hwy. (County Road) Funds. County Court's request for improvement on FAS 664 rather than FAS 658 approved.
		LANDSCAPING AND TRAFFIC DELINEATORS approved for:
		Lane-Jackson Counties. Pacific Hwy. Eugene-Central Point Section.
		Coos County. Oregon Coast Hwy. Millington.
		KLAMATH COUNTY. Road improvement program presented by County Court and Chamber of Commerce.
		OLD OREGON TRAIL. Greyhound Lines request permit to operate "sceniccruisers" granted conditionally. Widening at 4 locations approved.
24653		MULTNOMAH-CLACKAMAS COUNTIES. Cascade Secdy. Hwy.(82nd Avenue). Flavel St.-Clackamas Overcrossing. Widening with State funds approved.

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24654	Apr.13	UMATILLA-UNION COUNTIES. Starkey-Ukiah Secdy. Hwy. Agreement with US Forest Service for fence approved.
		CURRY COUNTY. Oregon Coast Hwy. Gold Beach-Brookings Section. Hwy. construction deferred pending completion of surveys.
		MULTNOMAH COUNTY. Portland. Replacement of obsolete traffic control devices under cooperative agreement approved.
		EXTENSIONS OF TIME to complete contracts granted.
24655		CONTRACTS completed and accepted. See EXHIBIT "D".
		STATE TAX STREET FUNDS. Plans approved. See EXHIBIT "E".
24656		MULTNOMAH COUNTY. Portland. Ross Island Bridge On-Ramp. Ramp construction on cooperative basis approved.
24657		WILLAMETTE NATIONAL FOREST QUARRY. Permit with US Forest Service for obtaining rock material from quarry approved.
		WASHINGTON COUNTY. Hillsboro-Shadybrook Road. Construction and maintenance agreements with County approved.
		FEDERAL AID SECONDARY FUNDS. Allocation of funds to Counties recorded in minutes.
24659		LINN COUNTY. Orleans-Lebanon County Road. Request for improvement with FAS - 1956 funds approved.
		HIGHWAY RESEARCH BOARD. Cooperative Research Project. Engineer authorized to sign agreement with Board.
24660		MEETING ADJOURNED at 5:00 p.m. to reconvene at 9:00 a.m. on following morning.
	Apr.14	BIDS received on construction projects.
24664		LANE COUNTY. Eugene-Springfield. "Q" Street Route. Ferry St. Bridge-19th St. survey approved. See EXHIBIT "H-3".
		Fox Hollow Secdy. Hwy. to be taken over by County.
		19th St.-McKenzie Hwy. survey authorized. County to contribute $130,000.
24665		BENTON COUNTY. Alsea Hwy. Alsea Mt. Section. Request for improvements discussed. Engineer to investigate and report.
		MORROW COUNTY. Paterson Ferry Road. Request for designation
24666		on State Secdy. System denied. FAS System suggested.
		WASHINGTON COUNTY. Wilson River Hwy. Forest Grove-Banks Hwy. Jct. Request for grade separation structure to be investigated.
24667		COLUMBIA COUNTY. North Scappoose Creek Bridge Contract. Archie R. Averill (contractor). Payment of bid bond waived.
		SPEED ZONES-NO PARKING ZONES adopted as follows:
		Coos County. Oregon Coast Hwy. China Camp Marsh Bridge. Speed zone rescinded. See EXHIBIT "F-1".
		Polk County. Pacific Hwy. West. MP 58.45 to MP 59.55. Speed zone established. See EXHIBIT "F-2".
24668		Josephine County. Williams Secdy. Hwy. MP 0.00 to MP 0.30. Speed zone established. See EXHIBIT "F-3".
		Josephine County. Redwood Hwy. MP 0.30 to MP 1.68. Speed zone established. See EXHIBIT "F-3".

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24668	Apr.14	Washington County. Beaverton-Aurora Secdy. Hwy. MP 4.92 to MP 5.57. Speed zone established. See EXHIBIT "F-4". Footpath construction denied.
		Lane County. Territorial Secdy. Hwy. Elmira High School area. Shoulder parking prohibited. See EXHIBIT "G-2".
		WASHINGTON COUNTY. Sunset Hwy. Cedar Hills Subdivision. Request to erect large electrical sign approved.
24669		ALLEN'S PRESS CLIPPING BUREAU. Request for Commission to renew subscription to their services declined.
		CLATSOP COUNTY. "Route No. 1". Astoria to Seaside. Request for hwy. across Lewis and Clark River ordered filed.
		WASHINGTON STATE. Pacific County. Astoria-Megler Ferry. Request from County Commissioners for passes denied.
		MULTNOMAH COUNTY. Portland. Canyon Road. Settlement of Converse damage claim approved.
24670		WASCO COUNTY. Columbia River Hwy. The Dalles Dam area. Request for private access permit for Mr. H. A. White approved.
		LANE COUNTY. Willamette Hwy. Lookout Point and Dexter Dams. Request for erection of signs and shelter approved.
		CURRY COUNTY. Oregon Coast Hwy. Greggs Creek-Wedderburn Section. Power Company to be reimbursed for movement of pole line.
24671		TRAVEL - OUT OF STATE approved for:
		R. H. Baldock to Washington, D.C., May 9-13, 1955, for meeting of House Committee on Roads.
		W. C. Williams to San Francisco for WASHO Test Road Conference.
		Carl Jordan to Vancouver, B.C., May 9-10, 1955, for Pacific NW Trade Association.
		MEETING RECESSED at 12:00 noon and reconvened at 2:00 p.m.
		LINCOLN COUNTY. Oregon Coast Hwy. Yaquina Bay south. Drury property. Property offered for park purposes to be appraised.
		CURRY COUNTY. Oregon Coast Hwy. Gold Beach-Brookings Section.
24672		Delegation urges further improvement. No action.
24673		HARNEY COUNTY. Delegation requests the following:
		Central Oregon Hwy. Construction of Burns-Hines Section.
		Burns-Crane Hwy. Burns. E. Monroe St.-Date Avenue Jct. Request for traffic signals to be investigated.
		John Day-Burns Hwy. Poison Creek Section. Further improvement deferred pending availability of Forest Hwy. funds.
		HARNEY COUNTY. French Glen Secdy. Hwy. Wright's Point Section. South Unit construction to use FAS (County Road) funds. North Unit construction to use State FAS funds.
24674		COLUMBIA COUNTY. Columbia River Hwy. Clatskanie. Request for widening and paving on cooperative basis deferred.
		DOUGLAS COUNTY. Pacific Hwy. Deady-Shady Section. Tipton property. Request for access deferred pending inspection.
24675		CONTRACTS. Award of contracts publicly announced.
24677		LANE COUNTY. Coburg Radio Station Site. Proposed lease agreement with BPA approved.

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24677	Apr. 14	CLACKAMAS COUNTY. Oswego Hwy. Oswego. Church Street Jct. Agreement with City re school crossing signal approved.
		STANDARD OIL COMPANY OF CALIFORNIA. Request to lease portions of hwy. r/w on following hwys. approved.
		Crook County. Paulina Secdy. Hwy. Post Section.
		Deschutes County. Central Oregon Hwy. Hampton Section.
24678		SECRETARY'S REPORT on papers signed approved.
		MARION COUNTY. Geer Remote Controlled Radio Station. Termination of lease with SP Company and Western Union Company approved.
		CLACKAMAS COUNTY. Willamette River. Oregon City. Lease or sale of river frontage property discussed. Mr. Parker to report.
		MORROW COUNTY. Boardman. Russell property. Request for frontage road referred to Engineer for study.
24679		MORROW COUNTY. County Judge Garnet Barratt. Secretary to write letter conveying Commission's wishes for early recovery.
		COLUMBIA RIVER GORGE COMMISSION. Senator Ziegler's inquiry re plans of Commission for additional Gorge acreage for park purposes.
		ADVISORY COMMITTEE ON TRAVEL MATTERS. Gov. Patterson suggests expansion of Committee to include State Parks Department. Letter to Gov. Patterson approved.
24680		WALLOWA COUNTY. Wallowa Lake Hwy. Minam. Murphy sawmill. Location of hwy. not to interfere with sawmill's operation.
		AGREEMENTS and other papers signed.
24682		MEETING ADJOURNED at 4:30 p.m.
24683		EXHIBIT "A". Real Property Acquisition.
24722		EXHIBITS "B-1" through "B-3". Sale of properties not required for hwy. purposes.
24725		EXHIBIT "C". Real property not needed for hwy. purposes.
24727		EXHIBIT "D". Contracts completed and accepted.
24729		EXHIBIT "E". State Tax Street Funds.
24731		EXHIBIT "F-1". Speed zone rescinded. Coos County. Oregon Coast Hwy. China Camp Marsh Bridge.
24732		EXHIBIT "F-2". Speed zone. Polk County. Pacific Hwy. West.
24734		EXHIBIT "F-3". Speed zone. Josephine County. Williams Secdy. Hwy.
24736		EXHIBIT "F-4". Speed zone. Washington County. Beaverton-Aurora Secdy. Hwy.
24738		EXHIBIT "G-1". No parking. Portland. Sandy Blvd. NE 82nd Ave.
24739		EXHIBIT "G-2". No shoulder parking. Lane County. Territorial Secdy. Hwy. Elmira HS area.
24741		EXHIBIT "H-1". Surveys adopted.
24743		EXHIBIT "H-2". Surveys adopted.
24745		EXHIBIT "H-3". Survey adopted.
24747		EXHIBIT "I". US97 and US197 Jct. Wasco County. Reversal of stop signs.
24749		EXHIBITS "J-1" through "J-8". Condemnations.

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24768	Apr.27	SPECIAL SESSION.
		WASHINGTON STATE HIGHWAY COMMISSION AND WASHINGTON TOLL BRIDGE AUTHORITY.
		MULTNOMAH COUNTY. Columbia River. Interstate Bridges. Agreement discussed re new bridge construction and old bridge reconstruction.
		WASHINGTON HWY. AUTHORITIES and OREGON HWY. COMMISSION state views re Federal participation in reconstructing old bridge.
24770		OPERATION AND FINANCING PROBLEMS. Discussion of these problems and expression of opinions.
		MEETINGS ARRANGED with Army Engineers and Washington State Hwy. Commission-Toll Bridge Authority.
		MR HUTTON, Assistant Attorney General, urged completion of contract between States before meeting of Washington Supreme Court.
		OREGON COMMISSION adopted resolution and signed agreement.
		CONFERENCE CONCLUDED at 3:15 p.m.
		PROJECT DISCUSSED FURTHER following departure of Washington group.
24771		RESOLUTION PRESENTED concerning proposed agreement. Resolution adopted.
24772		"AMENDED AGREEMENT" signed by Commission.
		COMMISSION continued in session disposing of accumulated matters.
		COMMISSION MEETING MINUTES for March 2-3, 1955, approved.
		REAL PROPERTY. Acquisition approved. See EXHIBIT "A".
		BENTON COUNTY. Pacific Hwy. West. Corvallis. Corvallis Lumber Company property. Acquisition deferred.
		DOUGLAS COUNTY. Pacific Hwy. Canyonville Section. Sale of 0.18 acre of land to I. N. Gray approved.
		COLUMBIA COUNTY. Clatskanie. Sale of property to Forris E. Humphrey for $500 approved.
		WASCO COUNTY. Columbia River Hwy. Rowena. Vacation of certain streets to prevent access to new hwy. approved.
24773		MULTNOMAH COUNTY. Portland. NE Clackamas Street. 68th Ave.-69th Ave. Section. Vacation of street approved.
		MARION COUNTY. Salem-Silverton County Road. Sale of 1.449 acres of land at public auction authorized.
		DOUGLAS COUNTY. Pacific Hwy. Booth Ranch-Myrtle Creek Section. Settlement of Forrest damage claim to water supply approved.
		WALLOWA COUNTY. Enterprise-Lewiston Hwy. Flora Spur Section. Curry property. Condemnation authorized. See EXHIBIT "B".
24774		PARKS SUPT. reports on following matters:
		Golden and Silver Falls State Park. Coos County. Offer of County Court to deed 28 acres for park purposes accepted.
		Silver Falls State Park. Marion County. Agreement with Baptist Church for swimming pool construction approved.

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24774	Apr.27	AWARD OF CONTRACTS. Engineer reports satisfaction of conditions.
24775		INSURANCE. Liability and Property Damage. Multnomah County. Portland Steel Bridge. April 13 bids rejected. Call for new bids on May 25.
24776		HARNEY COUNTY. Burns-Crane Hwy. Burns. Monroe St.-Date Ave. Jct. Request for traffic signal denied.
		LOAD LIMITS. Douglas-Klamath Counties. East Diamond Lake Secdy. Hwy. Entire length. Reduced limits April 27, 1955, approved.
		US HIGHWAY ROUTES. Designation denied on the following: Umatilla County. Hermiston-Umatilla Road Wallowa-Union Counties. Lewiston-Flora-Enterprise-La Grande Road.
		LANE COUNTY. Eugene. Washington-Jefferson Sts. Overcrossing. Report re extension to River Road presented. Action deferred.
24777		"WELCOME SIGNS". Erection of these signs at hwy. points of entrance to Oregon discussed. Action deferred.
		DESCHUTES COUNTY. McKenzie Hwy. Cline Falls Section. Aprroval of location survey deferred.
		JACKSON COUNTY. Pacific Hwy. Medford south. County Road Jct. Request by Orchard Company for traffic light approved.
		COOS COUNTY. Coos Bay. Proposed Coos Bay-Roseburg Hwy. Request for reconnaissance survey deferred.
		MALHEUR COUNTY. I.O.N. Secdy. Hwy. Rome-Basque Section Oiling Project. Transfer of funds approved. Bids to be called.
24778		WASHINGTON COUNTY. Sunset Hwy. Station 2579+50. Permission granted Mr. Rice to construct temporary road approach for logging.
		YAMHILL-POLK COUNTIES. Salmon River Hwy. Sheridan-Valley Jct. Section. Payment of crop damages to 13 owners approved.
		LANE COUNTY. Fox Hollow Secdy. Hwy. Transfer of hwy. to County jurisdiction. Resolution adopted. See EXHIBIT "C".
		USED EQUIPMENT AND SCRAP MATERIALS. Procedure and policy change. Engineer authorized to make awards to highest bidders immediately.
24779		PUBLIC HEARINGS to be held on Tuesday, May 24, 1955, as follows: 10:00 a.m.: Sheridan-Willamina re Salmon River By-pass 1:00 p.m.: Rickreall re Rickreall-Dolph Corner Project 3:00 p.m.: Dayton re Three Mile Lane Secdy. Hwy. By-pass.
		LANE COUNTY. Siuslaw Hwy. Swisshome area. Pacific Tel. & Tel. Company. Settlement of damage claim for $500 approved.
		INSPECTION TRIPS. Discussion of dates and routes for proposed inspection trips this summer. Action deferred.
		MARION COUNTY. Salem. State Fair. State Hwy. Department Booth. Engineer authorized to proceed with details for display.
24780		LANE COUNTY. Springfield-Creswell Secdy. Hwy. Mr. Taylor's letter requests lower type of construction.
		AGREEMENTS approved and signed.
		MEETING ADJOURNED at 4:30 p.m.

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24781	Apr.27	EXHIBIT "A". Real property acquisition.
24791		EXHIBIT "B". Condemnation. Wallowa County. Flora Spur Section.
24793		EXHIBIT "C". Fox Hollow Secdy. Hwy. Lane County. Hwy transfer to County.
24795	May 24	SPECIAL SESSION. 10:00 a.m. Sheridan City Hall. Yamhill County.
		YAMHILL COUNTY. Salmon River Hwy. Willamina-Sheridan By-pass.
		Hearing held re hwy. relocation.
		Sheridan group presents reasons for opposing by-pass.
24796		Resolutions filed with the Commission.
		Willamina group presents reasons for opposing by-pass.
24797		Petition presented.
		Concepts of hwy. construction explained by Chairman Chandler.
		SPECIAL SESSION. 1:00 p.m. Rickreall Grange Hall. Polk County.
		Delegations from Rickreall, Dallas and Salem in attendance.
		Proposed Rickreall-Dolph Corner hwy. relocation.
24798		Engineer presents map of several routes under consideration and explains each.
		Expressions of opinion favor early construction.
24799		Property owners object.
		SPECIAL SESSION. 3:00 p.m. Dayton City Hall. Yamhill County.
24800		YAMHILL COUNTY. Three Mile Lane Secdy. Hwy. Dayton By-pass.
		Purpose of hearing explained. Engineer presents map of proposed by-pass with explanation.
		Expressions of opinion pro and con voiced.
24801		Main points of opposition were:
		Loss of tourist business; destruction of farm land; US99W priority; bridge construction on old route; service stations' loss, etc.
24802		Discussion concluded with assurance that careful consideration would be given to points brought out.
		MEETING ADJOURNED at 4:00 p.m.
24803	May 25	BIDS received on construction projects.
24808		COMMISSION MEETING MINUTES for April 13-14, and April 27, 1955, approved.
		PARKS SUPT. reports on following matters:
		Lincoln County. Oregon Coast Hwy. Yaquina Bay south. Drury property. Purchase of property confirmed.
		Willamette Stone State Park. Multnomah County. Request for improvements around marker approved.
		Lane County. McKenzie River. Leaburg Dam area. Eugene Water & Electric Board to retain property for park purposes.
		Lincoln County. Yaquina Bay south. Wineberg property. Acceptance of 56 lots for park purposes approved.

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24809	May 25	South Beach Wayside. Yaquina Bay. Lincoln County. Permit granted Mr. Herb to cross State land.
		Overnight camping areas. Closure of areas in 7 parks and 1 wayside approved.
		Multnomah County. Columbia River Hwy. Sheppards Dell area. Lease of 39 acres to Mr. Flaucher approved conditionally.
24810		Coos County. Powers Secdy. Hwy. Broadbent. Powers property. Acquisition for park purposes approved.
		REAL PROPERTY. Acquisition approved. See EXHIBIT "A".
		SALE OF MISCELLANEOUS PROPERTIES report confirmed.
		MULTNOMAH COUNTY. Portland. NE Clackamas St. 68th Ave.-69th Ave. Section. Issuance of permit for sewer construction approved.
		WASCO COUNTY. Columbia River Hwy. The Dalles. Stofer property. Request for vacation of unused roadway approved.
		LANE COUNTY. Pacific Hwy. Judkins Point-Goshen Section. Vacation of portion of Bloomberg Road approved conditionally.
24811		JACKSON COUNTY. Pacific Hwy. Medford County Farm Section. Phoenix By-pass. Sale of 0.72 acre of land approved. See EXHIBIT "B-1".
		BENTON COUNTY. Corvallis. Corvallis Lumber Company property. Purchase of property on cooperative basis with City approved.
		CROOK COUNTY. Madras-Prineville Secdy. Hwy. Jefferson County Line-Prineville Section. Sale of 1.54 acres to Mr. Hopper approved.
		DOUGLAS COUNTY. Pacific Hwy. Deady-Shady Section. Sale of 0.4 acre of r/w to Mr. Blondell approved.
24812		WASHINGTON COUNTY. Sunset Hwy. Vadis-Gardner Ranch Section. Sale of 36.5 acres authorized. See EXHIBIT "B-2".
		MULTNOMAH-WASHINGTON COUNTIES. Beaverton-Hillsdale Hwy. Permission granted Union Oil to occupy r/w for balance of year.
		WASHINGTON COUNTY. Tualatin. Stockpile site. Renewal of lease with City for 3 years approved.
		CURRY COUNTY. Oregon Coast Hwy. Fromm property. Change of access approved.
		WASHINGTON COUNTY. Pacific Hwy. West. Tigard-Newberg Section. Sale of 16.9 acres authorized. See EXHIBIT "B-3".
24813		CURRY COUNTY. Oregon Coast Hwy. Rocky Point-Wedderburn Section. Engineer reviewed excessive cost of r/w acquisition.
		CONDEMNATION OF REAL PROPERTY. Authority granted. See EXHIBITS "L-1" through "L-7".
24815		COURT CASES tried. Counsel's report approved.
24817		COURT CASES settled. Counsel's report approved.
24819		CONDEMNATION CASES. Offers for property previously authorized for acquisition approved.

Page	Date 1955	Subject
24820	May 25	PUC ORDERS re Hwy. Commission. Counsel reported as follows: Uniform rules for railroad clearances. Wasco County. Seufert Grade Crossing. Morrow County. Heppner-Spray Secdy. Hwy. Hardman south. Kinsua Corporation truck crossing.
24821		MARION COUNTY. Salem. Marion Street and Center Street Bridges. Counsel reports final disposition of actions against the State. NATIONAL COMMITTEE ON URBAN TRANSPORTATION. Counsel submitted report on February and May meetings. TRAVEL - OUT OF STATE. C. W. Enfield to Los Angeles, June 23-26, 1955. SALARY INCREASE. Legal Department. James B. Daniels. Increase approved. MULTNOMAH COUNTY. Portland. Interstate Bridge. Participation in legal proceedings before Supreme Court of Washington authorized. TILLAMOOK COUNTY. Wilson River Hwy.-Oregon Coast Hwy. Jct. Acquisition of 2 parcels authorized. WASCO COUNTY. The Dalles Bridge and approaches. Designation as part of Hwy. System approved. See EXHIBIT "I-1".
24822		AWARD OF CONTRACTS. Engineer reports satisfaction of conditions. WEIGHMASTERS REPORT. Engineer's report of operations from January through March, 1951-55, accepted.
24823		WASHINGTON COUNTY. Wilson River Hwy. Nehalem Secdy. Hwy. Jct. Grade separation construction approved. HOOD RIVER COUNTY. Woodworth County Road. Contract #4273. Basis for settlement of contractors' claim approved. LOAD LIMITS removed on following hwys.: Union County. Medical Springs Secdy. Hwy. MP 0.50 to MP 20.35 Umatilla County. Weston-Elgin Secdy. Hwy. MP 8.0 to MP 11.33 Malheur County. Crane-Scotts Butte Secdy. Hwy. MP 28.0 to MP 40.5.
24824		UNFINISHED BUSINESS MATTERS discussed: MULTNOMAH COUNTY. Portland. Clay Street Interchange. Survey not complete. Report at next meeting. COOS COUNTY. Powers Secdy. Hwy. Powers myrtle timber property. WASCO COUNTY. Deschutes River mouth. Proposed park area. LANE COUNTY. Eugene. Lease to Big Y Super Market, Inc. UMATILLA COUNTY. Old Oregon Trail. Stanfield Jct. Plans for traffic control approved and work being done. BENTON COUNTY. Alsea Hwy. Alsea Mt. Section. Investigation not complete. WASHINGTON COUNTY. Wilson River Hwy. Banks Grade Separation.
24825		LINCOLN COUNTY. Oregon Coast Hwy. Yaquina Bay. Drury property. HARNEY COUNTY. Burns-Crane Hwy. Burns. Traffic signal request. DOUGLAS COUNTY. Pacific Hwy. Deady-Shady Section. Tipton property. Inspection re additional access scheduled.

Page	Date 1955	Subject
24825	May 25	CLACKAMAS COUNTY. Willamette River. Oregon City. River frontage property lease rate.
		WASCO COUNTY. Deschutes River mouth. Proposed park area. Parks Supt. presents his views.
		MEETING RECESSED at 12:00 noon and reconvened at 2:00 p.m.
		"WELCOME SIGNS". Hwy. points of entrance to Oregon. Installation of 10 signs approved.
24826		SURVEYS ADOPTED for following hwy. sections:
		Deschutes County. McKenzie Hwy. Deschutes River Section. See EXHIBIT "J-1".
		Sherman County. Sherman Hwy. Moro-Kent Section. See EXHIBIT "J-2".
		Grant County. Kimberly-Long Creek Secdy. Hwy. Hamilton-Long Creek Section. East Unit. See EXHIBIT "J-1".
		DOUGLAS COUNTY. Pacific Hwy. Elkhead-Rice Hill Section. R. A. Heints Construction. Penalty waived on extension of time.
		LANE COUNTY. Junction City-Eugene Secdy. Hwy. Santa Clara-Eugene Section. Traffic control plans approved. See EXHIBIT "H-1".
24827		MARION COUNTY. North Santiam Secdy. Hwy. Salem. 17th St.-State St. Request for traffic signal approved.
		MARION COUNTY. Pacific Hwy. East. Salem. Church St. at Marion and Center Streets. Request for traffic signals approved.
		JACKSON COUNTY. Pacific Hwy. Medford. Stewart Avenue Jct. Request for traffic signals on 3-way agreement approved.
		GILLIAM COUNTY. Columbia River Hwy. Arlington west. Resloping, seeding, mulching and straw mats for cut slopes approved.
24828		DOUGLAS COUNTY. Coos Bay-Roseburg Hwy. Camas Valley Grange #521. Resolution re hwy. improvements filed.
		FEDERAL-AID SECONDARY SYSTEM. Addition of 82.8 miles of state hwy. and 31.5 miles of county roads to system approved.
24829		MULTNOMAH COUNTY. Portland. FAS Hwy. #654 Extension. Request for 1.5 mile extension of road approved.
		COOS COUNTY. Lakeside-Oregon Coast Hwy. County Road Extension. Request for extension approved conditionally.
24830		POLK COUNTY. Monmouth-Independence Hwy. Request for footpath construction approved.
		WASHINGTON COUNTY. Beaverton-Aurora Secdy. Hwy. Beaverton. Hall St. designated as hwy. route. See EXHIBIT "I-4".
		KLAMATH COUNTY. The Dalles-California Hwy. Willamette Hwy. Jct.-Diamond Lake Jct. Section. Additional funds authorized.
		COOS COUNTY. Coos River Secdy. Hwy. Oil mat surfacing approved.
24831		STATE TAX STREET FUNDS:
		Plans approved. See EXHIBIT "D".
		Washington County. Cornelius. Transfer of funds approved.

Page	Date 1955	Subject
24832	May 25	DOUGLAS-COOS COUNTIES. Oregon Coast Hwy. Slide Section. Transfer of funds from maintenance to construction approved.
		FEDERAL-AID PROGRAM. Transfer of 3 projects from 1957 program to 1956 program approved.
		DOUGLAS COUNTY. Elkton-Sutherlin Hwy. Reconstruction of section at west end of new section approved.
		EXTENSIONS OF TIME to complete contracts granted.
24834		CONTRACTS completed and accepted. See EXHIBIT "E".
		SPEED ZONES-NO PARKING ZONES as follows:
		Multnomah County. Mt. Hood Hwy. Portland-Gresham Section. Speed zones established. See EXHIBIT "H-2".
24835		Deschutes County. The Dalles-California Hwy. Bend north. Speed zone established. See EXHIBIT "H-3".
		Jackson County. Crater Lake Hwy. Union Creek area. Request for speed zone denied.
		Jackson County. Pacific Hwy. Medford-Phoenix Section. Speed zones established. See EXHIBIT "H-4".
		Douglas County. Pacific Hwy. Sutherlin Interchange. Shoulder parking prohibited. See EXHIBIT "G-1".
24836		Deschutes County. The Dalles-California Hwy. Bend south. Shoulder parking prohibited. See EXHIBIT "G-2".
		Douglas County. Pacific Hwy. Roseburg By-pass Section. Shoulder parking prohibited. See EXHIBIT "G-3".
		LINN COUNTY. Albany. Waverly Lake Park. Albany Timber Carnival use of park on July 4th weekend, 1955, approved.
		UMATILLA COUNTY. Athena-Holdman Hwy.-Havana-Helix Hwy. Jct. Change in stop sign locations. See revised EXHIBIT "K".
24837		SECONDARY HIGHWAY DESIGNATIONS as follows: (See EXHIBIT "I-2")
		Jackson County. Sams Valley Secdy. Hwy. Rock Point Bridge-Gold Hill Section.
		Jackson County. Sams Valley Secdy. Hwy. Gold Hill-Pacific Hwy. Jct.
		WASCO COUNTY. Columbia River Hwy. Mosier-The Dalles Section (old route). Designated as Mosier-The Dalles Secdy. Hwy. See EXHIBIT "I-3".
		CLATSOP COUNTY. Astoria-Megler Ferry. I. A. DeFrance and R. M. Smith to sign registration documents. See EXHIBIT "C-1".
24838		TILLAMOOK COUNTY. Rockaway. Request to land planes on ocean beach July 3 denied.
		CLAIM. State Farm Insurance Company. Warm Springs Hwy. Settlement of Want claim for car damage approved.
		BENTON COUNTY. Pacific Hwy. West. Corvallis (old section). Abandonment agreement approved. See EXHIBIT "F".
		CLATSOP COUNTY. Oregon Coast Hwy. Astoria-Seaside Section. Designation as "Lewis and Clark Way" declined.

Page	Date 1955	Subject
24838	May 25	TRAVEL - OUT OF STATE approved for:
24839		R. H. Baldock to Billings, Montana, June 27-28, 1955, for meeting of Council of State Governments.
		R. H. Baldock to San Francisco, July 19-21, 1955, for AASHO and National Hwy. Research Board.
		P. M. Stephenson to Salt Lake City, June 27-28, 1955, for AASHO.
		G. S. Paxson to Birmingham, New York City, St. Louis and Salt Lake City, June 14-29, 1955, for AASHO.
		J. Al Head and R. C. Blensly to San Diego, June, 1955, for Institute of Traffic Engineers.
		R. C. Blensly to Olympia, Wenatchee, and Seattle, June, 1955.
		SECRETARY'S REPORT on papers signed approved.
		DOUGLAS COUNTY. Tiller-Trail Secdy. Hwy. Tiller west. Request of Johnson Lumber Company to lease hwy. property for exploration denied.
		WEED CONTROL. Old Oregon Trail. Heppner Hwy. John Day Hwy. Cooperation approved on same basis as in 1954.
24840		COMMISSION MEETING DATES set for:
		June 30-July 1, 1955, regular
		August 11-12, September 22-23, and November 3-4, tentatively
		June 13-17, and July 11-14, 1955, inspection trips.
		CHAIRMAN CHANDLER to be excused from attending August and September meetings. Discussion of June inspection trip.
		DELEGATION PROBLEMS discussed.
		LINN COUNTY. Santiam Hwy. Lebanon south. Engineer to submit cost report on hwy. improvement.
		LINCOLN COUNTY. Siletz Secdy. Hwy. Siletz River Bridge. Bridge damaged. Speed zone established. See EXHIBIT "H-5".
		LANE COUNTY. Willamette Hwy. Salt Creek Tunnel. Electric power for tunnel lights pending.
		UMATILLA COUNTY. Pendleton. Airport Road. Widening of road to 4 lanes to be considered when need arises.
24841		FIRE INSURANCE. Shop Equipment. Equipment to be placed under State Restoration Fund.
		COLUMBIA RIVER HIGHWAY. Scenic Drive Section. Request for signs deferred pending investigation.
		CONTRACTS. Award of contracts publicly announced.
24843		MULTNOMAH COUNTY. Banfield Expressway. Off-ramps construction. Expressway to be open to 42nd Avenue this fall.
24844		UNION COUNTY. LaGrande. Truck Route. Increase in allotment for truck route construction authorized.
		AGREEMENTS and other papers signed.
24845		MEETING ADJOURNED at 4:30 p.m. to reconvene next morning at 9:00 a.m.
24846	May 26	BIDS received on construction projects.
24849		SURVEYS ADOPTED. Public Hearings. Sheridan, Rickreall and Dayton.

Page	Date 1955	Subject
24849	May 26	Yamhill County. Salmon River Hwy. Sheridan-Willamina By-passes. See EXHIBIT "J-3".
		Polk County. Willamina-Salem Hwy. Dolph Corner-Rickreall Section. See EXHIBIT "J-4".
		Yamhill County. Three Mile Lane Secdy. Hwy. Dayton By-pass. See EXHIBIT "J-5".
24850		Press release approved.
24851		POLK COUNTY. Willamina-Salem Hwy. Dolph Corner-Rickreall Section. Letter to BPR approved requesting addition to FA System.
24852		BENTON COUNTY. Pacific Hwy. West. Corvallis. Corvallis Lbr. Co. property. Purchase of property approved. Agreement signed.
		KLAMATH-JACKSON COUNTIES. Klamath Falls-Lake of the Woods-Medford Road. Designation as secdy. hwy. urged. Action deferred.
24853		WASCO COUNTY. The Dalles-California Hwy. The Dalles-Eightmile Creek Section. Request for hwy. realignment deferred.
		US HIGHWAY 20 ASSOCIATION requests hwy. improvements: Benton-Linn Counties. Albany-Corvallis Hwy. Reconnaissance survey authorized.
24854		HOOD RIVER COUNTY. Woodworth County Road. Contract #4273. Settlement on additional materials approved.
		MULTNOMAH COUNTY. Portland. Interstate Bridge. Washington State Supreme Court hearings. Resolution adopted. See EXHIBIT "C-2".
		JURY CASES. Counsel authorized to use local counsel at his discretion for period of one year.
		DOUGLAS COUNTY. Umpqua Hwy. and Elkton-Sutherlin Secdy. Hwy. Delegation requests improvements.
24855		MEETING RECESSED at 12:00 noon and reconvened at 2:00 p.m.
		MARION-POLK COUNTIES. Willamina-Salem Hwy. Salem-Dallas
24856		Section. Request for hwy. improvements and access road deferred.
		KLAMATH-JACKSON COUNTIES. Klamath Falls-Lake of the Woods Road. Ashland delegation in favor of Green Springs Hwy. construction.
		CLATSOP COUNTY. Oregon Coast Hwy. Astoria-Seaside Section.
24857		Reconstruction along Smith Point or Lewis & Clark Valley route.
		LANE COUNTY. McKenzie Hwy. US Hwy. 126 Association requests: Eugene-Florence Extension. Engineer explained situation.
24858		McKenzie Pass Snow Removal. Engineer explained problem.
		CLACKAMAS COUNTY. Oswego-Oak Grove area. Willamette River Bridge proposed. Delegation urges construction. No action.
		CLATSOP COUNTY. Astoria-Megler Ferry operator requests payment for personnel required by Coast Guard. Deferred.
24859		CONTRACTS. Award of contracts publicly announced.
24861		MULTNOMAH COUNTY. Columbia River Hwy. Columbia Gorge Section. Parks Supt. to investigate 8 areas for acquisition.
		MEETING ADJOURNED at 4:10 p.m.

Page	Date 1955	Subject
24862	May 26	EXHIBIT "A". Real property acquisition.
24896		EXHIBIT "B-1". Sale of land. Jackson County. Pacific Hwy. Phoenix By-pass.
24898		EXHIBIT "B-2". Sale of land. Washington County. Vadis-Gardner Ranch Section.
24899		EXHIBIT "B-3". Sale of land. Washington County. Tigard-Newberg Section.
24901		EXHIBIT "C-1". Astoria-Megler Ferry. Signing of registration documents.
24902		EXHIBIT "C-2". Interstate Bridge. Washington State Supreme Court hearings.
24904		EXHIBIT "D". State Tax Street Funds.
24906		EXHIBIT "E". Contracts completed and accepted.
24908		EXHIBIT "F". Abandonment agreement. Benton County. Pacific Hwy. West. Corvallis Section.
24910		EXHIBIT "G-1". No shoulder parking. Douglas County. Pacific Hwy. Sutherlin Interchange.
24912		EXHIBIT "G-2". No shoulder parking. Deschutes County. The Dalles-California Hwy. Bend south.
24914		EXHIBIT "G-3". No shoulder parking. Douglas County. Pacific Hwy. Roseburg By-pass Section.
24916		EXHIBIT "H-1". Traffic control plans. Lane County. Santa Clara-Eugene Section.
24918		EXHIBIT "H-2". Speed zone. Portland-Gresham Section. Mt. Hood Hwy. Multnomah County.
24920		EXHIBIT "H-3". Speed zone. Deschutes County. The Dalles-California Hwy. Bend north.
24922		EXHIBIT "H-4". Speed zone. Jackson County. Pacific Hwy. Medford-Phoenix Section.
24924		EXHIBIT "H-5". Bridge damage. Lincoln County. Siletz River Bridge.
24926		EXHIBIT "I-1". Designation as part of Hwy. System. Wasco County. The Dalles Bridge and approaches.
24928		EXHIBIT "I-2". Secdy. hwy. designations. Jackson County. Sams Valley Secdy. Hwy. Sections.
24931		EXHIBIT "I-3". Redesignation of old route as Mosier-The Dalles Secdy. Hwy. Wasco County.
24932		EXHIBIT "I-4". Designation of Hall Street as hwy. route. Washington County. Beaverton.
24935		EXHIBITS "J-1" through "J-5". Surveys adopted.
24945		EXHIBIT "K". Change in stop signs. Umatilla County. Athena-Holdman Hwy.-Havana-Helix Hwy. Jct.
24947		EXHIBITS "L-1" through "L-7". Condemnations.

FIRST INSPECTION TRIP (1955)

June 13 to 17, Inclusive

Page	Date 1955	Subject
24964	June	INSPECTION TRIP covered 1,063 miles. List of people who made the trip.
24965		PURPOSE OF TRIP. Inspection of hwy. construction and state parks. Itinerary of trip given.
24966		AWARD OF CONTRACTS. Engineer reports satisfaction of conditions.
24967		COOS COUNTY. Oregon Coast Hwy. Coos Bay-Bandon Section. "Davis Slough Route". Location survey authorized.
		MARION COUNTY. Salem. State Hwy. Building. 5th Floor. Expenditure of $9,500 for installation of partitions authorized.
		GRANT COUNTY. John Day Hwy. John Day-Mt. Vernon Section. Eismann property. Request for hwy. access denied.
24968		LANE COUNTY. Pacific Hwy. Eugene. Broadway-Hilyard Sts. Pattison property. Request for hwy. access denied.
		HARNEY COUNTY. Frenchglen Secdy. Hwy. Wrights Point Section. Survey approved. Resolution adopted.
24969		BOND MONIES accumulated from contract underruns. $280,000 authorized for seal coating pavements on many hwys.
		LANE COUNTY. Territorial Secdy. Hwy. Elmira Union High School-Shopping Center Section. Request for footpath construction approved.
24970		DOUGLAS COUNTY. North Umpqua Hwy. Project. Agreement with BPR for State to seed cuts and fills at BPR's expense approved.
		EXTENSIONS OF TIME to complete contracts granted.
24971		CONTRACT COMPLETED. Lane County. Pacific Hwy. Goshen-Coast Fork Willamette River Section. Contract #4112. Resolution adopted.
24972		HOOD RIVER COUNTY. Hood River Valley. Request for installation of scenic route signs deferred pending inspection. Signing of scenic sections. Policy discussed.
		JOSEPHINE COUNTY. Pacific Hwy. Jump Off Joe Creek-Grants Pass Section. Claims for apple tree destruction approved.
		CURRY COUNTY. Oregon Coast Hwy. Greggs Creek-Wedderburn Section. Reimbursement to Electric Co-op for moving power line approved.
24973		TRAVEL-OUT OF STATE. W. C. Williams to Salt Lake City, July 7-8, for WASHO Test Road meeting.
		DOUGLAS COUNTY. Pacific Hwy. Divide-Rice Hill Section. Expenditure of $32,000 bond funds for guard fence authorized.
		COMMISSION MEETING ADJOURNED at 2:40 p.m.

Portland, Oregon
April 13, 1955

The Oregon State Highway Commission met in regular session at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. W. Stiffler, Assistant State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
R. L. May, Jr., Assistant Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

Mr. W. C. Williams, Deputy State Highway Engineer, was excused.

Bids as follows for furnishing insurance covering the Astoria-Megler Ferries and the Steel Bridge, Portland, and for highway construction were opened and read aloud by the Secretary who then announced that the award of contracts would be made at 4:00 p.m. in the same room.

CLATSOP COUNTY
MARINE INSURANCE FOR ASTORIA-MEGLER FERRY VESSELS

	Alternate "A"	Alternate "B"
Durham & Bates, Portland		$ 7,152.42
Jewett, Barton, Leavy & Kern, Portland		7,152.42
Cole, Clark & Cunningham, Portland [1]	$ 7,302.90	
Durham & Bates, Portland [2]	7,302.90	
Rodgers Insurance Agency, Portland	7,302.90	
Jewett, Barton, Leavy & Kern, Portland	7,597.58	
Robert O. Fleming Co., Seattle	8,160.64	
Rodgers Insurance Agency, Portland		8,226.97
Durham & Bates, Portland	8,751.07	

[1] Agents for Firemen's Fund Insurance Company

[2] As agents of London Assurance

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MULTNOMAH COUNTY
LIABILITY INSURANCE FOR STEEL BRIDGE (PORTLAND)

W. C. Dyer & Sons Insurance Agency, Salem	$ 1,129.40
Dooly & Company, Portland	1,161.84
Hansen & Rowland, Inc., Portland	1,174.50
Victor S. Risley, Portland	1,248.50
Ken Potts Insurance Agency, Salem	1,490.00

CLACKAMAS AND MULTNOMAH COUNTIES
GRADING AND PAVING FLAVEL STREET-CLACKAMAS OVERCROSSING OF THE CASCADE HIGHWAY ON S. E. 82ND AVENUE IN PORTLAND

Logan Taylor Co., Portland	379,934.00
J. N. Conley, Portland	385,940.00
Parker Schram Co., Portland	398,932.00
Vernie Jarl, Gresham	409,439.00
Rogers Construction, Inc., Portland	409,891.00
Acme Construction Co., Eugene	410,355.00
J. C. Compton Co., McMinnville	416,011.00
T. W. Thomas, Portland	425,454.00
Oregon Asphaltic Paving Co., Portland	425,912.50
R. A. Heintz Construction Co., Portland	427,805.50

CLATSOP COUNTY
VINE MAPLE BRIDGE TIMBER REPLACEMENT OVER NEHALEM RIVER

Workman & Wilson General Contractors, Canby	76,433.50
General Construction Co., Portland	77,917.50
Valley Construction Co., Portland	86,340.00
H. G. Palmberg, Astoria	88,800.00
O. B. Blakely Construction Co., Portland	107,180.00

DESCHUTES COUNTY
REDMOND-BEND SHOULDER OILING PROJECT ON THE DALLES CALIFORNIA HIGHWAY

Babler Bros., Inc., Portland	41,494.00
J. C. Compton Co., McMinnville	42,179.00
Warren Northwest, Inc., Portland	45,878.00
F. H. McEwen, Eugene	46,149.00
Oregon Asphaltic Paving Co., Portland	60,524.00

DOUGLAS COUNTY
ANLAUF-RICE HILL UNIT, DIVIDE-RICE HILL SECTION SLIDE CORRECTION PROJECT ON PACIFIC HIGHWAY

Kuckenberg Construction Co., Portland	33,780.00
Harbert Bros., Estacada	35,310.00
Shirley G. Stone Co., Oswego	39,525.00

April 13, 1955

Anlauf-Rice Hill Unit Slide Correction (cont.)

Allum Bros., Eugene	$ 39,715.00
Henry H. Miller, Roseburg	48,617.00
F. L. Somers, Medford	51,145.00
Earl L. McNutt Co., Eugene	51,855.00
E. C. Hall Co., Portland	53,525.00
Hutton-Kalkhoven, Portland	55,829.50
Porter W. Yett, Portland	57,150.00
Funderburk Construction Co., Sutherlin	57,585.00
J. N. Conley, Portland	60,000.00
Isaacson Bros., Cottage Grove	63,271.50
Miller & Strong, Inc., Eugene	75,140.00
Asphalt Paving Co., Klamath Falls	79,615.00

GRANT AND BAKER COUNTIES
PRAIRIE CITY-BAKER COUNTY LINE ROCK PRODUCTION PROJECT ON JOHN DAY HIGHWAY

E. H. Itschner Co., Molalla	20,900.00
N. A. Toole Construction Co., Ontario	25,175.00
F. H. McEwen, Eugene	25,650.00
C. E. Leseberg, Nyssa	31,730.00

HARNEY COUNTY
BURNS ROCK PRODUCTION PROJECT ON CENTRAL OREGON, JOHN DAY-BURNS AND BURNS-CRANE HIGHWAYS NEAR BURNS

E. H. Itschner Co., Molalla	36,960.00
F. H. McEwen, Eugene	45,276.00
N. A. Toole Construction Co., Ontario	50,811.00
C. E. Leseberg, Nyssa	69,300.00

HOOD RIVER COUNTY
GRADING AND OILING BEALS CORNER-PARKDALE JUNCTION SECTION OF DOUGHERTY CORNER-PARKDALE ROAD

Oregon Asphaltic Paving Co., Portland	20,794.00
Parker & Fuhrman, Portland	21,562.00
P. C. Knox, Gladstone	23,063.00
Hutton-Kalkhoven, Portland	23,571.00
Babler Bros., Inc., Portland	25,032.00
Morrison & Lamping, Milton-Freewater	25,824.00
Harr & Horton, Portland	32,690.50

JACKSON COUNTY
PAVING MAIN STREET IN TALENT

M. C. Lininger & Sons, Medford	11,837.50
The United Contracting Co., Portland*	13,475.00
Asphalt Paving Co., Klamath Falls	20,795.00

*Will accept this project only if awarded Phoenix Project.

April 13, 1955

JACKSON COUNTY
PAVING FIRST STREET IN PHOENIX

M. C. Lininger & Sons, Medford	$ 11,245.00
The United Contracting Co., Portland*	13,344.00
Asphalt Paving Co., Klamath Falls	21,080.00

*Will accept this project only if awarded Talent Project.

JEFFERSON COUNTY
PAVING "E" AND 10th STREETS IN MADRAS

Warren Northwest, Inc., Portland	10,977.50
Babler Bros., Inc., Portland	12,835.00
Asphalt Paving Co., Klamath Falls	21,160.00

JOSEPHINE COUNTY
APPLEGATE RIVER BRIDGE ON NEW ALIGNMENT OF THE REDWOOD HIGHWAY

Tom Lillebo, Reedsport	159,950.00
E-W Construction Co. & H. C. Werner, Inc., Eugene*	161,820.00
Hamilton & Thoms, Eugene	162,105.00
Ausland Construction Co., Grants Pass	165,280.00
Valley Construction Co., Portland	186,140.00

*Bidder will accept only one project.

LANE COUNTY
COTTAGE GROVE (NORTH RIVER ROAD) PAVING PROJECT

The Central Heating Co., Ore. Ltd., Eugene	10,615.00
Asphaltic Paving Co., Klamath Falls	16,680.00

LANE COUNTY
OVERFLOW BRIDGE REPLACEMENT ON WILLAMETTE HIGHWAY

Hamilton & Thoms, Eugene	44,050.00
Johnston & Bryant, Newberg	46,921.00
Valley Construction Co., Portland	48,505.00
United Builders, Inc., Beaverton	51,082.50
The Central Heating Co., Ore. Ltd., Eugene	53,467.00
R & M Construction Co., Central Point	55,244.00
Glenn Snook, Eugene	55,760.00
E-W Construction Co., Eugene	56,764.00
Columbia Empire Constructors & P. S. Lord Mechanical Contractors, Portland	62,330.00

LINCOLN COUNTY
GRADING AND PAVING DEER CREEK SECTION OF OREGON COAST HIGHWAY

Diamond Rock Co., Salem	24,312.50

April 13, 1955

Deer Creek Section (cont.)

Calkins Crushing Co., Oceanlake	$ 26,903.50
Henry H. Miller, Roseburg	28,998.50
Glen Ousley, Eugene	29,957.00
A. H. Saxton & Son, Corvallis	30,265.00
Logan Taylor & Co., Portland	31,385.00
Miller & Strong, Inc., Eugene	31,985.00
C. J. Eldon, Portland	33,265.00
Grimstad & Vanderveldt, Astoria	36,003.00

LINN COUNTY
CALAPOOYA OVERFLOW BRIDGE REPLACEMENT ON PACIFIC HIGHWAY EAST

Hamilton & Thoms, Eugene	46,920.00
Johnston & Bryant, Newberg*	49,572.00
Valley Construction Co., Portland	51,620.00
C. J. Eldon, Portland	54,044.00
R & M Construction Co., Central Point	55,878.00
Glenn Snook, Eugene	58,680.00
United Builders, Inc., Beaverton	62,430.00
Schrader Construction Co., Portland	63,140.00
Tom Lillebo, Reedsport	66,630.00
Lee Hoffman, Beaverton	69,840.00
George E. Berry, Beaverton	77,620.00

*Bidder will accept only 1 project.

LINN COUNTY
LINN COUNTY ROADS OILING PROJECT ON 4 COUNTY ROADS

Oregon Asphaltic Paving Co., Portland	80,448.00
Babler Bros., Inc., Portland	80,639.00
J. C. Compton Co., McMinnville	81,353.00
Warren Northwest, Inc., Portland	81,424.50
Harr and Horton, Portland	81,726.00
Lebanon & Harrisburg Sand & Gravel Co., Lebanon	81,886.00
D-H Paving Co., Vancouver, Washington	82,861.00
Central Paving Co., Independence	87,867.30
C. C. Meisel, McMinnville	88,271.75

MARION COUNTY
SARDINE CREEK-LINN COUNTY LINE ROCK PRODUCTION PROJECT ON NORTH SANTIAM HIGHWAY EAST AND WEST OF DETROIT

P. B. Doherty & Son, Portland	29,811.20

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MARION COUNTY
PAVING 10TH STREET IN STAYTON

Warren Northwest, Inc., Portland	$ 17,625.00
Central Paving Co., Independence	17,975.00
Salem Blacktop Paving Co., Salem	18,195.50
Lebanon & Harrisburg Sand & Gravel Co., Lebanon	18,825.00
Western Paving & Construction Co., Albany	19,691.00

MORROW COUNTY
PETERS-MESSNER JUNCTION STONE BASE AND OILING PROJECT ON 3 COUNTY ROADS NEAR BOARDMAN

Babler Bros., Inc., Portland	52,320.00
Russell Olson Construction Co., Pendleton	55,429.00
Morrison & Lamping, Milton-Freewater	57,585.00
D-H Paving Co., Vancouver, Washington	57,813.00
J. C. Compton Co., McMinnville	74,771.00

MULTNOMAH COUNTY
GRADING AND SURFACING S. E. STARK STREET-POWELL VALLEY ROAD SECTION OF EAST BURNSIDE ROAD

Allum Bros., Eugene	139,796.50
Rogers Construction, Inc., Portland	158,436.90
Gibbons & Reed Co., Portland	159,566.00
Harbert Bros., Estacada	163,484.00
Logan, Taylor & Co., Portland	166,332.20
Vernie Jarl, Gresham	169,417.40
J. N. Conley, Portland	169,616.00
Oregon Asphaltic Paving Co., Portland	174,889.40
Kuckenberg Construction Co., Portland	180,137.30
Parker-Schram Co., Portland	182,434.50
E. C. Hall Co., Portland	189,783.00
O & K Construction Co., Gresham	193,724.40
C. J. Eldon, Portland	210,226.00

UMATILLA COUNTY
COLD SPRINGS CREEK BRIDGE SECTION ON PENDLETON-COLD SPRINGS HIGHWAY

Jackson & Ray, Hermiston	20,998.00
R. H. Jones, Hillsboro	21,375.00
McWaters & Bartlett, Boise, Idaho	25,854.00
Marshall Construction Co., Hermiston	28,147.00

WHEELER AND GRANT COUNTIES
SERVICE CREEK-GOOSE ROCK BRIDGE ROCK PRODUCTION PROJECT

E. H. Itschner Co., Molalla	25,200.00
F. H. McEwen, Eugene	25,725.00
N. A. Toole Construction Co., Ontario	28,875.00

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The following persons representing the Board of County Commissioners of Lane County were present and discussed with the Commission, matters concerning the proposed "Q" Street project between Eugene and Springfield: Ralph Peterson, Chairman; Kenneth Nielsen and Robert Straub, Commissioners, ad Oscar Norburg, County Engineer. Mr. Nielsen, who acted as spokesman, recalled a previous arrangement between the County Court and the Highway Commission whereby the Highway Commission agreed to acquire right of way on the "Q" Street Route between the Ferry Street Bridge in Eugene and 19th Street in Springfield, and Lane County agreed to obtain right of way from 19th Street easterly to a junction with the McKenzie Highway. He explained that owners of some of the property between 19th Street and the McKenzie Highway wish to subdivide their land and that several manufacturing concerns plan to establish business sites in this area. He pointed out that there are two possible routes, the right of way for one of which is estimated to cost $130,000 and for the other $93,000. He also said that the County can acquire the right of way on the shorter route estimated at $93,000, but not the other. He suggested as an alternative that the County contribute $100,000 and let the State handle the matter from that point on, including selection of the route. The County money, he said, will be available by July 1, 1955. He explained that an early decision is necessary because property owners have plans for immediate development of the area just west of 19th Street; in fact, they must know the Commission's decision by Friday, April 15 at 10:00a.m. The Engineer stated that no definite route has been decided east of 19th Street, but it appears that the longer route may be the most satisfactory as the ultimate location; however, he would have to study the situation before rendering a report. He inquired if the County is willing to contribute $130,000 toward the cost of right of way along the longer route. County Judge Ralph Peterson gave as his feeling that the County would be willing to contribute such sum. County Commissioners Robert Straub and Kenneth Nielsen stated that they too approve a $130,000 contribution, making the action unanimous.

Chairman Chandler mentioned receipt of a petition from residents of Springfield objecting to the route favored by the Board of County Commissioners. Mr. W. A. Swanson, who was present representing the petitioners, stated that he owns a business establishment at 36th and Commercial Street in Springfield and as one of the signers of the petition he has no objection to the proposed "Q" Street Route from the Ferry Street Bridge to 19th Street, but he does object to the proposed routing of the highway east of 19th Street in the immediate future. He proposed adoption of a route along Commercial Street,which he said, permits easy access via 42nd Street for traffic from the Lowell, Fall Creek and Jasper districts. He stated that it would cost approximately $100,000 to fix up the Commercial Street Route. Chairman Chandler stated that an agreement has been reached whereby the State is to acquire right of way from the Ferry Street Bridge to 19th Street. Mr. Swanson again stated that it is only beyond 19th Street that they object to the routing recommended by the County Commissioners. He urged the Commission to defer action for further study.

Chairman Chandler advised that the Commission is committed to

construction of the "Q" Street route up to 19th Street, but not beyond that point. He gave as his feeling that right of way should be acquired at once up to 19th Street and that further study should be given to adoption of a route east of that street. Mr. Nielsen concluded the County's presentation by stating that the County will contribute $130,000 toward the cost of right of way east of 19th Street along any route that the Highway Commission may select; also, that the County will be happy with the routing along Commercial Street as suggested by Mr. Swanson, if that is the route the Commission selects. The Commission advised that the matter cannot be decided until additional information is available.

Footnote: (Discussion of the project was resumed on the following day. At that time, the Engineer exhibited a map of the "Q" Street Route and recommended adoption of the survey from the Ferry Street Bridge intersection to 19th Street, and that right of way be acquired as soon as possible provided the County will contribute the sum of $130,000 toward the cost of right of way beyond 19th Street, and will take over the Fox Hollow Secondary Highway. Mr. Nielsen, who was present, stated that such proposal is agreeable with the Lane County Commissioners and that in his opinion it would be better to turn the money over to the State and let the State acquire right of way from 19th Street to the McKenzie Highway on a route of their own choosing. The money, he added, will be available by July 1, 1955. The Engineer suggested if the Commission adopts the survey from Ferry Street to 19th Street, that a survey then be made from 19th Street to a connection with the McKenzie Highway and when that survey is completed and adopted that the Commission authorize acquisition of necessary right of way with no commitment whatsoever as to when construction takes place. In reply to an inquiry from Chairman Chandler whether or not the County will take over the Fox Hollow Secondary Highway tomorrow if the Commission today adopts the survey up to 19th Street, Mr. Nielsen replied in the affirmative. Commissioner Reynolds then moved adoption of the "Q" Street Route as presented by the Engineer, from its intersection at the Ferry Street Bridge Approach to 19th Street in Springfield, that the Commission accept the sum of $130,000 from Lane County to apply on right of way costs east of 19th Street and proceed with the survey of such section with no commitment as to construction, upon condition that the County takes over the Fox Hollow Road for future maintenance, effective April 15, 1955, and that a survey be made of the "Q" Street Route from 19th Street to a junction with the McKenzie Highway when the conditions have been satisfied. Commissioner McIver seconded the motion and it was declared unanimous by Chairman Chandler. The Commission thereupon approved the "Q" Street survey up to 19th Street by adoption of the attached resolution relative thereto marked EXHIBIT "H-3", which resolution by this reference is made a part hereof with like effect as though extended in full herein.) (See additional entry ahead.)

Hon. C. W. Craddock, County Judge of Harney County, came before the Commission and asked for the modernization of the French Glen State Secondary Highway to eliminate curves on the Wrights Point Section. The County, he stated, will build the south unit, using F. A. S. funds but wants the State to construct the north unit. He alleged that the improvement is

the most important one in the County. Chairman Chandler stated that the Commission would discuss the matter with the Engineer and would try to give him an answer before adjournment on the following day. (In the afternoon of the following day the matter was again discussed. The Engineer explained that in order to use Federal-aid County Road Funds on this project, it is necessary for the County to agree to the expenditure of these funds for improvement of a State Secondary Highway because the County cannot use the funds and perform the work with its own forces. This matter, he stated, has been discussed with the County Court which has agreed to use approximately $26,000 of Federal-aid County Road Funds to improve the south unit and will submit a letter confirming the understanding. Judge Craddock, who was present, confirmed the Engineer's statement. The Engineer also stated that the Bureau of Public Roads has indicated its approval of the arrangement provided the work is done by contract. He estimated the cost to construct the north section at $30,000 and the south section at $26,000. He recommended that the entire job be let in one contract. The Commission approved the project as outlined by the Engineer.) (See additional entry ahead)

The Parks Superintendent reported on the following matters pertaining to State parks:

1. Request of Matt Erickson, Grand Ronde, for a permit to use an existing road across Van Duzer Forest Corridor adjoining the Salmon River Highway: The Parks Superintendent advised that Mr. Erickson, who owns property to the south of the Van Duzer Corridor in the NW$\frac{1}{4}$ of the SE$\frac{1}{4}$ of Sec. 15, T.6S.; R.9W., W.M. wants to use an old logging road across the Corridor which joins the Salmon River at Highway Engineer's Station 592+75. Mr. Erickson, he stated, has agreed to maintain the bridge structure at his own expense. He recommended that the permit be granted. The Commission approved the recommendation.

2. Acceptance of a permit from the U. S. Forest Service for development and use of Lakeshore Forest Camp on Detroit Lake on the North Santiam Secondary Highway: The Parks Superintendent presented a form of agreement covering use of this area which is located near the east end of the lake, and includes the Mongold boat ramp and access point about one mile west of the Lakeshore Forest Camp. He said that the agreement contains the usual provisions required by federal law, such as requiring use for recreational purposes only, and runs for a period of 30 years. Upon his favorable recommendation, the Commission approved the agreement.

3. Acceptance of a deed covering the new park area at Fort Stevens in Clatsop County: The Parks Superintendent stated that a deed has been received from Clatsop County conveying to the State, 761 acres of land commonly known as the Coffenbury Lake Area immediately south of old Fort Stevens. The deed, he pointed out, contains some restrictions concerning oil and mineral leases and is so worded that if the oil and mineral rights are exercised, Clatsop County will

pay the value of such portions of the surface and damage to improvements which may result because of mining or drilling operations. It was his opinion that the investment of the State in the area would be protected under the deed, and it was his recommendation that the deed be accepted. The Commission accepted the deed as recommended.

4. Acceptance of a gift from Coos County consisting of 8.77 acres of tide land adjoining Bandon State Park: The Parks Superintendent pointed out that the deed of conveyance provides that the County shall retain oil and mineral rights. He recommended acceptance of the gift notwithstanding this proviso inasmuch as no expenditure was made in acquiring the property and no development is contemplated. The Commission adopted the recommendation.

5. The Commission accepted the Parks Superintendent's report covering park activities during the year 1954.

6. Request of Mrs. Albert Powers, State Regent, D.A.R., that the State purchase from her for the sum of $1,750 a five-acre tract containing a fine stand of myrtle timber along the Powers Secondary Highway in Coos County: The Parks Superintendent advised that this is a beautiful area located in Sec. 16, T. 3 S., R. 12 W., between the highway and the Coquille River. He requested authority to have the property appraised. The Commission granted the request and instructed the Parks Superintendent to report the results thereof together with a map showing the location of the property, and his recommendation whether or not the property fits into the park program and should be acquired.

7. Request of E. W. Homstad, Blaine, Oregon, for permission to use a portion of the Cape Lookout Park Road in connection with the harvesting of timber on adjoining property: The Parks Superintendent explained that Mr. Homstad's operations require the use of a one-half mile section of the park road in removing his timber because it is not practical to construct or utilize any other road. Mr. Homstad, he said, has signed an agreement containing the usual requirements relating to use of the road and has posted a $2,500 bond to cover any damage that may result to the road. He recommended approval of the request subject to the terms of the agreement. The Commission accepted the recommendation.

8. Acceptance of a deed from Douglas County conveying to the State the Susan Creek Park area on the North Umpqua River east of Roseburg: The Parks Superintendent reported receipt of the deed from the County. He pointed out that the deed contains reservations for two summer homes now located on the property which expire on June 9, 1958, when the buildings are to be removed. He gave as his feeling that the homes do not constitute a serious problem and that they will not interfere in the normal development of the park area. Upon his favorable recommendation, the Commission accepted the deed.

The Parks Superintendent also mentioned that the remainder of the

park area will be acquired by permit or other instrument from the U.S. Bureau of Land Management and should be forthcoming in the near future.

9. Proposed state park at the mouth of the Deschutes River: Commissioner Reynolds reported that the Wasco County Planning Commission and The Dalles Chamber of Commerce are investigating the feasibility of establishing a park at the mouth of the Deschutes River, and are of the feeling that a park should be established there and that it should be developed as a State Park. The Parks Superintendent was instructed to look into the possibilities of the area for state park purposes and to submit a report concerning feasibility of the project when the County groups have finished their study.

The meeting recessed at 12:00 noon and reconvened at 2:00 p.m., with the same persons present and participating.

Mr. William C. Murphy, Portland, appeared before the Commission regarding the plans of the Highway Commission to improve the Wallowa Lake Highway in the City of Minam, particularly as it affects a sawmill that he contemplates purchasing. He said that the sawmill operation requires a great deal of space for drying and log storage and that the land he has at present is not adequate, so if some of it is taken for highway purposes, they will have to curtail their operation or secure an entirely new site. He estimated that their present operation will continue for about ten years. The Engineer stated that the plans provide for rerouting the highway across the mill property. Commissioner Reynolds inquired if the State acquired the right of way across the property, would Mr. Murphy be satisfied to operate on a lease for a specified number of years. Mr. Murphy replied in the affirmative and added that they may not need the property more than ten years. The Commission then advised that the matter would be discussed further and that a decision would be reached on the following day. (Discussion was resumed on the following day with Mr. Murphy being present. At that time Mr. Murphy was told that the Commission will not interfere with the present operation of the sawmill, but if it develops that the highway improvement must go forward before the mill is shut down, then the Commission will consider an alternate location.) (See additional entry ahead.)

The Right of Way Engineer presented for consideration options secured for acquisition of real property that is needed for State Highway improvements and for other purposes. After careful consideration, the Commission unanimously approved closing the options at the prices mentioned therein except as noted below, by adopting the attached resolution relative thereto marked EXHIBIT "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Note: Relative to the properties required for the S. E. Flavel Street-Southern Pacific Railroad Overcrossing project on the Cascade Secondary Highway, the Commission granted the Right of Way Engineer's request that he be authorized to review all of those acquisitions and, if in

his opinion, it would be to the State's advantage to acquire the properties by condemnation, that this be done after clearing with the members of the Commission by telephone.

The Right of Way Engineer reported a settlement of the Sturtevant property on the Beaverton-Hillsdale Highway (S. D. Hickocks, et al., File No. 22319). He recalled that at the previous meeting Mr. Sturtevant appeared with his attorney and demanded permission to move a quonset hut type building over state highways, which request was denied. The original settlement for this property, he stated, was based on the premise that the quonset hut would be moved to the back of Mr. Sturtevant's property and that the State would fill in the area. However, Mr. Sturtevant elected to sell the old building with the thought that it could be moved over highways and city streets to a location in East Portland, and accordingly constructed a new building for his purposes. He further stated that Mr. Sturtevant alleged misrepresentation by the State's agents so a review of the facts was ordered by the Commission. As a result of further negotiations, he said, Mr. Sturtevant has agreed to accept the sum of $1,000 as complete settlement of his claim, which is the approximate cost of making the fill. Upon the Right of Way Engineer's favorable recommendation, the Commission approved the settlement for $1,000.

The Commission approved the Right of Way Engineer's request for authority to negotiate purchase of the following properties for which no authority previously has been granted:

COUNTY AND SECTION	FILE NO. AND NAME	PURPOSE	HIGHWAY
Curry			
Bandon-Port Orford	22968-Burt	Quarry Site	Oregon Coast
	22967-Clark	Quarry Site	Oregon Coast

Mr. F. E. Andrews, Division Engineer of the Bureau of Public Roads, appeared before the Commission concerning a change in the 1956 fiscal year Forest Highway Program as it pertains to the Cascade Lakes Forest Highway in Deschutes County. He stated that a light bituminous treatment previously applied in 1950 on an 8.3 mile section is now showing evidence of weakness, and he recommended that the previously proposed work be extended to include a single bituminous surface treatment over this 8.3 mile section without any increase in funds. The Commission approved the program change as recommended and signed a letter to that effect.

The Commission considered and upon the Right of Way Engineer's favorable recommendation, confirmed the sale of miscellaneous items by the Property Manager since the last Commission meeting. (For details of the items sold, see Miscellaneous Sales Report dated April 13-14, 1955, in the Commission's files in Salem.)

The Right of Way Engineer reported that in acquiring right of way for the Beaverton-Reedsville Section of the Tualatin Valley Highway, it will be necessary to readjust two Bonneville transmission towers. The Bonneville Power Administration has estimated the cost of the work at $4,700 and has asked the State to deposit that amount with them. After the work has been completed, the State will be charged for the actual cost which may be more or less than the deposit. The Right of Way Engineer stated that past experience indicates that their estimates are usually a little low, and he recommended that the deposit be made with the understanding that the State will be reimbursed if the deposit is more than the actual cost of the work or will pay an additional sum if the deposit is too small. The Commission approved the recommendation.

The Commission discussed a report submitted by the Right of Way Engineer showing amounts of highway funds that are invested in right of way for projects that are not yet contracted, the total being $4,868,433.03. The Right of Way Engineer stated that the sum of $17,761 should be added for right of way purchased for the Murray Road Section of the Sunset Highway. The Commission accepted the report.

Consideration was given to a request from Mr. Ivan Nye for a temporary logging access at Highway Engineer's Station 199+50 on the northerly side of the Toledo-Newport Section of the Corvallis-Newport Highway. The Right of Way Engineer recommended that a permit be granted to expire May 31, 1955, on condition that Mr. Nye shall pay all costs involved. The Commission approved the recommendation.

A "Modification of Agreement" with McLeod Construction Company pertaining to crossing their property between Myrtle Point and Coquille adjacent to the Coos Bay-Roseburg Highway, was considered. The Right of Way Engineer explained that the State is advertising for sale timber on the State quarry site in the NW$\frac{1}{4}$ of the NE$\frac{1}{4}$ of Sec. 30, T.28S., R. 12 W., Coos County, and that this agreement authorizes moving the timber across the McLeod property. The Commission approved the agreement as modified.

The Right of Way Engineer requested authority to offer the following properties for public sale, none of which are required for highway purposes:

A: 9.14 acres on the Gervais Road-Hayesville Section of the Portland-Salem Expressway, Marion County, File Nos. 20936-20937, for a minimum price of $4,650, with complete restriction of access to the expressway.

B: 20 acres on the Goshen-Coast Fork Section of the Pacific Highway, Lane County, File No. 20526, for a minimum price of $4,000 with complete restriction of access to the highway.

C: 19 acres on the Gervais-Hayesville Section of the Portland-Salem Expressway, in Marion County, File No. 20907, for a minimum price of $6,650 with complete restriction of access to the Expressway.

The Commission authorized the sale of all three properties by adopting the attached resolutions relative thereto marked EXHIBITS "B-1", "B-2", and "B-3", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Right of Way Engineer reported the results of recent negotiations with the Corvallis Lumber Company for acquisition of its property in Corvallis needed in connection with the proposed rerouting of the Pacific Highway West along First Street in that City. He said that two outside appraisals were secured, one for $73,500 and the other for $90,000; also, that the Lumber Company is asking $125,000 for its property, which amount he cannot reccommend. He gave as his opinion that the property is worth no more than $90,000. As a result of discussion, the Commission ordered that the Lumber Company be informed that the Commission is not interested in acquiring the property unless it can be purchased for $90,000.

The Commission discussed the matter of leasing to the Big Y Super Market, Inc., Eugene, 13,650 square feet of State highway property located on 7th Avenue West in Eugene, at an annual rental rate of $273. The Right of Way Engineer explained that the rate per sq. ft. is the same as this Company is now paying the State for adjoining property; also, that the lease contains the usual six months cancellation clause and provides that the Company shall install curbs, sewers and pave the area at its own cost and expense. In the discussion that followed, the question arose as to the need of the property for highway purposes, and if it would be advisable to sell it. The Commission instructed the Engineer to make a study of the property as to need for future highway use and to submit a report as to whether it should be retained, sold, or leased.

Consideration was given to a proposed settlement with Anna and Roland C. Clark for trespass on their property near Oakridge by the Bureau of Public Roads in securing materials for construction of the Deception Creek-Oakridge Section of the Willamette Highway, which matter was first discussed at the previous meeting. The Right of Way Engineer advised that he has reached an agreement with the Clarks whereby they will accept the sum of $1,000 as complete settlement of their claim. The Commission approved such settlement.

Attention was given to the modification of a lease with Mr. and Mrs. Brelage on the Hauser-North Bend Section of the Oregon Coast Highway in Coos County. The Right of Way Engineer explained that the Commission approved the original lease on December 6, 1954, but it is now necessary to enlarge the area approximately 200 square feet to accommodate the lessees' sewage disposal system in accordance with requirements of the State Health Department. He recommended approval of the modification. The Commission adopted the recommendation.

The Right of Way Engineer requested confirmation of the sale of 0.82 acre of land to Raymond H. and Opal M. Taylor on the Talent-Ashland Section of the Pacific Highway. He explained that the property was put up for sale by auction on March 15, 1955 at the minimum price of $400, and

that Mr. Taylor's offer in such amount was the only one received. The Commission approved the sale to Mr. and Mrs. Taylor.

To correct an error in the description contained in a previous conveyance of property, the Right of Way Engineer requested authority to convey 0.10 acre to Virgil Franklin and Maebelle O. White on the Cottage Grove-Divide Unit of the Pacific Highway in Lane County. The Whites, he said, will deed to the State a larger area in exchange for this property. The Commission approved the transaction.

Attention was given to granting to Lewis A. and Margaret E. Berney right of access to the Grant Smith County Road No. 88, opposite Engineer's Station 2817+50 on the westerly side of the Shady-Booth Ranch Unit of the Pacific Highway in Douglas County. The Right of Way Engineer advised that the Berney's property is land-locked and that the only means of access to and from a county road is via an approach roadway that must be constructed for a short distance on the highway right of way, and will be used for such access only; also, that no right of access to the revised location of the Pacific Highway will be allowed. Upon his favorable recommendation, the Commission approved the permit of access.

The Right of Way Engineer requested approval of an "Indenture of Access" granting to Hayward C. Stacey and Katherine, his wife, a change in access from their property to the Reedsport-Coos County Line Section of the Oregon Coast Highway in Douglas County. He explained that this is necessary due to a typographical error in the description of the access point previously allowed, the change being from Highway Engineer's Station 194+25 to Highway Engineer's Station 194+45 on the westerly side of the highway. The Commission approved the change.

Conveyance of a grant of easement to Frank D. Overholser for the operation of a pump and pipe line on the easterly bank of the channel change on the easterly right of way line of the Goshen-Coast Fork Willamette River Unit of the Pacific Highway in Lane County was recommended by the Right of Way Engineer. This installation, he explained, is for irrigation purposes and does not harm the State's right of way. The Commission approved the easement.

A request was considered from the Richfield Oil Corporation that the Commission consent to a change in zone classification from No. 2 Residential to No. 3 Commercial of certain property situate at the intersection of N. E 82nd Avenue and Wasco Street in Portland, particularly Lots 4, 5, and 6, Block 22, Katharine Addition. The Right of Way Engineer explained that the Richfield Corporation plans to erect a service station at this intersection but cannot do so unless at least 50 per cent of the property owners within 100 feet of the area consent to the change. The State Highway Department, he said, owns property within this area, but it will not be affected by the change. He recommended approval of the request. The Commission accepted the recommendation and authorized the Secretary to inform the City of Portland Planning Commission that the Commission does not object to the change in zone classification.

At the request of Chairman Chandler, the Right of Way Engineer explained briefly the progress that is being made in negotiations for right of way that is needed for certain improvements to the Oregon Coast Highway in Curry County. He advised that several settlements have been made, but indications are that those remaining will have to be tried in court.

The Chief Counsel requested authority to acquire by condemnation, if necessary, the following properties which are needed as right of way in connection with various highway improvements or for other purposes, and to tender offers for the same in conformity with instructions given him by the Commission in its resolution adopted December 20, 1951:

S. E. Flavel St.-S.P. Co. Overcrossing of the Cascade Highway

R 22676- Walter Kanne
Right of Way (Clackamas)
0.61 acre

R 22677- George W. Boyer
Right of Way (Clackamas)
8,000 square feet

R 22682- Nick Baroni (Barone)
Right of Way (Clackamas)
Parcel No. 1: 0.5 acre
Parcel No. 2: 500 square feet

R 22683- Esther L. McBride
Right of Way (Clackamas)
0.5 acre

R 22685- George Barron
Right of Way (Clackamas)
0.23 acre

R 22687- Bernice Beverly
Right of Way (Clackamas)
0.27 acre

R 22692- George Glynn, Henry Ostlund, John L. Newton and Hunter W. Newton
Right of Way (Clackamas)
0.17 acre

R 22693- Jasper W. Griffin
Right of Way (Clackamas)
0.1 acre

R 22694- James I. Henderson
Right of Way (Clackamas)
0.1 acre

R 22695- Ruby L. Randall
Right of Way (Clackamas)
0.05 acre

R 22697- Alta B. Brumpton
Right of Way (Clackamas)
0.09 acre

R 22699- J. Lynn Walters
Right of Way (Clackamas)
1.4 acres

R 22701- William C. Henderson
Right of Way (Clackamas)
0.03 acre

R 22886- J. R. McKee
Right of Way (Clackamas)
6,000 square feet

R 22923- L. Helen Fischer
Right of Way (Clackamas)
500 square feet

R 23018- Harold S. Bauer and Miriam B. Heinrich
Right of Way (Multnomah)
700 square feet

R 22680- Walter B. Shaw
Right of Way (Clackamas)
0.37 acre

Reedsport- Dean Creek Section of the Umpqua Highway

R 23023- Russell J. Hubbard
Right of Way (Douglas)
5.32 acres

Wilderville-Jerome Prairie Unit, Hayes Hill-Grants Pass Section of the Redwood Highway

R 22991- Everett E. Robinson
Josephine
Parcel No. 1: 6.75 acres for right of way
Parcel No. 2: 42.39 acres for road-building materials and haul road

Shady-Booth Ranch Unit, Shady-Canyonville Section of the Pacific Highway

R 22976- Ruth E. Holmgren
Right of Way (Douglas)
3.3 acres

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Judkins Point-Goshen Section of the Pacific Highway

R 20120- Martin E. Hill
Right of Way (Lane)
1,600 square feet

R 20205- Byrthae M. Bennett and Willetta M. Bennett
Right of Way (Lane)
1,440 square feet

City Limits-Barbur Boulevard Unit, Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway

R 22559- Harry G. Anderson
Right of Way (Multnomah)
25,224 square feet

Goshen-Divide Section of the Pacific Highway

L-2213- Alsea Hawley, et al.
New resolution required for change of description

Euchre Creek-Wedderburn Section of the Oregon Coast Highway

L-2324- Paul H. Connet, et al.
New resolution required for change of access

L-2328- Ruby A. Bailey, et al.
New resolution required for change of access

Clackamas Overcrossing Section of the Clackamas Highway

R 22568- G. Alger Ryan
Railroad Right of Way (Clackamas)
0.22 acre

Spray-Kimberly Section of the John Day Highway

R 23024- C. A. McCarty
Road-building materials (Wheeler)
17.24 acres

The Commission approved the request by adopting the attached resolutions relative thereto, marked EXHIBITS "J-1" through "J-8", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Commission considered and approved the Chief Counsel's written report of cases which have been tried in court by his staff since the

December meeting of the Commission, as follows:

1. United States of America vs. Andrew J. Gray, et al., and State of Oregon, by and through its State Highway Commission, L-2149: This action was instituted by the United States Government to recover judgment against the defendants for certain unpaid taxes and to foreclose upon certain property located within Curry County. The State was named a defendant since the Highway Commission acquired the property to be foreclosed and is utilizing the same as right of way for the Bay Park-Delmar Section of the Oregon Coast Highway. On February 2, 1955, a judgment in favor of the plaintiffs was entered, and it was directed that the federal liens and mortgage be foreclosed. There is no cost to the State and it is not anticipated that the case will be appealed.

2. State vs. Thomas Vella, et al., L-2118 (R-20981), for 0.34 acre on the Blackwell Hill-Medford Section of the Pacific Highway in Jackson County: An offer in the sum of $9,714 was made and was rejected by the defendants who demanded the sum of $21,411.40. The jury returned a verdict in the amount of $20,411.40. The Chief Counsel recommended that the case be appealed as it appears that certain errors were committed during the trial.

3. State vs. Verlin E. McCarthy, et al., L-2293 (R-20928), for a temporary construction easement for use as a detour in connection with construction of a grade separation structure at the intersection of the T. H. Banfield Expressway and N. E. 82nd Avenue in the City of Portland: The defendants were offered the sum of $200 which they rejected and demanded the sum of $4,281. On the basis of later appraisals, the State's offer was raised to $2,100. The jury returned a verdict in the amount of $1,795.

4. DePhillips vs. State of Oregon, L-1825, for the purpose of obtaining damages resulting from a change of grade of the Oregon Coast Highway in Brookings, Oregon: The plaintiffs demanded $51,000 plus $2,500 attorneys' fees. The plaintiffs appealed from an adverse ruling by a lower court to the Supreme Court of the State of Oregon. The decision of the Supreme Court sustained the lower court, holding that a right of action for the change of grade of a highway does not exist except within the limits of an incorporated city.

5. State vs. John P. Fay, L-2288 (R-21614), to compel specific performance of an option, under the terms of which the defendant agreed to convey to the State approximately 1.5 acres on the Sage Hen Hill-Hines Section of the Central Oregon Highway in Harney County for the sum of $450, and also to convey all rights of access, with the exception of three accesses on the westerly side: The defendant claimed that he had not understood that he would not be permitted to utilize the access for commercial purposes. On April 4, 1955, the court rendered a decision in favor of the defendant and denied the request of specific performance. Negotiations are being conducted to acquire the property by purchase or condemnation.

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6. State vs. James L. Chapman, et al., L-2047 (R-19822), for 3.77 acres on the Washburn-North Plains Section of the Wilson River Highway: The State offered to pay $5,741, which offer the defendants rejected, demanding the sum of $16,000. Neither the owner nor the attorney appeared at the trial. The jury returned a verdict in the amount of $4,750.

7. State vs. R. A. Forkner, et ux., L-2300 (R-13915 & R-21349), for 0.57 acre on the Lana Avenue-Hayesville School Section of the Pacific Highway East: An offer in the sum of $6,335 was made and was rejected by the defendants who demanded the sum of $12,000. During the trial the defendants agreed to accept the sum of $7,000. The case was settled by stipulation.

8. State vs. Superbilt Manufacturing Co., Inc., et al., L-1799 (R-14703) for 0.52 acre and improvements on the T. H. Banfield Expressway in Portland: As the result of the trial conducted in May and June, 1954, a verdict was rendered in the amount of $385,000 plus attorneys' fees in the sum of $30,000. The case was appealed to the Supreme Court because of numerous errors in the trial. The case was argued in the Supreme Court on March 2, 1955 and a decision handed down on April 6, the effect of the decision being to sustain most of the contentions of the State and to reverse the judgment of the lower court and award a new trial.

9. State vs. C. A. Van Winkle, et al., L-1781 (R-17621), for 0.1 acre on the Jones Creek-Mitchell Section of the Ochoco Highway in Wheeler County: An offer in the amount of $50 was made for this property. Subsequent to filing of the complaint negotiations resulted in a settlement by which the State would pay no money but would do certain riprap work on the creek bank on Mr. Van Winkle's land and some backfilling and convey to Mr. Van Winkle a small parcel of State-owned land. The riprap work was done but the defendants refused to execute a deed and later sold the property. Both the defendants and their successors in interest disappeared and a motion was filed for a default judgment. It is understood that the default judgment will be allowed by the court for the sum of $50.

10. Peninsula Drainage District No. 2 vs. City of Portland and State of Oregon, L-1851: This case was instituted for the purpose of foreclosing drainage district easements on property located near the intersection of Union Avenue and Denver Avenue in the City of Portland. A decree in favor of the defendants was handed down by the court on January 19, 1955. On March 15, 1955, notice of appeal was made. It will be necessary to litigate the case in the Supreme Court.

(For details see copy of the Chief Counsel's written report to the Commission, dated April 8, 1955 in the general files).

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The Commission also considered and accepted a written report submitted by the Chief Counsel on cases which have been settled out of court since the last Commission meeting, as follows:

1. State vs. F. K. Hill, et al., L-2163, (R-19687), for 0.917 acre on the Tigard-Newberg Section of the Pacific Highway West in Washington County: The defendants refused an offer of $10,450 for this property and demanded the sum of $18,000. A settlement was effected for the sum of $11,000, with the defendants to retain title to the house which is to be removed from State property at their expense within 30 days after approval by the Commission.

2. State vs. Lester D. Wilsey, et al., L-2353 (R-22372), for 8.83 acres on the Weston-Weston Mountain Section of the Weston-Elgin Highway in Umatilla County: An offer in the sum of $6,000 was refused by the defendants who demanded the sum of $9,000. Following the filing of the complaint, further appraisals were secured, indicating a maximum value of $8,819.10. Settlement was reached for the sum of $8,500.

3. State vs. Gwendolyn E. Jaqua, et al., L-2221 (R-21215), for 37.57 acres on the Goshen-Divide Section of the Pacific Highway: An offer in the sum of $10,500 was refused by the defendants who demanded the sum of $20,000 plus $2,500 attorneys' fees. A settlement was effected in the sum of $11,500.

4. State vs. City of Reedsport, et al., L-2352 (R-22447), for 0.11 acre on the Reedsport-Dean Creek Section of the Umpqua Highway: State offered to pay $100 for this property but a settlement could not be effected because of a dispute as to ownership. Ownership has now been established and a settlement has been reached for the sum of $150.

5. State vs. Harris Kennedy, et al., L-2305 (R-21999), for 0.11 acre on the Euchre Creek-Wedderburn Section of the Oregon Coast Highway in Curry County: The defendants were offered $1,740 for this property, which offer was rejected, the defendants demanding that the State move their home. A settlement was arranged in the sum of $2,000.

6. State vs. Gladys Sussman, L-2340 (R-21914), for 0.16 acre plus 25 square feet on the Beaverton-Multnomah County Line Section of the Beaverton-Hillsdale Highway: The defendants rejected an offer in the sum of $3,039 and demanded $7,500, later reduced to $4,000. Subsequent negotiations resulted in a settlement for the sum of $3,390.

7. State vs. Walter R. Scott, et ux., L-2321 (R-21897), for 4.5 acres on the Euchre Creek-Wedderburn Section of the Oregon Coast Highway in Curry County: An offer in the amount of $1,750 was made and rejected by the defendants who demanded the sum of $5,000. A settlement was effected for the sum of $2,000.

8. John Brazil vs. State of Oregon, L-2345 (R-20022), for damages to the property of Mr. Brazil on the Mt. Vernon-John Day Section of the John Day Highway in Grant County. Mr. Brazil demanded the sum of $3,000 for damages caused to his property by a change in grade of the highway. A compromise settlement was arranged in the sum of $1,000 in complete and final payment for all damages resulting from the right-of-way acquisition and the construction of the highway.

9. State vs. Harry O. Payne, L-2362, for the collection of damages from the defendant for timber removed by him from the Carpenterville-Brookings Forest Wayside Park in Curry County. Treble damages were sought amounting to $150. A settlement was arranged for $50, the single value of the timber.

10. State vs. H. L. Perkins, et ux., L-2233 (R-21786), for 1387.5 square feet of land on the Zigzag-Rhododendron Section of the Mt. Hood Highway: An offer in the amount of $150 was finally accepted by Mr. Perkins, following settlement of another controversy Mr. Perkins had with the State concerning right-of-way.

(For further details concerning these settlements, see copy of the Chief Counsel's written report to the Commission, dated April 8, 1955, in the general files).

The Commission also considered and approved the following offers that were tendered by the Chief Counsel prior to the institutuion of condemnation proceedings in compliance with the resolution adopted by the Commission on December 20, 1951:

Hess Creek (Newberg) Section of the Pacific Highway West:

R-22478-Owner: Annette Godwin, et vir. 3,270 square feet for right of way. Offer of $680 approved by Chairman Chandler on April 12, 1955.

Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway

R-19362-Owner: Mike DeCicco, et al. 65,712 square feet for right of way. Offer of $90,000 approved by Chairman Chandler on April 12, 1955.

A report was also submitted by the Chief Counsel and accepted by the Commission concerning actions taken by the Public Utilities Commissioner on highway matters, as follows:

1. PUX 56. Undercrossing of N. E. 122nd Avenue in Multnomah County. This order was issued upon application of Multnomah County and was desired in order to conform to the structure on the T. H.

Banfield Expressway built over N. E. 122nd Avenue. The State has no direct interest.

2. PUX-100. Overcrossing over the tracks of the Southern Pacific Company on a revised location of the Clackamas Secondary Highway near the town of Clackamas, Order No. 3657, issued March 15, 1955. This order authorizes construction of the proposed crossing and the closing of two existing grade crossings. It also provides that Southern Pacific Company shall bear 10 per cent of the total cost of the project, exclusive of costs of right of way.

3. PUX-116. Temporary impaired clearance during construction of an overcrossing over the Yaquina Branch of the Southern Pacific Company at Blodgett in Benton County. Order No. 33676 issued March 21, 1955.

4. PUX-125. Dole Overcrossing on revised location of Pacific Highway about 3-½ miles north of Myrtle Creek in Douglas County. Order No. 33662, issued March 16, 1955. No Railroad Company participation was requested.

5. PUX-126. Extension of the Ashland Undercrossing on the Pacific Highway north of the City of Ashland in Jackson County. Order No. 33688, issued March 24, 1955. The order provides for two additional traffic lanes. No ccoperation from the Railroad Company was requested.

6. PUX-127. Myrtle Creek Overcrossing on the revised location of the Pacific Highway in Douglas County. Order No. 33672, issued March 17, 1955. No cooperation from the Railroad Company was requested.

The Commission considered and approved a request from the Chief Counsel for authority to file a suit in intervention in the case of Verlin E. McCarthy, et al., vs. Gibbons & Reed, Inc., et al, pertaining to the operations of the State's contractor, Gibbons & Reed, Inc., on a contract on the T. H. Banfield Expressway, Unit 4.

At the request of the Chief Counsel the Commission authorized abandonment of a damage claim against Homer Richardson in the sum of $35.52. The Chief Counsel explained that this case involves from an accident that occurred between a State car and a vehicle operated by Mr. Richardson in which in his opinion the driver of the State car may have been at fault.

The Chief Counsel recommended that payment of $26.55 be made to Mr. Charles W. Parker to satisfy his claim for damage to his combine that occurred when it dropped into a rut caused by a Highway Department grader. He explained that earlier in the year the grader which was being used in snow removal operations, slid off the road and in order to get it back on the highway it had to be taken across Mr. Parker's pea field,

causing a rut into which the combine dropped. He further stated that the total claim was for $53.10, but Mr. Parker has agreed to settle for one-half that amount, or $26.55. He recommended settlement on such basis. The Commission adopted the recommendation.

The Commission had under discussion the adoption of a policy with respect to the administration and disposition of real property that is owned by the State Highway Department but is not needed or is not valuable for public purposes. It was pointed out that the Commission for many years has followed the policy of returning to private ownership, parcels of land that no longer are needed or which appear to be of no value for public purposes in the foreseeable future, thus making it possible for the land to be placed on the tax assessment roll and be developed to advance the economic growth of the State. However, the Commission has never taken any formal action establishing such policy. It was the feeling of the Commission that the records should show that the Commission has formally established such a policy. Accordingly, the Commission unanimously adopted the attached resolution relative thereto marked EXHIBIT "C", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

At the request of the Chief Counsel the Commission authorized institution of legal proceedings in the following cases:

1. Rupley Chevrolet Company, for damages to a State vehicle in the amount of $201.36 plus $10 for towing services.

2. R. C. Coney, for damages to a traffic arm on the north end of the Interstate Bridge across the Columbia River in the sum of $40.

3. Glen H. Stout, for damages in the sum of $139.07 caused the John Day River Bridge on the John Day Highway at Mile Post 119.62 in Grant County, when Mr. Stout drove his truck into it.

The Commission accepted a brief report by the Chief Counsel concerning the case of Mildred Emma Monroe vs. State Highway Commission and James Jennings. The plaintiff in this case seeks to recover from the State Highway Commission and James Jennings, the sum of $20,550 by reason of the death of Floyd H. Monroe, who was a passenger in a vehicle that was wrecked on the North Santiam Secondary Highway, approximately 2-½ miles east of the town of Idanha, when the driver attempted to pass a State Highway truck which it is alleged crowded the car off the road. A statement submitted by Mr. Jennings, driver of the State truck, indicates that he had signaled for a left turn and was approximately one-half way across the center line when the other vehicle attempted to pass. The case has been referred to the State's insurance carrier, and the Attorney General has approved the Chief Counsel's entering an appearance in behalf of the State Highway Commission for the purpose of filing a motion to quash service.

Robert L. May, Jr., Assistant Counsel, reported briefly on the status of a number of bills in the legislature which concern highway matters.

In reply to an inquiry from Chairman Chandler as to when the condemnation proceedings concerning the oyster beds along the Hauser-North Bend Section of the Oregon Coast Highway will come to a trial, the Chief Counsel stated that present indications are that they will be set for trial sometime during this coming summer. He also reported briefly the status of condemnation cases to acquire right of way in Curry County, concerning which he advised that, in his opinion, it would be well to finish the present cases before more highway construction is contracted.

Commissioner McIver then inquired as to what action is to be taken now concerning the Superbilt condemnation case to acquire property for the T. H. Banfield Expressway in Portland. The Chief Counsel stated that in view of the Supreme Court's decision he expected that the case will be docketed for retrial and that the defendants probably will file a new answer. It was his hope that the matter could be disposed of within a few months' time. Commissioner McIver commented that the Chief Counsel and his staff, particularly Mr. Charles Peterson, have done an excellent job in this case.

Commissioner McIver also inquired concerning the status of the suit against the Commission by Mrs. Catherine Moore for the installation of a woven wire fence between her property and the roadway on the Pacific Highway near Wolf Creek, in Josephine County. The Chief Counsel replied that the Commission has a legal right to install the fence and although the fence installed is not standard right of way fence, it is the same type of fence that has been installed along the highway near Goshen and near Roseburg. The Engineer commented that the fence as installed is more sightly than the ordinary right of way fence and does not contain a barbed wire topping. He expressed his feeling that the case will not be brought to court.

The Engineer reported that as previously authorized by the Commission he has awarded contracts as follows, which were referred to him by the Commission to award when certain conditions had been satisfied:

1. Grading and paving East Unit, Carlton Junction-Newberg Section of Yamhill-Newberg Highway, Yamhill County. Bids received January 19, 1954. Conditions of award satisfied March 2, 1955. C. C. Meisel, McMinnville, contractor.

2. Grading and paving Rock Creek-Damascus Section of Clackamas-Boring County Road, Clackamas County. Bids received March 2, 1955. Conditions of award satisfied March 8, 1955. K. F. Jacobsen & Co., Inc., Portland, contractor.

3. Grading and rock surfacing and construction of reinforced concrete bridge on Beaver Creek School-Twin Bridges Section of Beaver Creek-Greenberry Road, Benton County. Bids received March 3, 1955. Conditions of award satisfied March 8, 1955. D. F. McKenzie Co., Salem, contractor.

4. Grading and paving Mill Creek-Red Prairie Road Section of Willamina-Salem Highway, Polk County. Bids received March 2, 1955. Conditions of award satisfied March 9, 1955. Stevenson Construction Company, Salem, contractor.

5. Construction of Hurricane Creek Bridge on a county road two miles west of Joseph, Wallowa County. Bids received March 2, 1955. Conditions of award satisfied March 9, 1955. Frank Watt Construction Company and S & D Construction Company, Portland, contractor.

6. Construction of North Scappoose Creek Bridge on Pittsburg-Scappoose Road, Columbia County. Bids received March 2, 1955. Conditions of award satisfied March 11, 1955. Frank Watt Construction Company and S & D Construction Company, Portland, contractor.

7. Construction of two concrete bridges over the Little Applegate River and Star Gulch on Upper Applegate County Road, Jackson County. Bids received March 2, 1955. Conditions of award satisfied March 11, 1955. Frank Watt Construction Company and S & D Construction Company, Portland, contractor.

8. St. Helens (Columbia Boulevard and Willamette Street) Paving Project, Columbia County. Bids received March 3, 1955. Conditions of award satisfied March 14, 1955. Parker-Schram Company, Portland, contractor.

9. Grading and oiling, and construction of a bridge on Arock-Highway Junction Section of Arock County Road, Malheur County. Bids received March 2, 1955. Conditions of award satisfied March 14, 1955. C. E. Leseberg, Nyssa, contractor.

10. Construction of Halsey Street Connection Undercrossing, Multnomah County. Bids received March 3, 1955. Conditions of award satisfied March 29, 1955. Cherveny Construction Company, Portland, contractor.

The Commission confirmed the awards as reported.

The Engineer recalled that the Commission at the previous meeting approved the sale of used equipment including a Chevrolet Sedan for which Mr. W. R. Hutcheson of Gates, Oregon, was the high bidder at $185. Mr. Hutcheson, he said, later alleged that he inadvertently entered his bid in the wrong space and subsequently stopped payment on the check which he had submitted as a deposit. He further stated that the second high bidder, Mr. Ivan B. Morris, who offered to pay $140, for the sedan, has stated a willingness to take it at that price. He recommended that it be sold to Mr. Morris for his offer. The Commission approved the recommendation.

A report was submitted by the Engineer on the request of a delegation from Creswell for improvement of the Springfield-Creswell Secondary

Highway between the Willamette Highway and Creswell. He said that the present surfacing consists of pit-run gravel and that the traffic volume varies from 220 vehicles at the Willamette Highway Junction to 700 vehicles at Creswell; also, that to improve the road to modern standards will cost approximately $520,000. He pointed out that no such sum is available now and he recommended that improvement be given consideration when funds can be spared. The recommendation was accepted by the Commission.

The Commission gave attention to a report submitted by the Engineer concerning a request from the City of North Bend for widening, paving, and curbing of the Virginia and Broadway Avenue Sections of the Cape Arago Secondary Highway in North Bend. The Engineer advised that as instructed by the Commission, a study was made of the project and it was found that it would cost about $176,000. He recalled that the City has stated its willingness to contribute approximately $25,000 toward the cost and, in addition, to construct sidewalks which are estimated to cost $26,000. The improvement, he stated, is a desirable one as the Virginia Avenue Section carries approximately 9,000 vehicles per day and the Broadway Avenue Section about 5,000 per day. However, there are no funds available to finance the work. He recommended that the request be denied for immediate undertaking, but that the project be kept in mind for consideration when additional funds are available. The Commission adopted the recommendation.

The Engineer brought up for discussion the proposed Emigrant Street Underpass Project in the City of Pendleton. He recalled that the Commission previously allocated the sum of $450,000 to finance a two-lane underpass which later was changed to a four-lane facility. To construct such four-lane underpass facility, he said, was found to be unduly costly, so it was considered advisable to again change the plans to provide for a four-lane overpass. He estimated the overall cost of the project, including a pedestrian underpass under the railroad tracks, at $750,000, but it does not include an item of $90,000 which is the estimated extra cost to improve a one-way street couplet that is involved. He explained that the pedestrian underpass is required because a school is located immediately west of the railroad and direct pedestrian access could not be provided from the overpass due to its elevation adjacent to the school grounds; also, that the purpose of the one-way street couplet is to provide a plan for four moving lanes of traffic throughout the entire length of Emigrant Street which will fit in with the proposed four-lane overcrossing. He further explained that the one-way couplet extends for a distance of seven blocks, from S. E. 3rd Street to S. W. 4th Street, and that westbound traffic would be routed on Emigrant Street and eastbound traffic along Frazer Street. The plan as proposed, he said, has been presented to the Pendleton City Council which approved it at a meeting on March 10, 1955. He recommended approval of the project as described in order to expedite completion of the overpass plans and the advertising of the project for bids as soon as final arrangements can be worked out with the railroad company and necessary right of way obtained. As to financing, he pointed out that additional funds in the amount of $300,000 over the amount originally allocated will be needed. He suggested that such amount be transferred from the $367,000 of 1956 Federal-aid funds that tentatively have

been reserved to finance an overcrossing at Durkee. The matter was discussed at some length, and as a result thereof, the Commission unanimously approved the plan as presented by the Engineer and the method of financing the same.

The Engineer reported that under authority previously granted him by the Commission, he has imposed a reduced load limit on the Weston-Elgin Secondary Highway from M.P. 8.0 to M.P. 37.9 at the road to Summerville, effective Monday a.m., April 4. The Commission approved such posting.

The Commission gave attention to an audit report submitted by C. H. Maison, Auditor, concerning a claim submitted by the California Oregon Power Company for reimbursement for the cost to relocate its power transmission lines at three points on the Pacific Highway in Lane, Douglas and Jackson Counties. According to the report, the costs submitted by the Power Company in the amount of $39,734.70 were found to be in agreement with work orders and other supporting documents, but no allowance was made for depreciation of replaced facilities. He gave as his opinion that an item of depreciation should be allowed which would reduce the cost to the State by approximately 30 per cent, and he advised that this has been called to the attention of the Company which has been asked to submit a revised billing. The Commission accepted the report and ordered that no further action be taken until a reply has been received from the Power Company.

The Engineer reported the results of an investigation of traffic conditions at the Stanfield Junction of US30 as heretofore ordered by the Commission. He said that the investigation indicated the divider as now installed is needed for proper control of traffic, but it should be illuminated. He recommended the installation of two luminaire units at an estimated cost of $700. Action on the matter was deferred pending a personal investigation of conditions by Commissioner Reynolds and Division Engineer Parson.

Attention was given to a report submitted by the Engineer on a request presented by a delegation from Sherman County on March 3 for an adjustment in center-line striping, directional signs, and stop signs at the junction of US97 and US197 in Wasco County. The Engineer recalled that on April 27, 1943, the Commission adopted a resolution establishing The Dalles-California Highway as a "through-stop" highway, and in conformity therewith a sign was installed on the Sherman Highway requiring traffic to stop before entering The Dalles-California Highway. The investigation just concluded, he said, disclosed that the average daily traffic on The Dalles-California Highway (US197) north of its junction with the Sherman Highway is 190 vehicles, whereas the average daily traffic on the Sherman Highway (US97) is 600 vehicles. He recommended in view thereof that the Commission take appropriate action to reverse the "stop" arrangement so as to make the Sherman Highway (US97) the preference road and requiring southbound traffic on The Dalles-California Highway (US197) to stop before entering the intersection. The Commission accepted the recommendation by

adopting the attached resolution relative thereto marked EXHIBIT "I", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission also discussed a request from the Sherman County delegation that the names of several State of Washington cities be included on the signs along the Sherman Highway. The request was denied as a matter of policy.

The Engineer advised that his report on the proposed line change of the Salmon River Highway by-passing Sheridan and Willamina will be presented to the Commission at its next meeting, and that he would also submit at that time a report on the proposed highway between Rickreall and Dolph Corner. He pointed out that it is a Federal requirement that public hearings be held when cities and towns are by-passed by a highway improvement, and he suggested that such a hearing be held in the case of the Sheridan-Willamina project before he renders his report.

As a result of discussion, the Commission decided to hold its next regular meeting in Portland on Wednesday and Thursday, May 25 and 26. The Secretary was instructed to make the usual arrangements to hold this meeting in the Green Room of the Imperial Hotel. A decision with respect to the date for the next following meeting was deferred until later.

The Commission then discussed a date for the public hearing with respect to the relocation of the Salmon River Highway that will by-pass the Cities of Sheridan and Willamina, and decided to hold such hearing in the City of Sheridan at 10:00 a.m., on May 24, 1955. The Secretary was instructed to formally notify both cities of the hearing, and to arrange for the use of the City Council's Chambers in that town.

Also discussed was a hearing with respect to construction of the proposed highway northwesterly from the town of Rickreall to a junction with the Salem-Willamina Highway at a place known as Dolph Corner. It was the feeling of the Commission that the people of the district through which this proposed highway passes should be given an opportunity to express themselves regarding the improvement. Accordingly, the Secretary was instructed to invite Mr. Joseph H. Harland, leader of the opposition group, to be present at the regular meeting of the Commission on May 26, when the Engineer's report on the project will be discussed.

The Engineer reported receipt of several requests for permission to operate 60' equipment over the Beaverton-Hillsdale Highway and that in response thereto test runs of such length vehicles were observed which disclosed that 60' vehicles can be operated over the entire length of this highway with safety. He further stated that acting on authority heretofore given him by the Commission, he approved reclassification of this highway from a Group II status to a Group I status. The Commission confirmed the Engineer's action.

The Engineer requested clarification of the Commission's instructions as contained in the resolution adopted on December 7, 1954, naming a section of the Old Oregon Trail near La Grande, Oro Dell Boulevard, particularly the instructions relative to design of tablets, ornaments, etc. He gave as his understanding that the Commission had in mind the erection of "finger board" signs only, bearing the name "Oro Dell Boulevard", which is quite different than the sign described in the resolution. Commissioner Reynolds commented that it was not intended to put up tablets or ornaments along the route, but simply a name plate or a finger board such as is used to show the name of any city street. The Commission approved such type of marker.

The Engineer reported that on February 25, 1955, amended certificates were received from the U. S. Coast Guard for two of the ferries on the Astoria-Megler run, requiring the addition of one first-class pilot on each vessel, Tourist No. 2 and Tourist No. 3. The Coast Guard at the same time allowed the ferry contractor to reduce the crew on each ferry by one deck hand for each shift. The ferry contractor, he said, complied with the requirements of the Coast Guard by employing two additional first-class pilots and laying off one deck hand per shift. Subsequently, the contractor was notified by the Inlandboatmen's Union of the Pacific that the laying off of the deck hands was in violation of the contract agreement with the Union, and demand was made for back pay for the discharged men. It appears that the controversy cannot be settled by arbitration and shortly will be presented to the Courts, wherefore the Astoria Navigation Company has inquired if the State Highway Department will reimburse the Company for its added expense, if the Court rules against the Company. He recommended that payment to the contractor for the deck hands laid off be denied. The Commission adopted the recommendation and instructed the Engineer to so inform the Company.

The Commission discussed a letter from Fred O. Meyer, Chairman of the Columbia Basin River Operators concerning the revision of the existing bridge across the Columbia River between Portland and Vancouver, and urging the Commission to proceed with such revision using State funds to finance the work if Federal funds to defray costs involved cannot be obtained under the terms of the Truman-Hobbs Act. Also discussed was the Engineer's suggested reply to such communication, in which Mr. Meyer is informed, among other things, that the State Highway Commission is willing to join with the Columbia Basin River operators in seeking a revision of the existing permit from the Army Engineers to include remodeling of the existing bridge, subject to the condition that it be accomplished under the provisions of the Truman-Hobbs Act. The Commission approved and signed the letter. (See copy of letter, dated April 13, 1955, in General Files for details.)

The Commission discussed with the Engineer bids received at the morning session, and at 4:00 p.m., Commissioner McIver announced the Commission's decision with respect to each project as follows:

"Marine insurance for Astoria-Megler Ferry vessels: Identical low bids were submitted by Durham & Bates, Portland, and by Jewett, Barton, Leavy & Kern, Portland, in the sum of $7,152.42. Lots were cast to decide the winner and the name of Jewett, Barton, Leavy & Kern was drawn. The Commission has referred the low bids to the Department of Finance and Administration with a recommendation that the business be given to Jewett, Barton, Leavy & Kern.

"Liability Insurance for Steel Bridge in Portland: The Commission referred the low bid of W. C. Dyer & Sons Insurance Agency, Salem, in the sum of $1,129.40 to the Department of Finance and Administration with a recommendation that it be accepted.

"Grading and paving Flavel Street-Clackamas Overcrossing Section of the Cascade Highway on S. E. 82nd Avenue in Portland in Clackamas and Multnomah Counties: The Commission elects to accept the bid of Logan-Taylor Co., Portland, in the sum of $379,934 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Vine Maple Bridge Timber Replacement in Clatsop County: All bids for this project were rejected as being too high.

"Redmond-Bend Shoulder Oiling Project on The Dalles-California Highway in Deschutes County: The Commission awarded the contract to the low bidder, Babler Bros., Inc., Portland, at their bid price of $41,494.

"Anlauf-Rice Hill Unit, Divide-Rice Hill Section Slide Correction Project on the Pacific Highway, east of Yoncalla, in Douglas County: The Commission awarded the contract to the low bidder, Kuckenberg Construction Co., Portland, at their bid price of $33,780.

"Prairie City-Baker County Line Rock Production Project on the John Day Highway, in Grant and Baker Counties: The Commission awarded the contract to the low bidder, E. H. Itschner Co., Molalla, at their bid price of $20,900.

"Burns Rock Production Project on the Central Oregon, John Day-Burns and Burns-Crane Highways in Harney County: The Commission awarded the contract to the low bidder, E. H. Itschner Co., Molalla, at their bid price of $36,960.

"Grading and oiling Beals Corner-Parkdale Junction Section of the Dougherty Corner-Parkdale Road in Hood River County: The Commission elects to accept the bid of Oregon Asphaltic Paving Co., Portland, in the sum of $20,794 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Hood River County is received and the sum of $4,650 is deposited by the County.

"Paving Main Street in Talent, Jackson County: The Commission awarded the contract to the low bidder, M. C. Lininger & Sons, Medford, at their bid price of $11,837.50.

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"Paving First Street in Phoenix, Jackson County: The Commission awarded the contract to the low bidder, M. C. Lininger & Sons, Medford, at their bid price of $11,245.

"Paving "E" and 10th Streets in Madras, Jefferson County: The Commission awarded the contract to the low bidder, Warren Northwest, Inc., Portland, at their bid price of $10,977.50.

"Construction of Applegate Bridge over the Applegate River on new alignment of the Redwood Highway between Grants Pass and Wilderville in Josephine County: The Commission elects to accept the bid of Tom Lillebo, Reedsport, in the sum of $159,950 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Cottage Grove (North River Road) Paving project in Lane County: The Commission awarded the contract to the low bidder, The Central Heating Co., Ore. [illegible]d., Eugene, at their bid price of $10,615.

"Overflow Bridge Replacement on Willamette Highway in Lane County: The Commission awarded the contract to the low bidder Hamilton & Thoms, Eugene, at their bid price of $44,050.

"Grading and paving Deer Creek Section of the Oregon Coast Highway north of Otis in Lincoln County: The Commission awarded the contract to the low bidder, Diamond Rock Co., Salem, at their bid price of $24,312.50.

"Construction of Calapooya Overflow Bridge Replacement on the Pacific Highway East, south of Tangent in Linn County: The Commission awarded the contract to the low bidder, Hamilton & Thoms, Eugene, at their bid price of $46,920.

"Linn County Roads Oiling Project on 4 County Roads, near Albany, Lebanon and Tangent: The Commission elects to accept the bid of Oregon Asphaltic Paving Co., Portland, in the sum of $80,448 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Linn County is received and the sum of $18,100 is deposited by the County.

"Sardine Creek-Linn County Line Rock Production Project on the North Santiam Highway, east and west of Detroit in Marion County: The Commission awarded the contract to the only bidder, P. B. Doherty & Son, Portland, at their bid price of $29,811.20.

"Paving 10th Street in Stayton, Marion County: The Commission elects to accept the bid of Warren Northwest, Inc., Portland, in the sum of $17,625 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of the City of Stayton is received and the sum of $5,900 is deposited by the City.

"Peters-Messner Junction Stone Base and Oiling Project on 3 County Roads,

near Boardman in Morrow County: The Commission elects to accept the bid of Babler Bros., Inc., Portland, in the sum of $52,320 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Morrow County is received and the sum of $11,750 is deposited by the County.

"Grading and surfacing S. E. Stark Street-Powell Valley Road Section of the East Burnside Road, near Gresham in Multnomah County: The Commission elects to accept the bid of Allum Bros., Eugene, in the sum of $139,796.50 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Multnomah County is received and the sum of $31,500 is deposited by the County.

"Construction of Cold Springs Creek Bridge, grading and surfacing on the Pendleton-Cold Springs Highway in Umatilla County: The Commission awarded the contract to the low bidder, Jackson & Ray, Hermiston, at their bid price of $20,998.

"Service Creek-Goose Rock Bridge Rock Production Project on the John Day Highway in Wheeler and Grant Counties: The Commission elects to accept the bid of E. H. Itschner Co., Molalla, in the sum of $25,200 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired.

The Commission discussed items of unfinished business appearing on the Secretary's summary, dated March 3, 1955, as follows:

1. Proposed construction of Clay Street Interchange in the City of Portland: The Engineer stated that the report on this matter is not yet complete but he anticipated that it would be ready to present at the May meeting of the Commission.

2. Proposed construction of a concession building and rest room facilities at Depoe Bay: The Chief Counsel reported that, as previously instructed, two independent appraisals were secured on the Moore property, one of which was for $10,000 and the other $5,000, depending on type of access that is allowed. The owners, he stated, do not wish to sell their property and have indicated that they will not accept less than $20,000 for it. He recalled that in the condemnation case that was tried in 1949 to acquire this property the jury awarded a verdict of $14,500, which was refused by the State. The present owners of the property, he said, are preparing plans to construct their own buildings. Commissioner Reynolds expressed his feeling that the matter should be decided one way or another. Commissioner McIver inquired if consideration has ever been given to selling the State Park property at Depoe Bay. The Engineer gave as his thought that it should be continued in State ownership because if buildings were constructed on it, the view of the ocean would be spoiled. Chairman Chandler stated that he is not averse to construction of rest room facilities as previously agreed if a

reliable group can be found to operate them correctly. He suggested that further action on the matter be deferred until the Commission inspects the premises on one of its inspection trips this summer. The suggestion was approved by Commissioner Reynolds and McIver. It is to be considered as new business at that time.

3. Investment in highway right of way on uncontracted highway sections: This item was ordered deleted from the list of unfinished business because the Right of Way Engineer reported on it earlier in the session.

4. Consideration of requests from individuals for traffic signal installations, etc: The Engineer stated that it has always been his policy to investigate requests as it is deemed good public relations to do so, and to refer those requests to the Commission which require action and expenditure of money. Chairman Chandler stated that all requests should be investigated and those involving improvements or expenditure of funds should be referred to the Commission for instructions. The item was ordered deleted from the list of unfinished business.

5. Adoption of location surveys for Ontario-Snake River Section of the Old Oregon Trail and for the Merlin Hill Section of the Pacific Highway near Grants Pass: The Engineer exhibited maps of both projects and explained details. He recommended approval of both surveys as the future location for the respective highway sections when reconstruction is undertaken. The Commission accepted the recommendation by adopting the attached resolution relative thereto, marked EXHIBIT "H-1" , which resolution by this reference is made a part hereof with like effect as though extended in full herein. The Right of Way Department was authorized to proceed with negotiations for right of way needed for both projects, and the Engineer was authorized to advertise for bids for construction of a two-mile section of US99 over Merlin Hill when right of way has been obtained. The Commission ordered the item deleted from the list of unfinished business.

6. Claim submitted by the California-Oregon Power Company for reimbursement for the cost of revising its facilities on the Goshen-Coast Fork Section, the Booth Ranch Section, and in Central Point on the Pacific Highway: This item is to be deleted from the list of unfinished business as a report on the subject was rendered earlier in the session.

7. Request of County Judge Henry Miller, Sherman County, for changing the "stop" requirements, rewording of directional signs and restriping of highways at the junction of US97 and US197: The Commission ordered this item deleted from the list of unfinished business as a report had been rendered earlier in the session.

8. Request of Ukiah delegation that the Ukiah-Hilgard Highway be relocated closer to the town of Ukiah than originally proposed: The Engineer stated that he has not yet had time to make a personal inspection

of the revised location but will do so as soon as possible. The item was ordered deleted from the list of unfinished business. It is to be regarded as new business when it again comes up.

9. Request of Donald M. Sharpe that the State remove snow from the road to Cloud Cap Inn ski area on Mt. Hood: Action on this matter was deferred until next summer when the Commission will make a personal inspection of the project. The item was ordered deleted from the list of unfinished business. It is to be considered new business when it again arises.

10. Inquiry concerning lighting and widening of roadway in connection with the concrete divider strip at Stanfield Junction: This item was discussed earlier in the day and was ordered removed from the list of unfinished business.

11. Request of Creswell delegation for improvements to the Springfield-Creswell Secondary Highway: This item also was ordered removed from the list of unfinished business, it having been disposed of earlier in the session.

12. Request of Henry Sturtevant, Portland, for permission to transport a large building over state highways from the Bertha-Beaverton District to Southeast Portland via St. Johns: This item was reported on by the Right of Way Engineer during the morning session and was ordered removed from the list of unfinished business.

A letter was presented from Lauri O. Pernu, Astoria, requesting elimination of road hazards on U.S. Highway 101 between Miles Crossing and Youngs Bay Bridge, a short distance south of Astoria. The Engineer advised that this is a four-way intersection with US101 travel routed over the north and west legs. He pointed out that the speed of traffic through the section is limited to 45 miles per hour and that 22 accidents were reported at the intersection during the five-year period from January 1, 1950 - December 31, 1954, all of which involved property damage only. The pattern of accident occurrence, he said, indicates that the main reason that accidents occur here is confusion on the part of the drivers of the vehicles involved. He recommended as a solution to the problem, construction of a channelizing island and installation of luminaire units, which he estimated will cost about $2,000, augmented by advance warning signs. The Commission adopted the recommendation.

Also discussed by the Commission was a letter from Mr. W. G. Kruger, Bridge Superintendent, Roseburg, pointing out that a hazardous condition exists on the east approach to the Isthmus Slough Drawbridge on the Coos River Secondary Highway in Coos County, where several accidents have occurred. The Engineer advised that the conditions at this point have been investigated by the Traffic Engineering Division which

found that a hazardous condition does exist at this point and which recommends as a solution the installation of a signal light on each approach to this bridge, which will flash red when the drawbridge is open, the same to be placed at sufficient distance in advance of the drawbridge to give traffic plenty of warning to stop. He expressed his concurrence in the recommendation, and requested approval of the installation which is estimated to cost $1,500. The Commission approved the project as recommended.

The Engineer reported an overrun of approximately $63,000 in connection with Contract No. 3915 for construction of pavement on the 92nd Avenue-Fairview Section of the T. H. Banfield Expressway. He explained that the overrun resulted primarily from an increase in the pavement thickness from $3\frac{1}{2}$ inches to 4 inches, and the addition of 4-foot paved shoulders, which was adopted as standard after the contract was awarded; also, $17,000 of the total expense was incurred in correcting subgrade deficiencies and in providing additional drainage. He asked the Commission to authorize an increase of $63,000 in the project authorization for this job. The Commission approved the request.

Presented for the Commission's consideration was a request from the City of Portland for certain alterations at the intersection of Sandy Boulevard (US30) with Northeast 82nd Avenue (ORE213) in order to eliminate a hazardous condition that exists at this point. The Engineer explained that the plan devised by the City requires construction of a left-turn refuge and prohibition of certain left-turn movements which now create a hazard. The City, he said, has agreed to cooperate in the improvement, the cost of which is very nominal, and has asked the State to provide three overhead illuminated "no left-turn" signs which are estimated to cost $180. He added that the City will install the signals and will provide the necessary wiring, installation, etc. He also said that to make the plan effective, it will be necessary for the Commission to take action prohibiting the parking of vehicles on both sides of Northeast Sandy Boulevard (US30) for a distance of 400 feet easterly from the east property line of 82nd Avenue. He recommended approval of the proposed plan and adoption of a resolution prohibiting the parking of vehicles as stated. The Commission approved the recommendation unanimously by adoption of the attached resolution relative thereto marked EXHIBIT "G-1", which resolution by this reference is made a part hereof with like effect as though extended in full herein. The Commission also authorized purchase of the overhead illuminated signs.

The Engineer reported completion of location surveys for the following State highway sections:

1. Washington County Line-Hillsdale Section of the Beaverton-Hillsdale Highway in Multnomah County.

2. Lake Road-Oregon City Section of the Cascade Highway in Clackamas County.

He exhibited maps showing the proposed locations and explained details. He recommended approval of the surveys by the Commission. As a result of careful consideration, the Commission unanimously approved the surveys as reported, by adoption of the attached resolution relative thereto marked EXHIBIT "H-2", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission discussed a resolution from the Drain Chamber of Commerce requesting improvements to the Pacific Highway (old route) both north and south of the City of Drain. In the discussion of this matter, it was pointed out that no funds are available to finance such improvements in the near future; also, that there is need for improvement of the highway north from the City of Drain, which the Commission previously told the citizens of this town would be accomplished when the new highway by-passing Drain was completed. The Commission decided unanimously to consider such project when the new highway is constructed and opened to traffic. The Secretary was instructed to so inform the Chamber of Commerce.

There was presented for the Commission's consideration a request from the County Court of Deschutes County for a modification of the heretofore approved project for Federal-aid Secondary Highway (County Road) funds allocated to that County. The Engineer explained that the program now provides for improvement of the northerly one mile section of the Terrebonne Junction-Franks Road Section of FAS 658, but the County has asked that the program be revised by eliminating such project and by substituting for it, improvement of the westerly one mile section of FAS 664, the reason for the substitution being that FAS 658 is not used as a school bus route, nor are there any abutting residences; whereas the proposed project meets those requirements. He recommended approval of the County Court's request. The Commission adopted the recommendation.

The Engineer requested authority for expenditure of $31,000 to finance the planting of shrubbery and the placement of traffic delineators on new sections of US99 between Eugene and Central Point, and on US101 near a place known as Millington. He explained that in the construction of new Expressways, many times frontage roads and interchanges are required, and that traffic is subjected to vehicular headlight glare which can be avoided by the planting of shrubbery. He recommended approval of the project and the necessary expenditure of funds as a traffic safety measure. He mentioned that it later will be necessary to perform similar work between Salem and Portland and along Banfield Expressway. The Commission approved the expenditure unanimously.

The Commission considered and ordered filed a "1955 Roads Program of Work", endorsed jointly by the Klamath County Court and the Klamath County Chamber of Commerce, on March 25 and March 28, 1955, respectively.

The Commission discussed a request received from the Overland Greyhound Lines, Omaha, Nebraska, for permission to operate "scenic-cruisers" over the Old Oregon Trail from Ontario to Portland. The

Engineer advised that the "scenicruisers" are 40 feet long, and whereas the Corporation was granted permits to operate such equipment over US99 and over US97, their request for a permit to operate over US30 was denied because the busses cannot negotiate the curves on the highway at the approaches to four structures between Kamela and La Grande. The refusal of the permit for this operation, he said, has resulted in requests from a number of Chambers of Commerce in Eastern Oregon, and others, for widening the highway sufficiently to accommodate this class of equipment. Responding to these requests, he said, a survey was made for widening the west approach to the Glover Overcrossing, the east approach to the Hilgard Overcrossing, the east and west approaches to the Perry Overcrossing, and the east approach to the Oro Dell Overcrossing, and the results indicate that it will cost about $30,000 to do the work involved. He recommended approval of the improvement as a state construction project because it will allow the operation of these 40-foot units, either singly or in combination, over the entire length of US30 between Ontario and Rainier. In the discussion, of this matter, the Engineer advised receipt of a communication from the Overland Greyhound Lines to the effect that if granted this permission, the Corporation will immediately institute a schedule for its "scenicruiser" equipment and will put into operation one round trip daily between Salt Lake City, Utah, and Portland, Oregon, just as soon as Oregon license plates can be obtained. Moreover, by the latter part of June, 1955, the Corporation will have sufficient "scenicruiser" equipment available to institute three additional round trip movements daily, making eleven in all that would be put in service between Salt Lake City and Portland, operating four round trips daily. The Engineer also stated that if the Commission approves the widening project as recommended, the Corporation wants permission immediately to operate its equipment over the highway. He recommended against granting of the advance permit, and that no permit be issued until the highway improvement has been completed. The matter was given careful consideration by the Commission and as a result thereof, the Commission unanimously authorized the widening work as recommended by the Engineer. A permit for operation of the 40-foot scenicruiser equipment is to be issued to the Overland Greyhound Lines after the highway improvement has been completed, but not before.

The Engineer brought up for discussion the proposed widening of 82nd Avenue, Portland, (Cascade State Secondary Highway) to accommodate four lanes of traffic southerly from the Portland city limits at Flavel Street, to the Clackamas Overcrossing, a distance of four miles. He explained that the northerly one and one-half mile section of this project lies within an existing 60-foot right of way with heavy culture adjacent thereto, and it was planned to do the improvement without acquiring any additional right of way. However, objections were offered by the U. S. Bureau of Public Roads because of Federal requirements. The cost to acquire right of way in order to meet the Federal requirements, he said, is estimated at $300,000, and the extra widening will cost an additional $66,000 for construction, or a total project increase cost of $366,000. He pointed out that the total estimated cost of the section as originally planned is $205,000, and he gave as his opinion that the extra expense on the one and one-half mile section is not justified owing to the fact that all of the Cascade Second-

ary Highway through the City of Portland is 56 feet wide between curbs. He recommended, in view of the circumstances, that the one and one-half mile section referred to,be deleted from the Federal-aid project, and that it be constructed as a State project, using State funds only, thus greatly reducing the State's share of the cost of the entire job. He mentioned that the section from King Road south meets Federal-aid requirements and will be constructed as a Federal-aid project as originally planned. The Commission unanimously approved the Engineer's recommendation.

The Commission discussed and approved a Cooperative Project Agreement with the U. S. Forest Service, providing for construction of a stock fence along the right of way of the Starkey-Ukiah State Secondary Highway through the National Forest. In the discussion of the matter, the Engineer explained that the U. S. Forest Service has agreed to construct the fence along both sides of this seven and one-half mile section of highway for the sum of $11,100, which is at the rate of $2.30 per rod, as compared with $3 per rod, which is the present contract price for range type of fence.

The Commission discussed a letter from the Curry County Pomona Grange in which the Commission is urged to complete construction of the Oregon Coast Highway between Gold Beach and Brookings as soon as possible. Action on the matter was deferred pending appearance of a delegation on the following day. (The delegation appeared and was informed by the Commission that it presently is not in a position to make a commitment or promise with respect to this improvement, and will not be in a position to make a definite statement regarding it until surveys that are now under way are completed.)(See additional paragraph ahead.)

The Commission discussed a letter from the Traffic Engineer of the City of Portland, requesting State cooperation in the replacement of obsolete traffic controll devices on McLoughlin Boulevard, North Lombard Street, East Burnside Street, Sandy Boulevard, and Union Avenue, all of which are State highway routes within the City. The estimated total cost involved is $25,105.40, and the State is asked to pay 50 per cent of the amount, or approximately $12,552.70. The Engineer recommended approval of the project, and that the matter be covered by appropriate agreement between the City and the State. The Commission adopted the recommendation unanimously.

The Commission considered and upon recommendation of the Engineer, approved the following requests for extensions of time within which to complete highway contracts:

1. Lloyd G. Sperling, Contract No. 4281, for construction of a maintenance building at Long Creek on the Pendleton-John Day Highway in Grant County, requested an extension of time of 90 days, from January 31, 1955 to April 30, 1955. Extension approved as requested, without penalty.

2. Steeck Electric Company, Contract No. 4044, for traffic signal installation in Tigard on the Pacific Highway West in Washington County, requested an additional extension of time of 240 days, from July 30, 1954 to March 31, 1955. Extension approved as requested, without penalty.

3. George L. Rochat & Son, Contract No. 4237, for illumination installation on the Barbur Boulevard-White School Section of the Portland-Salem Expressway in Clackamas, Marion, Multnomah & Washington Counties, requested an additional extension of time of 90 days, from February 28, 1955 to May 28, 1955. Extension approved as requested, without penalty.

4. Hampton C. Platt, Contract No. 4282, for construction of a maintenance building at Lakeview on the Klamath Falls-Lakeview Highway in Lake County, requested an extension of time of 60 days, from April 30, 1955 to June 30, 1955. Extension approved as requested, without penalty.

5. Johnson and Amens, Contract No. 4236, for construction of Baker Creek and Panther Creek Bridges on the Carlton-McMinnville and Baker Creek Roads in Yamhill County, requested an extension of time of 45 days, from April 30, 1955 to June 14, 1955. Extension approved as requested, without penalty.

FOOTNOTE: The action taken by the State Highway Commission upon the extensions of time within which to complete the highway contracts listed above was based upon the recommendation of the State Highway Engineer and his reports which considered but did not necessarily adopt either or any of the reasons given by the contractors in their requests for such extensions of time. (For further details regarding these extensions of time, see copies of the contractors' requests and the Engineer's recommendations on file in the respective contracts in the Secretary's office.)

The Engineer reported that Contracts Nos. 3818, 4044, 4102, 4146, 4170, 4206, 4214, 4263, 4289, 4349, and 4364 for construction of State highway projects have been completed according to the requirements of the contracts or modifications thereof, and that said projects are now ready for acceptance. After due consideration, the Commission accepted said contracts by adopting the attached resolution relative thereto, marked EXHIBIT "D", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer also reported that the following cities and towns have satisfied the legal requirements with respect to expenditure of State Tax Street Funds that accrued to them during the last half of the year 1953 and during the entire year 1954, as shown:

From Revenues Accruing during Second Six-month Period of 1953:

Jordan Valley	$ 829.79
Richland	773.54
Stanfield	2,971.08

From Revenues Accruing during the First Six-month Period of 1954:

Condon	$2,756.36
Elkton	572.34
Fossil	1,836.63
Lexington	674.85
Richland	626.45
Riddle	1,805.30
Scotts Mill	617.90
Sherwood	1,637.30
Stanfield	2,406.12
Umatilla	2,541.33

From Revenues Accruing during the Second Six-month period of 1954:

Bay City	$2,676.49
Bonanza	910.92
Detroit	963.68
Eagle Point	2,134.86
Glendale	3,063.37
Lonerock	133.65
Lostine	865.20
Mitchell	1,459.58
Riddle	2,229.82
St. Paul	942.57
Umatilla	3,105.57
Vale	5,338.91
Waterloo	633.07

The plans for the projects proposed by each, he said, have been examined and found satisfactory. He recommended approval of the plans by the Commission. The Commission unanimously approved the plans as recommended, by adoption of the attached resolution relative thereto marked EXHIBIT "E", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Considered by the Commission was a plan submitted by the Engineer for construction of an on-ramp to the Ross Island Bridge in Portland from McLoughlin Boulevard (US99E) to serve southbound highway traffic from the north destined to points on the west side of Willamette River. The Engineer recalled that the Commission last year approved construction of a ramp for the convenience of southbound traffic from the bridge to McLoughlin Boulevard, same to be financed 50 per cent with State funds

and 50 per cent with Multnomah County funds. Such project, he said, satisfies the requirements of traffic leaving the bridge and going south, but the problem arises of getting southbound traffic from McLoughlin Boulevard onto the bridge. This matter, he said, has been studied for some time and a plan has been evolved which will materially alleviate existing conditions, and which can be constructed at an estimated cost of $28,000. He further stated that Multnomah County was asked to participate in the cost, but could not do so because the plan involves improvement of existing city streets so the matter was then presented to the City of Portland which has agreed to pay for the improvement of Taggart Street which is a part of the proposed plan and which is estimated to cost $6,400. On such basis, the cost would be divided $21,600, State money, and $6,400, City money. The Engineer recommended approval of the project on such basis. The Commission approved the project on the basis recommended by the Engineer.

The Engineer requested authority to execute in behalf of the Commission an agreement with the U. S. Forest Service in order to obtain rock maintenance material from a quarry located in Willamette National Forest. He explained that a special use permit has been obtained from the Supervisor of this National Forest, but it requires the State to pay $.04225 per cu. yd. for the material removed so as to partially reimburse the Forest Service for construction and maintenance of a Forest Road over which the quarry materials will be transported. He estimated the total quantity of material required at 10,000 cu. yds. which will result in a payment of $422.50 to the Forest Service at the specified cu. yd. rate. The Commission granted the request and authorized the Engineer to execute the permit in behalf of the Commission.

The Commission discussed an agreement with the County Court of Washington County, providing for construction of the North Plains-Hillsboro Section of the Hillsboro-Shadybrook Road (FAS 629). The Engineer advised that there is available for expenditure in Washington County approximately $314,000 of Federal-aid Secondary Highway funds for the fiscal years 1956 and 1957, including State and County match monies, and that the Commission on August 9, 1954 approved an allocation of $157,000 of 1956 funds for this project along with others, but the records are not clear with respect to the total allocation to each County. He recommended approval of the agreement as prepared. The Commission adopted the recommendation unanimously. In this connection, the Commission also approved an agreement with the County Court of Washington County covering maintenance of the section when construction is completed.

In order to clarify the records with respect to the allocation of Federal-aid Secondary Funds to the Counties, the Commission ordered such allocation recorded in the minutes of this meeting as follows:

COUNTY FAS ALLOCATION

FISCAL YEARS 1956 & 1957

County	1956 Federal Funds	1956 Total Funds (Includes State & Co. Match Money)	Total Funds, Two-Year Period (1957 Funds Estimated to be same as 1956)
Baker	$ 34,213	$ 57,000	$ 114,000
Benton	36,387	61,000	122,000
Clackamas	119,323	199,000	398,000
Clatsop	38,436	64,000	128,000
Columbia	46,603	78,000	156,000
Coos	56,288	94,000	188,000
Crook	30,520	51,000	102,000
Curry	22,228	37,000	74,000
Deschutes	37,948	63,000	126,000
Douglas	80,203	134,000	268,000
Gilliam	23,650	39,000	78,000
Grant	27,900	47,000	94,000
Harney	32,568	54,000	108,000
Hood River	31,161	52,000	104,000
Jackson	64,037	107,000	214,000
Jefferson	26,688	45,000	90,000
Josephine	39,564	66,000	132,000
Klamath	53,543	89,000	178,000
Lake	35,174	59,000	118,000
Lane	126,403	211,000	422,000
Lincoln	44,066	73,000	146,000
Linn	71,730	120,000	240,000
Malheur	60,734	101,000	202,000
Marion	101,470	169,000	338,000
Morrow	29,851	50,000	100,000
Multnomah	144,046	240,000	480,000
Polk	50,992	85,000	170,000
Sherman	20,459	34,000	68,000
Tillamook	39,105	65,000	130,000
Umatilla	75,897	127,000	254,000
Union	29,934	50,000	100,000
Wallowa	29,307	49,000	98,000
Wasco	29,544	49,000	98,000
Washington	93,861	157,000	314,000
Wheeler	20,751	35,000	70,000
Yamhill	53,612	89,000	178,000
	$1,858,196	$3,100,000	$6,200,000

Summary, Entire State, Fiscal Year 1956 Funds

Total Federal Funds	$3,772,987
Less Planning Survey (1-1/2 %)	56,595
Total for Construction	$3,716,392

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COUNTY FAS ALLOCATION (cont)

County Share (50% of Total for Construction)	$1,858,196
Plus Estimated Required Match Money	
State Funds	620,902
County Funds	620,902
Total County FAS Fund for Fiscal Year 1956	$3,100,000

Fiscal Year 1957 Funds are estimated to be same as 1956.

NOTE: Above Federal Funds were allocated to individual counties on basis of the formula proposed by the Association of Oregon Counties and approved by the Highway Commission. Federal Funds are estimated to represent approximately 60% of the Total County FAS Fund and State and County Funds approximately 20% each.

A request from the County Court of Linn County for an additional Federal-aid Secondary Highway project (County Road) had the attention of the Commission. The Engineer explained that the County's request is for improvement of the road which extends from the Corvallis-Eastside State Secondary Highway at Orleans, to a connection with the Pacific Highway about one mile north of the town of Tangent (FAS 216), a distance of 4.5 miles. This road, he said, carried approximately 160 vehicles per day before it was improved to an oil standard, but immediately thereafter the traffic volume increased to approximately 850 vehicles daily, which necessitates reinforcement of the existing light oil surface. He further stated that it is proposed to construct an asphaltic concrete pavement 3½ inches thick, which will render the highway satisfactory, and will decrease maintenance costs materially. He estimated the cost to construct such pavement at $100,000, and he advised that if the Commission approves the project, it will be financed with 1956 FAS funds allotted for County Road construction. The Commission approved the project as recommended.

The Engineer brought up for discussion Oregon's participation in financing a test road project in the State of Illinois which is to be conducted by the American Association of State Highway Officials. He advised that the total cost of this test road is estimated to be about $11,000,000, of which the States are asked to contribute about $4,000,000, Oregon's share on the proportionate basis being $60,227, which was determined in the same ratio as are Federal-aid funds. Adding to this, Oregon's share of the cost of the Maryland test road and the test road constructed under the direction of the Western Association of State Highway Officials, makes a total of approximately $69,000. Oregon, he said, has already contributed $41,000 toward the WASHO test road, which sum applied as a credit, leaves as Oregon's share of the present project, $28,073, of which 50 per cent will be paid with Federal Planning Survey Funds, and the balance with State money. He recommended approval of the arrangement and that he be given authority to sign the agreement covering this Cooperative Research Project with the Highway Research Board which will handle the work, when it is presented for execution. The Commission unanimously approved participation in the

Illinois Test Road Project as recommended by the Engineer who was authorized to sign the agreement with the Highway Research Board in behalf of the Commission.

The meeting adjourned at 5:00 p.m. to reconvene at 9:00 a.m. on the following morning in the same room.

Portland, Oregon
April 14, 1955

The meeting of the State Highway Commission resumed at 9:00 a.m. in the Green Room of the Imperial Hotel, with the following persons present and participating.

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, Deputy State Highway Engineer
W. W. Stiffler, Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
R. L. May, Jr., Assistant Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

Bids as follows for highway construction were opened and read aloud by the Secretary who then announced that the Commission would award contracts at 3:30 p.m. in the same room.

BAKER AND MALHEUR COUNTIES
LIME-PORTER FERRY ROCK PRODUCTION PROJECT ON THE OLD OREGON TRAIL HIGHWAY

C. E. Leseberg, Nyssa	$ 23,560.00
N. A. Toole Construction Co., Ontario	26,730.00
Arthur Simonsen & Co., Baker	32,762.00

CLACKAMAS COUNTY
GRADING AND PAVING, ETC. ON CLACKAMAS R. R. OVERCROSSING SECTION OF CLACKAMAS HIGHWAY

Inland Construction Co., Milwaukie	$125,964.00
Birkemeier Construction Co., Milwaukie	126,969.00
Valley Construction Co., Portland	128,694.00
Orlando C. Bennard, Portland	135,579.50
Columbia Empire Constructors, Inc. & P. S. Lord Mechanical Contractors, Portland	137,036.30

Clackamas R. R. Overcrossing Section (cont)

Lockyear & White, Inc., Longview, Wn.	$138,361.00
Lee Hoffman, Beaverton	139,729.00
Kuckenberg Construction Co., Portland	142,779.50
Schrader Construction Co., Portland	144,430.00
Babler Bros., Inc., Portland	147,884.00
Natt McDougall Co., Portland	151,528.00
C. J. Eldon, Portland	151,950.00
Rogers Construction Co., Portland	153,336.00
Chas. R. Schmiedeskamp, Portland	154,119.00
Morrison-Knudsen Co., Inc., Seattle, Wn.	157,524.00

CLACKAMAS COUNTY
MOLALLA (HART AVE. & 7TH ST.) GRADING AND PAVING PROJECT

Salem Blacktop Paving Co., Salem	$ 9,217.40
Warren Northwest, Inc., Portland	9,767.50
Central Paving Co., Independence	10,892.00
Oregon Asphaltic Paving Co., Portland	11,401.00
K. F. Jacobsen & Co., Inc., Portland	11,970.60

CLACKAMAS COUNTY
MOLALLA JUNCTION-MARQUAM GUARDRAIL PROJECT ON THE CASCADE HIGHWAY

Trussfab, Inc., Portland	$ 7,280.00
P. C. Knox, Gladstone	7,400.00
R & W Construction Co., Auburn, Wn.	7,520.00
Hutton-Kalkhoven, Portland	7,680.00
A. C. Bubak, Woodburn	7,760.00
R & M Construction Co., Central Point	7,800.00
Vern Hoaglin, Beaverton	8,240.00
Fred J. Stubbert, Springfield	9,080.00

CROOK COUNTY
GRADING AND OILING HOUSTON LAKE-POWELL BUTTE SECTION OF THE HOUSTON LAKE ROAD EAST OF REDMOND

P. C. Knox, Gladstone	$ 39,823.50
Babler Bros., Inc., Portland	40,551.00
Parker & Fuhrman, Portland	42,931.00
F. H. McEwen, Eugene	48,328.00
F. L. Somers, Medford	49,382.30
Anliker & Robinson, Bend	52,565.00
Floyd Grahm Construction Co., Lebanon	55,450.50
Asphalt Paving Co., Klamath Falls	75,272.50

DESCHUTES COUNTY
MILLICAN SECTION FENCING PROJECT ON CENTRAL OREGON HIGHWAY

Van Tassel Bros., Terrebonne	$ 19,116.30
McWaters & Bartlett, Boise, Idaho	19,945.00
P. C. Knox, Gladstone	21,510.00
Pierce & Wall, Battleground, Wn.	21,834.50
George E. Berry, Beaverton	22,447.50
A. C. Bubak, Woodburn	22,760.00
R & M Construction Co., Central Point	22,900.00
F. C. Wood Co., Hermiston	24,366.00
San Jose Steel Co., Inc., Portland	26,920.00
Swendig & Son, Maupin	29,965.00

GRANT AND UMATILLA COUNTIES
UMATILLA COUNTY LINE-LONG CREEK ROCK PRODUCTION PROJECT ON PENDLETON-JOHN DAY HIGHWAY

F. H. McEwen, Eugene	$ 39,390.00

JACKSON COUNTY
ASHLAND UNDERCROSSING SECTION TO EXTEND EXISTING PACIFIC HIGHWAY UNDERCROSSING OF SOUTHERN PACIFIC RAILROAD

Miller & Strong, Inc., Eugene	$252,950.00
Peter Kiewit Sons Co., Longview, Wn.	260,445.00
Lee Hoffman, Beaverton	272,571.00

JACKSON COUNTY
QUARTZ CREEK CULVERT AND MCNEIL CREEK BRIDGE ON THE BUTTE FALLS ROAD

E-W Construction Co., Eugene	$ 13,470.00
Ausland Construction Co., Grants Pass	13,995.00
Archie L. Purdy, Central Point	14,195.00
R & M Construction Co., Central Point	15,070.00
Dodson & Clark, Ashland	15,405.00
Harold W. Salter, Rogue River	16,167.50
Minshall Construction, Jacksonville	17,967.00
H. Barnhart, Medford	18,470.00

KLAMATH AND LAKE COUNTIES
DREWS CREEK AND LOST RIVER BRIDGES

Hamilton & Thoms, Eugene	$120,310.00
R & M Construction Co., Central Point	122,006.08
The Central Heating Co., Ore. Ltd., Eugene	139,309.00
Rogers Construction Co., Portland	144,014.00
R. H. Jones, Hillsboro	154,488.00
Peter Kiewit Sons' Co., Longview, Wn.	187,742.50

April 14, 1955

MALHEUR COUNTY

VALE-CAIRO SHOULDER OILING PROJECT ON CENTRAL OREGON HIGHWAY AND ROCK PRODUCTION ON THE JOHN DAY HIGHWAY NEAR VALE

N. A. Toole Construction Co., Ontario	$ 40,030.00
Babler Bros., Inc., Portland	42,445.00

MALHEUR COUNTY

NYSSA (THIRD STREET AND LOCUST AVENUE) PAVING PROJECT

Russell Olson Construction Co., Inc., Pendleton	$ 12,930.00
Lankford Bros., Nyssa	13,315.00
Ontario Asphalt Paving Co., Ontario	15,640.00

MARION, LINCOLN, TILLAMOOK AND POLK COUNTIES

DIVISION NO. 2 OILING PROJECT ON FOUR HIGHWAYS AND ONE FRONTAGE ROAD

P. A. Shoat Co., Portland	$ 54,849.59
J. C. Compton Co., McMinnville	60,861.90
Babler Bros., Inc., Portland	65,033.00
Central Paving Co., Independence	66,824.90
Harr & Horton, Portland	70,269.25
Oregon Asphaltic Paving Co., Portland	75,810.00

POLK COUNTY

FALLS CITY (NORTH MAIN AND DAYTON STS.) GRADING AND PAVING PROJECT

Warren Northwest, Inc., Portland	$ 11,247.50
Central Paving Co., Independence	11,952.50

UNION COUNTY

ELGIN (NORTH 10TH AVE.) GRADING AND PAVING PROJECT

Russell Olson Construction Co., Inc., Pendleton	$ 16,940.00
Morrison & Lamping, Milton-Freewater	19,120.00

UNION AND WALLOWA COUNTIES

ALICEL-MINAM ROCK PRODUCTION PROJECT ON THE WALLOWA LAKE HIGHWAY

Vernie Jarl, Gresham	$ 25,270.00
N. A. Toole Construction Co., Ontario	27,570.00

WAS CO COUNTY

SEUFERT FRONTAGE ROAD GRADING PROJECT ALONG THE COLUMBIA RIVER HIGHWAY

Morrison & Lamping, Milton-Freewater	$ 17,332.00
Vernie Jarl, Gresham	17,592.00
Babler Bros., Inc., Portland	19,641.00

Seufert Frontage Road Grading Project (cont)

Riverbend Contractors, Inc., Portland	$ 21,998.00
Rogers Construction Co., Portland	22,814.00

WASCO COUNTY
SHANIKO ("E" AND 4TH STS.) PAVING PROJECT

Warren Northwest, Inc., Portland	$ 8,342.50

WASHINGTON COUNTY
GRADING, PAVING, ETC. NORTH PLAINS-HILLSBORO SECTION OF SHADYBROOK-HILLSBORO COUNTY ROAD

Rogers Construction Co., Portland	$139,875.50
Central Paving Co., Independence	146,358.00
D-H Paving Co., Vancouver, Wn.	153,300.00
P. B. Doherty & Son, Portland	157,478.00
K. F. Jacobsen Co., Inc., Portland	162,465.00
Parker-Schram Co., Portland	168,338.50
Porter W. Yett, Portland	172,529.00

The Commission resumed discussion of the "Q" Street Route between Eugene and Springfield. The Engineer exhibited a map showing the route and recommended adoption of the survey from the Ferry Street Bridge intersection in Eugene to 19th Street (Mowhawk County Road) in Springfield and that right of way be acquired as soon as possible between such points provided Lane County will contribute the sum of $130,000 toward the cost of right of way east of 19th Street and will assume future maintenance of the Fox Hollow Secondary Highway. County Commissioner Nielsen, who was present, expressed his approval of such proposal and advised that the County will take over the Fox Hollow Secondary Highway on April 15, 1955 if the Highway Commission today adopts the survey west of 19th Street. Motion was thereupon made by Commissioner Reynolds that the survey of the "Q" Street Route as presented by the Engineer, extending from the Ferry Street Bridge Approach in Eugene to 19th Street in Springfield be adopted and that negotiations for right of way along such section be authorized; also that the Commission accept the sum of $130,000 from Lane County to apply on right of way costs east of 19th Street; also that the Engineer be authorized to proceed with the survey of the section east of 19th Street, with no commitment as to when construction will take place, upon assurance from the County that it will take over the Fox Hollow Road for future maintenance, effective April 15, 1955. The motion was seconded by Commissioner McIver and was declared by Chairman Chandler to have received the unanimous vote of the Commission. The Commission thereupon approved the "Q" Street survey between Eugene and 19th Street in Springfield by adoption of the attached resolution relative thereto, marked EXHIBIT "H-3", which resolution by this reference is made a part hereof with like effect as though extended in full herein. (For additional details see footnote on the previous day's discussion of this matter.)

A delegation representing the Benton County Chamber of Commerce, composed of Messrs. Wayne R. Giesy, State Representative, and T. J. Starker, timber tree farmer, came before the Commission concerning improvements to the Alsea Highway. Mr. Giesy pointed out that two lumbering mills in Corvallis have ceased operations because it is too costly to truck-haul the logs to the milles. He urged the Commission to construct a better grade over the Alsea Mountain which,he said, will save the lumbering industry about 50 cents per thousand in hauling costs. He also called attention to the fact that there is no railroad into the Alsea area and that all produce from the area must be hauled out by truck.

Mr. Starker recalled that he has appeared before the Commission several times in the past fifteen years to request this improvement. He suggested that a tunnel through the summit would prove better than an open cut, and he asked the Commission to authorize a survey in search of a better route. The Alsea area, he stated, is estimated to produce 130 million feet of logs annually and at the present time approximately 100 million feet are being hauled out. It was his feeling that the saving on this log hauling alone would amortize an improvement costing about $2,000,000.

Chairman Chandler advised that the Commission will consider their request for a survey. Following departure of Messrs. Giesy and Starker the Commission discussed the matter further with the Engineer who advised that to date only a reconnaissance survey of the route has been made. He gave as his opinion that the project is a worthy one and should be investigated further. He estimated the cost of a survey for the six-mile section involved at approximately $25,000. The Commission instructed him to make a close check of the cost and desirability of conducting a survey, and to present a report as soon as possible.

Mr. Ralph Thompson and Mr. Russell Miller, Morrow County Commissioners, came before the Commission to request construction of a paved surface on a county road that Morrow County is building directly south from US730, near Patterson Ferry, to a connection with US30, a distance of about five miles. Mr. Thompson explained that the County is now constructing the road and is also acquiring Patterson Ferry. He pointed out that the traffic over the ferry in 1954 exceeded 140,000 vehicles and that it is expected to increase in 1955. It was his thought that when the road is completed it will carry a large amount of traffic to and from the ferry, and that the new road should be a part of the State Highway system.

Commissioner Reynolds stated that the Commission is familiar with the project having considered it about a year ago when the Commission decided definitely that it was not interested in it. He also said that conditions have not changed since then, and he can see no good reason for the State to assume this added obligation. Chairman Chandler pointed out that the Commission has a policy not to add more roads to the State Highway system, especially to the secondary system, until improvement of the roads in the present system is farther advanced.

Mr. Thompson inquired if County cooperation in maintaining the road would be considered, to which Chairman Chandler replied that if the County so desired, the road could be added to the Federal-aid Secondary (County Road) system. He explained that from the Commission's point of view, the taking over of this road would be largely a subsidy to the ferry, and that the Commission cannot now see its way clear to do that or to assume any obligation with respect to the county road.

A delegation representing the Washington County Lifesavers Committee appeared before the Commission to request a grade separation structure on the Wilson River Highway at its intersection with the Forest Grove-Banks Highway near Banks. The following people formed the group: Mr. James A. Sullivan, Co-chairman of Washington County Lifesavers Committee; Mr. John E. Meeke and Mr. R. W. Chapman, Committee Members; Mr. R. H. Bush, County Sheriff of Washington County, all of Hillsboro; Mr. J. J. Moore, Sunset Chamber of Commerce, Banks; Mr. Guy I. Thomas, President, and Mr. E. S. Drips, representing the Vernonia Chamber of Commerce, and Mr. Art Ostrander, Highway 99E Alternate Road Association, all of Vernonia; Mr. Glenn Ireland, Washington County Farm Bureau and President of the Banks High School Mothers and Dads Club; Mr. John Richardson, Editor, "News Time", both of Forest Grove; Mrs. Amy P. Johnston, housewife, Cornelius; and Mr. Walter W. R. May, Portland. Mr. Meeke, who acted as spokesman, advised that there had been a large number of accidents on the Sunset Highway at the North Plains intersection, and he declared that the grade crossing on the Wilson River Highway near Banks will be worse when the highway is completed. He urged the construction of a grade separation structure at the earliest possible date. In support of his oral request, he presented letters from the following, endorsing the project: Lifesavers Committee, Forest Grove Chamber of Commerce, Forest Grove Citizens Safety Committee, Banks Frozen Foods Company, Sunset Auxiliary of the Sunset Chamber of Commerce of Banks, Sunset Chamber of Commerce of the City of Banks, Vernonia Chamber of Commerce, Washington County Engineer, Banks Parent-Teachers Association, Parent's Club of St. Francis Parochial School, and from several individuals. He pointed out that the sight distance at Banks is not as good as it is at North Plains, and that it is anticipated that traffic will be heavier at Banks than at North Plains. Mr. May stated that he represents the President and the Secretary of the State Lifesavers Committee who urgently request that the Commission reconsider its plans for a grade crossing at this location. In reply to an inquiry from Chairman Chandler as to what type of structure they want, Mr. Meeke stated that they are concerned only in safety for the traveling public and would favor any type of structure which would allow traffic to flow safely through this intersection.

Chairman Chandler pointed out that both types of separation are very costlty, but the Commission will have the matter investigated carefully and will decide the matter when the facts have been studied. The Engineer was thereupon instructed to make a complete report on the subject as soon as possible.

April 14, 1955

Contractor Archie R. Averill and his Attorney, Mr. Hayward Andrews, Portland, appeared before the Commission regarding forfeiture of the bid bond furnished by Mr. Averill in connection with his proposal to construct a bridge over North Scappoose Creek on the Pittsburgh-Scappoose County Road in Columbia County. Mr. Andrews stated that he appears as a friend for Mr. Averill, rather than as a representative of the Aetna Casualty and Surety Company which furnished the Proposal Bond for this contract. He reviewed the bids for this project, pointing out that Mr. Averill stated in his bid that he would accept only one job at this letting; whereas, he was low bidder on two additional jobs which were awarded to other contractors. He further stated that Mr. Averill erred by omitting a labor item from his bid, with the result that his bid of $15,750 was about 25 per cent below the next low bid. He called attention to a Supreme Court decision in the "Rushlight" case in which the Court held for the contractor because in the Court's opinion, the contractor made an honest mistake in his bid.

Chairman Chandler stated that the Commission does not wish to hurt any contractor, but it is concerned with protecting the State's interests. He expressed his personal opinion that Mr. Averill should confine his operations to the supervision of jobs rather than continue in the contracting business. He favored relieving Mr. Averill of the penalty in this instance, but cautioned him about bidding on future work. Commissioner McIver expressed himself similarly as did also Commissioner Reynolds. Motion was then offered by Commissioner Reynolds that payment of the amount of the bid bond in this instance be waived. Commissioner McIver seconded the motion. Chairman Chandler declared the motion carried unanimously.

The Engineer reported that the 25-mile per hour speed zone that was established by the Commission at its meeting on May 18, 1953 on the Oregon Coast Highway near China Camp Marsh Bridge (between M.P. 269.24 and M.P. 270.36) no longer is required in view of the fact that the realignment and the widening of the highway at this point has been completed. He recommended appropriate action by the Commission rescinding the previous action. The Commission accepted the recommendation by adopting the attached resolution relative thereto, marked EXHIBIT "F-1", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer also reported a need for the rearrangement of the 40-mile per hour speed zone that was established by the Commission on January 6, 1953 for that section of the Pacific Highway West that extends from a point 0.12 mile north of Rickreall Grade School (M.P. 58.62) to a point 0.07 mile south of the Willamina-Salem Highway Junction (M.P. 59.04). He explained that there is a reverse curve in the highway south of the zoned section where the comfortable driving speed is 25-miles per hour, also that when the original speed zone was established, the policy of zoning school crossings for 25-miles per hour was not in effect. He accordingly recommended that the action taken by the Commission on January 6, 1953 be rescinded and that a new 40-mile per hour speed zone be established on this highway between a point 0.29 mile north of Rickreall Grade School

(M.P. 58.45) and a point 0.28 mile south of Willamina-Salem Highway Junction (M.P. 59.55), except that between M.P. 58.55 and M.P. 58.86, the indicated speed shall be 20 miles per hour during the hours of school crossings as provided in subsection 1.a. of O.R.S. 483.104. The Commission accepted the recommendation by adopting the attached resolution relative thereto, marked EXHIBIT "F-2", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer also reported requests from residents along the Williams Secondary Highway, Josephine County, for establishment of a reduced speed zone along this highway between Grants Pass and New Hope, and a request from Mr. Arthur M. Young, Tigard, for establishment of a reduced speed zone on the Beaverton-Aurora Highway just south of Tigard, and for construction of a pedestrian footpath along such section. He advised that both requests had been investigated by the Traffic Engineering Division whose findings reveal that establishment of a reduced speed zone is warranted in both instances but that the pedestrian footpath requested by Mr. Young and which is estimated to cost between $12,000 and $15,000, is not warranted. Accordingly he recommended as follows: (1) establishment of a 35-mile per hour speed zone on the Williams Secondary Highway No. 261 from its junction with the Redwood Highway (M.P. 0.00) to a point 0.30 mile southerly therefrom (M.P. 0.30), and establishment of a 45-mile per hour speed zone on the Redwood Highway from a point 0.30 mile south of the Redwood Highway Junction (M.P. 0.30) to a point 0.18 mile south of New Hope Road (M.P. 1.68); (2) establishment of a 35-mile per hour speed zone on the Beaverton-Aurora Secondary Highway No. 141 between its junction with the Pacific Highway West (M.P. 4.92) and a point 450 feet south of Burnham Street (M.P. 5.57); and (3) that the request of Mr. Young for a pedestrian footpath on the Beaverton-Aurora Secondary Highway No. 141 be denied. The Commission accepted the Engineer's recommendations. The attached resolutions establishing speed zones on the Williams Secondary Highway No. 261 and on the Beaverton-Aurora Secondary Highway No. 141, marked EXHIBITS "F-3" and "F-4" respectively, which resolutions by this reference are made a part hereof with like effect as though extended in full herein, were thereupon adopted by the Commission by unanimous vote.

The Engineer reported a request from the Department of State Police for an investigation of traffic hazards on the Territorial Highway near the high school in the town of Elmira. It appears that a hazard results from the parking of cars on the shoulders of the highway during athletic events and other school functions. Due to the fact that the pavement at this location is only 20 feet wide and that the shoulders are of gravelled construction eight feet wide, the Engineer recommended that the parking of vehicles on the shoulders of the highway be prohibited between M.P. 18.49 and M.P. 18.56. The Commission accepted the recommendation by adopting the attached resolution relative thereto marked EXHIBIT "G-2", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission discussed a request from the Cedar Hills Company, Portland, for permission to erect and maintain a large electrical

sign reading "Cedar Hills Shopping Center", on the rotary area within the traffic circle contained in the Company's subdivision adjacent to the Sunset Highway, west of Portland. The Engineer recalled that the Commission in March 1947, entered into an agreement with the Company for construction of a traffic interchange at the entrance to this development, and that the agreement stipulated that "the Company shall prevent the erection or location of any building or structure within the rotary". The lower portion of the sign that the Company wishes to erect, he said, will be about ten feet off the ground so will not interfere with sight distance which was the prime motive for prohibiting building development within the rotary. He said further that he can see no particular objection to the sign, and he recommended that the agreement of March 1947, be modified to permit the erection of the sign as requested, particularly in view of the fact that the property on which the sign is to be placed belongs to the Company. The Commission adopted the recommendation.

A letter was presented from Allen's Press Clipping Bureau, Portland, in which the Commission was requested to renew its subscription to the service it renders. The Commission decided not to renew the subscription.

The Commission discussed and ordered filed a letter from the Oregon Motor Court Association, Seaside Chapter, recommending adoption of "Route No. 1", overland across the Lewis and Clark River, for the proposed new highway between Seaside and Astoria.

Also discussed by the Commission was a letter from the Board of County Commissioners of Pacific County, Washington, requesting renewal of the official yearly passes that have been issued to the County in years past for use of the State owned ferries that operate across the Columbia River between Megler, Washington, and Astoria, Oregon. In the discussion, it was pointed out that when this ferry service was inaugurated by the State, Pacific County cooperated to the extent of contributing $15,000 toward the cost of a landing on the Washington side of the river, and it was understood at the time that the County would be reimbursed out of profits, if any accrued, from the operation of the ferries. The ferry operation, he said, has shown no profit whatsoever during the time that it has been operated by the State; on the contrary, the records show continued losses, which accounts for the fact that the County was not reimbursed for a long time. It was also pointed out that at the insistence of the County, repayment of the $15,000 was made during 1954. The Engineer gave as his feeling that since Pacific County has been reimbursed for its total capital investment, and considering that no passes are issued to any official personnel in Oregon, including people of Clatsop County, the obligation to furnish passes to Pacific County has been fulfilled. The Commission expressed concurrence in the viewpoint of the Engineer, and thereupon ordered that the request of the Board of County Commissioners be refused.

A claim presented by Mr. Jack Converse, District Engineer, Longview Fiber Company, for damage suffered his automobile on the Canyon Road, Portland, on the afternoon of January 13, 1955, had the attention of the Commission, said claim being in the amount of $86.21. The Engineer

explained that a small highway maintenance crew was cutting brush and trimming some trees on the highway right of way and that one of the limbs fell on Mr. Converse' car, damaging it slightly. The claim, he said, was paid by Mr. Converse' Insurance Company, Pacific Indemnity Company, which now is seeking reimbursement for the amount which represents labor and parts in replacing a windshield. He also said that investigation reveals that the accident occurred as a direct result of the highway crew's operations, and he recommended that the claim be paid. The Commission approved the recommendation.

A letter was presented from U. S. Army Engineers requesting the Commission's consent to the granting of a permit to H. A. White, or Harold White, his son, for access to the relocated highway No. 30 to permit them to service certain irrigation pumping facilities on the north side of the highway and the Union Pacific Railroad tracks, said access to be at Highway Engineer's Station 1976+27.52. The Engineer explained that in the original negotiations for right of way for the new highway around The Dalles Dam, the Army Engineers found it necessary to provide irrigation pumping facilities for Mr. White, and that the plan was to install the pumping facilities on the river side of the highway and the railroad with the pumping to be done through a pipe provided in the construction of the highway by the Army Engineers. It has now been determined necessary, in order to service the facilities, that access be granted for passage of a jeep or similar vehicles through locked gates which will be installed on either side of the railroad right of way immediately adjacent to the highway right of way. He recommended approval of the request, and that private access be allowed Mr. White at the aforementioned Engineer's Station for the sole purpose of servicing the irrigation pumping facilities, subject to the condition that the crossing shall be gated and locked, and that it is not to be made available to any one other than Mr. White or his employees. The Commission adopted the recommendation, and so ordered.

The Engineer reported that the U. S. Army Engineers are preparing to dedicate Lookout Point Dam on the Willamette Highway early in June, and that prior to the dedication, they wish to erect certain signs pertaining to the Dam and Reservoir, and to construct a visitors' viewpoint shelter. The plan, he said, provides for the erection of two signs, five feet by ten feet in dimension on either side of the Lookout Point Reservoir, the signs to bear the wording, "Lookout Point Reservoir-- constructed and operated by the Corps of Engineers, U. S. Army." At the Dexter Regulating Dam site, they propose to erect a sign facing traffic from either direction containing the wording, "Dexter Dam--constructed and operated by the Corps of Engineers, U. S. Army." All of the signs, he said, will be erected on State-owned property outside of the guard fence which is in place along the edge of the highway. He recommended that permission be granted for the erection of the signs and the viewpoint shelter,as requested. The Commission approved the recommendation.

The Engineer brought up for discussion the matter of reimbursing Coos-Curry Electric Corporation for the cost of reestablishing its pole line along the Greggs Creek-Wedderburn Section on the Oregon Coast High-

way. He explained that the pole line was originally constructed on private right of way and that it was necessary to move it to accommodate the highway improvement, which is being performed under a U. S. Bureau of Public Roads contract. He estimated the cost of reestablishing the facilities at $4,000. He recommended that the Corporation be reimbursed in such sum, upon submission of a proper billing. The Commission approved the recommendation.

The Commission considered and unanimously approved out-of-state travel expense for the following:

1. R. H. Baldock, State Highway Engineer, to go to Washington, D. C. to appear before the House Committee on Roads, in Congress, during May 9-13. Estimated cost $390.

2. W. C. Williams, Deputy State Highway Engineer, to attend a meeting of Officials of the WASHO Test Road Conference in San Francisco, California, the exact date for which has not as yet been set. Estimated cost $95.

3. Carl Jordan, Director of Travel Division, to attend a conference of the Pacific Northwest Trade Association in Vancouver, B.C., during May 9 and 10, 1955. Estimated cost $60.

The meeting recessed for luncheon at 12:00 noon and reconvened at 2:00 p.m. with the same persons present and participating.

Mrs. Beatrice Crawford Drury, Salem, came before the Commission to request that the Commission purchase her property adjacent to the Oregon Coast Highway south of Yaquina Bay, for park purposes. She explained that she owns about 100 acres with one-fourth mile ocean frontage which Mr. S. H. Boardman, former Parks Superintendent, thought would make a fine park. The property has been offered to the State for $25,000, she stated, but the State's appraiser indicated that the property was worth only about $10,000. She exhibited an old map of the area and pointed out the advantages of her property from the standpoint of park usage. She asked the Commission to secure independent appraisals to determine its value.

Chairman Chandler stated that the Commission is familiar with the property but there is a question whether or not it is worth the price that she is asking for it. He also said that the Commission will have the State Parks Superintendent make further investigation of the area and have the property appraised by two independent appraisers.

A delegation from Curry County composed of citizens from Port Orford, Gold Beach, Brookings, Newport, and Sixes, appeared before the Commission to urge further improvement of the Oregon Coast Highway south of Gold Beach. The following people made up the group: Vern Ayers, Manager of Oregon Coast Association, Newport; M. E. Kelly, representing Chamber of Commerce, and W. S. Henson, representing City Council, both of Port Orford; C. E. Dempsey, representing Chamber of Commerce, and V. L. Brim, Mayor, both of Brookings; D. O. Breedlove, County Commissioner, Sixes; Guy H. Forsyth, County Judge, and F. R. Chamberlain, representing the Chamber of Commerce and City

Council, both of Gold Beach. Mr. Ayers, who acted as spokesman, introduced the members of the delegation. He also read aloud a letter from the Oregon Coast Association in which the Commission was urged to retain its original plan for early construction of the section from Gold Beach to Pistol River. Mr. Chamberlain stated that the Chamber of Commerce and the City Council of Gold Beach would cooperate with the Commission in every way possible, except contribute funds, to advance the improvement and will urge property owners to sell their land for right of way at fair prices. Mr. Dempsey read aloud a letter signed by Mayor Brim of Brookings, Brookings-Harbor Chamber of Commerce and the Chairman of their Highway Committee, urging early construction of the section between Gold Beach and Brookings, to facilitate shipping and to accommodate tourist traffic. He pointed out that all commodities must come into Brookings by truck as there is no rail service. It was his thought that high prices demanded by some for land required for highway right of way is detrimental not only to the community but to the entire State. Judge Forsyth stated that the Curry County Court is strongly in favor of the early construction of the section south of Gold Beach. Mr. Kelly read aloud a letter from the Port Orford Chamber of Commerce protesting any transfer of funds heretofore allocated for construction of the highway south of Gold Beach. He pointed out that this project is the No. 1 project in Curry County and should be completed in the near future. Mr. Henson emphasized the need of a better highway so Curry County can compete with Counties of California.

Chairman Chandler pointed out that the revised location of the highway is along the coast north of Brookings to Pistol River, through the area set aside as Boardman Park, but construction is very expensive and it will be several years before funds can be found to finance the work. He also said that the Commission is not abandoning further work in Curry County, but some difficulties have been encountered in obtaining right of way in the northern part of the County because of the high prices that have been demanded, with the result being that construction now under way is costing considerably more than was anticipated. The survey from Gold Beach to Pistol River, he stated, is not yet completed so the Commission is not in position now to make a definite statement, and no guarantee can be made today that construction will proceed south of Gold Beach at an early date. He stated, however, that the Commission should not be accused of abandoning construction south of Gold Beach as a retaliatory measure. On the other hand, the Commission realizes the importance of a modern highway through Curry County and that benefits will accrue not only to Curry County, but to the State as a whole. No commitment, however, can be made until the survey south of Gold Beach is completed.

A member of the delegation inquired if it would be feasible to eliminate some of the curves in the existing highway between Pistol River to Brookings. Chairman Chandler replied that the Commission has considered such a project, but could not approve it because of the expense involved which could not be justified in view of the probabilities that this highway will be abandoned when the new one is built. He concluded the discussion by restating that the Commission can make no definite statement or commit-

ment regarding additional construction between Gold Beach and Pistol River until the survey is completed, and that in the meantime the project will have to remain in "status quo". The Engineer thereupon was authorized to continue the survey of this section.

A delegation representing the Harney County Chamber of Commerce came before the Commission concerning highway problems in and near the City of Burns. The following people composed the group: J. L. McCulloch, Chairman of the Highway Committee; C. W. Craddock, County Judge; Lee Reid, Mayor of Burns; Howard Maple, Manager, Burns Chamber of Commerce, and Mr. Ellis Bennett, businessman; and Irvin Kincaid, Mayor of Hines. Mr. McCulloch acted as spokesman. He asked the Commission to investigate the feasibility of installing traffic signals at the intersection of East Monroe Street and Date Avenue on the route of the Burns-Crane Highway in the City of Burns; and to improve the Central Oregon Highway from the east end of the section now under construction east of Hines to and through the City of Burns. He said that they have no preference as to the routing of the highway so long as it passes through both Cities, and he gave as the sentiment of the group that the by-passing of both Cities is not justified. Mayor Kincaid thanked the Commission for construction now under way east of Hines and stated that the City of Hines will cooperate in every way possible to facilitate early construction through the City. Judge Craddock stated that the County Court is in favor of this improvement, and although the Court has no preference as to the route to be followed, it does ask for early construction.

Chairman Chandler stated that the sum of $260,000 has been programmed for improvement between Hines and Burns, but the money will not be available before July, 1956 so the work cannot be contracted before that time. Commissioner Reynolds recalled that previously there had been some objections from residents of Burns concerning the proposed route through the City. He inquired if this objection would be repeated if plans for construction were to proceed. Mr. McCulloch replied that the objections previously made were unauthorized and in his estimation would not be repeated because the person responsible for them no longer resides in the City. Commissioner Reynolds then stated that the Commission does not establish routes because that is an engineering problem, but the Commission will take action when a report has been rendered by the Engineer and will select a route that it considers will provide the most benefits for the most people. As to the traffic signal installation at the intersection of Monroe and Date Streets, he said that an engineering investigation will be made and the Commission will act on the findings when reported. The Engineer was thereupon instructed to make such investigation. Mr. McCulloch then inquired concerning further improvements to US395 north of Burns on what is known as the Poison Creek Section. He was informed by Chairman Chandler that this is a Forest Highway Section and that funds to finance it are still tied up in Washington, D. C.

The matter of improving the Wright's Point Section of the French Glen Secondary Highway was again discussed with Judge Craddock. As a result thereof, it was agreed that the south unit will be constructed as a

Federal-aid Secondary (County Road) project at an estimated cost of $26,000, and that the north unit will be constructed as a State Federal-aid Secondary project at an estimated cost of $30,000, and that both units will be constructed under one contract. The Engineer stated that such arrangement has the approval of C. G. Polk, District Engineer of the Bureau of Public Roads, subject to the condition that the work is done by contract rather than by County forces. Judge Craddock advised that he would write the Commission within the next few days confirming the arrangement.

Mr. Carl Welch, President of the Clatskanie City Council, came before the Commission to urge widening and paving of the Columbia River Highway through the City of Clatskanie. He presented a petition from several property owners in which the Commission was requested to widen the fill to the right of way lines, to install curbs, to pave curb to curb from Conyers Street easterly to the proposed new bridge across the Clatskanie River, and to grant permission to property owners to install sidewalks on each side of the highway. He also presented a resolution passed by the Clatskanie City Council on April 4, 1955, requesting the same improvements and stating that if the work is performed, the City of Clatskanie will install storm sewers as are required by the State, at an estimated cost of $1,800. Easements from several property owners were also presented to cover encroachment of fill materials on their properties. Mr. Welch read aloud both petition and resolution. The Engineer stated that the highway right of way is 120 feet wide along this section and that it is planned to construct a 24-foot pavement with shoulders. The widening as requested, he said, will benefit mostly the adjacent property owners, and will be of very little benefit, if any, to the traveling public. He stated that he could not recommend that the State assume the entire obligation. He estimated the total cost of the project at $39,600 and suggested approval of the same on the basis that the City pay the cost to fill in the area back of the curb lines, estimated at $10,000, to construct sidewalks, estimated at $6,000, and to install storm sewers, estimated at $1,800 -- a total of $17,800, the State to pay the balance, estimated at $21,800. The Commission deferred action on the matter pending information that the City definitely will assume the obligation to contribute $17,800 toward the cost of the improvement. The Engineer was authorized to conduct a detailed survey of the project if the City agrees to cooperate on the basis outlined by him.

Mrs. Blanche Tipton, Roseburg, came before the Commission to request additional access to the approach road that leads to the Pacific Highway (new route) from her property located on the Deady-Shady Section, south of Roseburg. She alleged that the option she gave the State for right of way across her property was secured under pressure, following the death of her husband, and that she was not fully aware of its terms until later, and now finds that her property is landlocked. She asked for access to the approach road about 1,600 feet from the Pacific Highway. She complained that the detour road which was supposed to have been made available for her use has been filled in so that it cannot be used; also, that her remaining property is quite valuable, she having been offered $1,000 per lot for the same, but she cannot conclude the sale under the present access arrange-

ment. She also stated that a fill constructed by the County had considerably aggravated her problem and that the access point allowed is in a far corner of her land where it is of no practical use to her. This matter was discussed at considerable length but a decision was deferred until the Commission has an opportunity to view the premises on one of its inspection trips this coming summer.

The Commission discussed with the Engineer the bids received at the morning session for highway construction, and at 3:30 p.m., Commissioner McIver publicly announced the Commission's decision with respect to each project, as follows:

"Lime-Porter Ferry Rock Production Project on the Old Oregon Trail Highway, near Huntington in Baker and Malheur Counties: The Commission awarded the contract to the low bidder, C. E. Leseberg, Nyssa, at his bid price of $23,560.

"Grading and paving; also construction of a concrete deck girder viaduct on the Clackamas Railroad Overcrossing Section of the Clackamas Highway in Clackamas County: The Commission elects to accept the bid of Inland Construction Co., Milwaukie, in the sum of $125,964 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired.

"Grading and paving Hart Avenue & 7th Street in Molalla in Clackamas County: The Commission awarded the contract to the low bidder, Salem Blacktop Paving Co., Salem, at their bid price of $9,217.40.

"Molalla Junction-Marquam Guardrail Project on the Cascade Highway about 10 miles north of Silverton in Clackamas County: The Commission awarded the contract to the low bidder, Trussfab, Inc., Portland, at their bid price of $7,280.

"Grading and oiling the Houston Lake-Powell Butte Section of the Houston Lake Road east of Redmond in Crook County: The Commission elects to accept the bid of P. C. Knox, Gladstone, in the sum of $39,823.50 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Crook County is received and the sum of $8,960 is deposited by the County.

"Millican Section Fencing Project on the Central Oregon Highway east of Bend in Deschutes County: The Commission awarded the contract to the low bidder, Van Tassel Bros., Terrebonne, at their bid price of $19,116.30.

"Umatilla County Line-Long Creek Rock Production Project on the Pendleton-John Day Highway, north of Long Creek in Grant and Umatilla Counties: The one bid submitted was rejected by the Commission as being too high.

"Construction of steel girder span to extend the existing Pacific Highway Undercrossing of the Southern Pacific Railroad at Ashland; also, 0.72 mile roadbed and paving in Jackson County: The Commission elects to accept the bid of Miller & Strong, Eugene, in the sum of $252,950 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Construction of Quartz Creek Culvert and a bridge over McNeil Creek on the Butte Falls Road in Jackson County: The Commission elects to accept the bid of E-W Construction Co., Eugene, in the sum of $13,470 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Jackson County is received and the sum of $3,000 is deposited by the County.

"Construction of bridges over Drews Creek and Lost River at Merrill, Bonanza, and Olene in Klamath and Lake Counties: The Commission elects to accept the bid of Hamilton & Thoms, Eugene, in the sum of $120,310 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Klamath & Lake Counties is received and the sum of $22,400 and $4,600 is deposited by the respective counties.

"Vale-Cairo Shoulder Oiling Project on the Central Oregon Highway, and rock production on the John Day Highway in Malheur County: The Commission awarded the contract to the low bidder, N. A. Toole Construction Co., Ontario, at their bid price of$40,030.

"Paving Third Street and Locust Avenue in Nyssa in Malheur County: The Commission awarded the contract to the low bidder, Russell Olson Construction Co., Inc., Pendleton, at their bid price of $12,930.

"Division No. 2 Oiling Project on four highways and one frontage road in the vicinities of Newport, Silverton, Grand Ronde, Detroit and Salem in Marion, Lincoln, Tillamook and Polk Counties: The Commission awarded the contract to the low bidder, P. A. Shoat Co., Portland, at their bid price of $54,849.59.

"Falls City (North Main and Dayton Streets) Grading and Paving Project in Polk County: The Commission awarded the contract to the low bidder, Warren Northwest, Inc., Portland, at their bid price of $11,247.50.

"Elgin (North 10th Avenue) Grading and Paving Project in Union County: The Commission elects to accept the bid of Russell Olson Construction Co., Inc., Pendleton, in the sum of $16,940 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of the City of Elgin is received and the sum of $4,375 is deposited by the City.

"Alicel-Minam Rock Production Project on the Wallowa Lake Highway in Union and Wallowa Counties: The Commission awarded the contract to the low bidder, Vernie Jarl, Gresham, at his bid price of $25,270.

"Seufert Frontage Road Grading Project along the Columbia River Highway, east of The Dalles in Wasco County: The Commission awarded the contract to the low bidder, Morrison & Lamping, Milton-Freewater, at their bid price of $17,332.

"Paving "E" and 4th Streets in Shaniko in Wasco County: The Commission awarded the contract to the only bidder, Warren Northwest, Inc., Portland, at their bid price of $8,342.50.

"Grading, stone base, and paving the North Plains-Hillsboro Section of the Shadybrook-Hillsboro County Road in Washington County: The Commission elects to accept the bid of Rogers Construction Co., Portland, in the sum of $139,875.50 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Washington County is received and the sum of $31,400 is deposited by the County.

The Commission discussed a proposed lease agreement with the Bonneville Power Administration covering installation, operation, maintenance and removal of a very-high-frequency radio repeater station on the Administration's Coburg Radio Station Site, about five miles north of the town of Springfield, in Lane County. The Engineer explained details advising that the Bonneville Power Administration operates a microwave radio communications station on this site, but is willing to allow the State to operate its repeater station on the property, upon payment of the sum of $600, which represents the Administration's share of the original cost of constructing an access road to the site; further, that in the event the lease is terminated by either party for any cause whatsoever within ten years of the date of the agreement, the Bonneville Power Administration agrees to refund to the State that proportion of the $600 initial payment that the time the State actually occupies the property bears to said ten year period. In addition to the payment of $600, the State also is to pay the Administration $10 annually toward the cost to maintain the access road. He recommended the approval of the arrangement. The Commission adopted the recommendation.

The Commission discussed and approved an agreement with the City of Oswego whereby the City is authorized to install a school crossing traffic signal over the Oswego Highway at its intersection with Church Street within the corporate limits of the City, on condition that the installation is made in conformity with plans and specifications approved by the State Highway Department, and that the cost of the installation shall be paid entirely with City funds.

The Engineer brought up for discussion a request from the Standard Oil Company of California to lease portions of State highway right of way on the Paulina Secondary Highway and on the Central Oregon Highway, and on State highways in Clatsop County in conjunction with properties adjacent to the highway which the Company has leased for drilling, mining and other operations for the purpose of locating and extracting oil, gas, and other

like hydrocarbon deposits and sulphur. He explained that no drilling, mining or other operations to extract such deposits will be conducted upon the surface of the State highway property, and the Company specifically requests that the Highway Commission do not grant such drilling rights to others during the term of its lease. The Engineer further explained that the agreement covers full width of the right of way on each highway; that the Company is limited to a distance of ten miles on the Paulina Highway, approximately five miles each side of the town of Post, and to a nine mile section of the Central Oregon Highway from a point eight miles west of Hampton to a point one mile easterly thereof; also, that the Company agrees to pay annually in advance a rental of 25 cents per acre for the total acreage involved, during the term of the agreement, but such rental is to be deducted from royalties paid to the State for oil, gas, or sulphur. He recommended approval of the Company's request, subject to the condition that the Company be not given the exclusive rights, and that the period of the lease shall be four years, which is the legal limitation, with privilege of renewal at the end of that period, and subject further to a determination as to the authority and jurisdiction of the Highway Commission to enter into such a lease. The Commission approved the recommendation.

The Commission approved the Secretary's report on papers signed by him in behalf of the Commission during the period February 24, 1955 to April 8, 1955.

The Commission discussed, and upon recommendation of the Engineer approved the termination of a lease with the Southern Pacific Company covering use of railroad right of way and Western Union Company poles in connection with State-owned remote-controlled radio station at Geer, six miles east of Salem.

Chairman Chandler brought up for discussion the rental of certain river frontage property that the State Highway Department owns in Oregon City. It appears that the property extends for considerable distance along the bank of the Willamette River and that it has been leased for a number of years to a party who uses it as a moorage for log rafts and who pays a monthly charge of $40 for the same. It also appears that another party in Oregon City owns similar property nearby for which he receives $100 per month rental, but he is having trouble with his lessee because of the difference in the rental rates. In the discussion, the question arose should the rental charge of the State's property be raised, or the property be disposed of entirely. The Chief Counsel advised that the State's property was leased in 1951 and that the lease expires this year; also, that the Property Controller, Mr. C. W. Parker, is familiar with the conditions and is now making an investigation. In view of this information, the Commission deferred action pending receipt of Mr. Parker's report.

Commissioner Reynolds brought up for discussion a request from Mr. S. C. Russell, Boardman, for construction of a frontage road on highway right of way at this place where he owns property. The Engineer advised that the request was investigated by Division Engineer A. F. Parson, whose report on the subject has just been received, but has not yet been

studied. He stated briefly that Mr. Parson recommends that direct access to the highway be denied, but that the property owner be given access to the highway by a County road, which would necessitate construction of a frontage road along the highway on his own property, to which there would be no objection if it were dead-ended at the east and connected with the highway only via the County road on the west. However, such construction might require widening of the County road entrance to the highway. The matter was referred to the Engineer for study.

The illness of County Judge Garnet Barratt, Morrow County, was discussed by the Commission. The Secretary was instructed to send him an appropriate letter expressing the Commission's regrets that he is not well, and extending to him sincere wishes for his early recovery.

The Commission discussed a recent inquiry from Senator Francis W. Ziegler, Member of the Joint Ways and Means Committee of the 1955 Oregon Legislature, which Committee was examining the budget presented by the Columbia River Gorge Commission. Senator Ziegler asked to be informed as to the plans of the Highway Commission with respect to the acquiring of additional acreage in the Columbia River Gorge for state park purposes, because the Columbia River Gorge Commission had included $50,000 in its budget for this purpose, and Senator Ziegler asked if the Highway Commission would consider taking over this obligation. A motion was made by Commissioner Reynolds that the following reply sent to Senator Ziegler be approved by the State Highway Commission:

"Pursuant to your request about the plans of the State Highway Commission with reference to the purchase of acreage for parks in the Columbia Gorge, please be advised that it is the desire of the Highway Commission to cooperate with the Columbia River Gorge Commission in the acquisition of certain properties necessary for that Commission's program and which will fit in with park development by the Highway Commission. The cost of this acquisition during the next biennium is now estimated to be approximately $50,000."

The motion was duly seconded by Commissioner McIver, and received the unanimous vote of the Commission.

The Commission also had under discussion a suggestion offered by Hon. Paul L. Patterson, Governor of Oregon, with respect to expanding the duties of the Advisory Committee on Travel Matters to include the State Parks Department. The Commission approved and signed the following letter directed to Governor Patterson relative thereto:

April 14, 1955

Honorable Paul L. Patterson
Governor of Oregon
State Capitol
Salem, Oregon

Dear Governor Patterson:

We have considered your suggestion that the duties of the members of the Advisory Committee of the Travel Information Division of the State Highway Department be expanded to include the State Parks Department, and have decided to ask these gentlemen to counsel and advise us in matters pertaining to the acquisition, operation and maintenance of State parks.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

/s/ Ben R. Chandler
Chairman

/s/ Chas. H. Reynolds
Member

/s/ M. K. McIver
Member

William C. Murphy reappeared before the Commission at this time concerning the permanent location of the Wallowa Lake Highway through the City of Minam, which was the subject of discussion on the previous day. He asked the Commission whether or not it has reached a decision with respect to the location of the highway because it affects their plans for reconstruction of their sawmill. Commissioner Reynolds stated that the Commission has given the matter considerable thought, but wants to know how long the Company proposes to use the area through which it is planned to relocate the highway. Mr. Murphy replied that it is impossible for him to state for how long they will need the property. Mr. Reynolds then advised that the State Highway Department will not interfere with the Company's present operations, and if it is found later that the highway improvement must go forward, then the Commission will consider an alternate location for it. Mr. Murphy expressed his satisfaction with this arrangement.

The Commission considered and signed agreements, etc., as follows:

"Modification Agreement" with McLeod Construction Compan to permit State to cross Company's premises, located on Coos Bay-Roseburg Highway, to remove timber from the State's quarry.

"Amended Lease for Land" with Mr. and Mrs. John Brelage, enlarging the leased area approximately 200 sq. ft. to accommodate their sewage disposal system located on Hauser-North Bend Section of Oregon Coast Highway.

"Bargain and Sale Deed" to Mr. and Mrs. Raymond H. Taylor of 0.82 acre of excess property near Jackson Springs resort on Medford-Ashland Section of Pacific Highway.

"Bargain and Sale Deed" to Franklin and Maebelle White of .10 acre of land situate on Cottage Grove-Divide Unit of Pacific Highway for use to correct an error in description in previous conveyances.

"Agreement" with U. S. Forest Service covering fencing of a 7½-mile section of forest range land on the Starkey-Ukiah Secondary Highway.

"Acceptance" re approval of a license from the Bonneville Power Administration granting to the State permission to install, operate, maintain and remove a very-high-frequency radio repeater station on its Coburg Radio Station Site, north of Springfield.

"Agreement" with City of Oswego covering installation of a school crossing signal at intersection of State and Church Streets in Oswego.

"Agreement" with E. W. Homstad for permission to utilize a portion of the Cape Lookout Park Road in the harvesting of adjoining timber for a two-year period.

"Abandonment Agreement" with Yamhill County covering the East Unit, Carlton Junction-Newberg Section of the Yamhill-Newberg Secondary Highway No. 151.

"Abandonment Agreement" with Lane County covering the Crow-Gillespie Corners Section of the Territorial Secondary Highway No. 200, in Lane County.

"Permit of Access" with Lewis A. Berney, et ux., covering access to and from Grant Smith County Road No. 88 on Shady-Booth Ranch Unit of Pacific Highway, Douglas County.

"Indenture of Access" on Stacey property on Reedsport-Coos County Line Section of Oregon Coast Highway, Douglas County.

"Agreement" with Washington County providing for construction of the North Plains-Hillsboro Section of the Hillsboro-Shadybrook Road, FAS 629.

April 14, 1955

"Grant of Easement" with Frank D. Overholser, et ux., covering an easement on Goshen-Coast Fork Willamette River Unit of relocated Pacific Highway, Lane County.

"Special City Allotment Agreement" with City of Falls City covering project on Dayton and North Main Streets in City of Falls City. (Authorized 12-7-54)

"Finance and Maintenance Agreements" with Multnomah County covering the S. E. Stark Street-Powell Valley Road Section of FAS 582. (Authorized 2-24-54)

"Finance and Maintenance Agreements" with Crook County covering the Houston Lake-Powell Butte Section of FAS 651. (Authorized 10-28-54)

"Finance and Maintenance Agreements" with Lake County covering the Drews Creek Bridge on FAS 407. (Authorized 10-28-54)

"Finance and Maintenance Agreements" with Klamath County covering the Lost River Bridges at Bonanza, Olene and Merrill on FAS 430, 431, and 583. (Authorized 10-28-54)

"Termination of Lease" with Southern Pacific Company covering use of Southern Pacific right of way and Western Union Company poles to serve remote-controlled radio receiver and transmission at Geer.

"Special Use Permit from U. S. Forest Service re development and use of Lakeshore Forest Camp on Detroit Lake.

"Agreement" with Matt Erickson for a permit to cross the Van Duzer Forest Corridor, using an existing road at Highway Station 592+75 in Sec. 15, T.6 S., R 9W., W.M.

"Abandonment Agreement" with Josephine County covering the Applegate River Bridge Section of the Redwood Highway No. 25, in Josephine County.

"Finance & Maintenance Agreements" with Morrow County covering the Peters-Messner Junction section of the Peters and Smith County Roads, FAS 598, 599, and 600.

There being no further business to come before the Commission at this time, the meeting adjourned at 4:30 p. m.

State Highway Engineer

Chairman

Commissioner

Secretary

Commissioner

April 14, 1955

EXHBITS "A" through "I"

Minutes of

April 13 and 14, 1955

EXHIBIT "A"

Minutes of April 13 and 14, 1955

R E S O L U T I O N

WHEREAS, in connection with the future improvement of the highway herein designated, and for the convenience and benefit of the public, it is and has been necessary to acquire property for rights of way, quarry sites, gravel or other material sites, sites for the storage of materials, and properties for other purposes authorized by statute as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW THEREFORE BE IT RESOLVED that the following described properties are hereby declared to be necessary for State highway, park, and other uses under the jurisdiction of the Commission, and that the several options or bases of settlement hereinafter enumerated be, and the same hereby are approved and accepted, and that the attorney for the Commission be, and he hereby is, instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon, by and through its State Highway Commission. The said properties hereby ordered and authorized to be acquired are as follows:

UNIT 1 - T. H. BANFIELD EXPRESSWAY

22935 Copeland, Janet F. R. (Grant)
Right of Way,
Option expires September 22, 1955

5000 sq. ft. at $0.25 per sq. ft.	$ 1,250.00
House, 920 sq. ft. at $6 per sq. ft.	5,520.00
Garage, 240 sq. ft. at $2.50 per sq. ft.	600.00
Hedge, picket fence, outdoor fireplace, 3 trees	360.00
Amount to be paid owners-chrg to Right of Way	$ 7,730.00

Entire taking -

EXHIBIT "A" (cont)

HARBOR DRIVE-CITY LIMITS UNIT-HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND-SALEM EXPRESSWAY

22527 Pascuzzi, Gabriel and Theresa E. (Smith)
Right of Way
Option expires September 16, 1955

10,000 sq. ft. at $0.26 per sq. ft. $ 2,600.00

Amount to be paid owners-chrg to Right of Way $ 2,600.00

Entire taking -

22540 Randle, Robert and Lorine (Forcum)
Right of Way
Option expires September 28, 1955

Approx. 2950 sq. ft. at $0.30 per sq. ft.		$ 885.00
House, 676 sq. ft. at $5.50 per sq. ft.	$3,718.00	
Less fire damage paid by insurance co.	2,043.00	1,675.00
Yard improvements		147.00

Amount to be paid owners-chrg to Right of Way $ 2,707.00

Grantor to either rent or vacate property witin 5 days of receipt of consideration.

Entire taking -

22529 Nelson, Mildred (Smith)
Right of Way
Option expires September 8, 1955

5000 sq. ft. at $0.25 per sq. ft. $ 1,250.00

Amount to be paid owner-chrg to Right of Way $ 1,250.00

Entire taking -

CITY LIMITS-BARBUR BOULEVARD UNIT-HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND-SALEM EXPRESSWAY

20995 Dressler, Frank and Mabel R. (Smith)
Right of Way
Option expires September 22, 1955

EXHIBIT "A" (cont)

CITY LIMITS-BARBUR BOULEVARD UNIT-HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND-SALEM EXPRESSWAY (cont)

20995 Dressler, Frank and Mabel R. (cont)

14,810 sq. ft. at $0.10 per sq. ft.	$ 1,480.00	
House, 1000 sq. ft. at $12 per sq. ft.	12,000.00	
Garage, 336 sq. ft. at $3.50 per sq. ft.	1,176.00	
On-site improvements, landscaping & driveway	514.00	
Amount to be paid owners-chrg to Right of Way		$15,170.00

Entire taking -

22729 Pointer, George and Edna (Smith)
Right of Way
Option expires September 24, 1955

42,732 sq. ft. at $0.10 per sq. ft.	$ 4,000.00	
House, 1140 sq. ft. at $7.50 per sq. ft.	8,550.00	
Garage, chicken house, rabbit hutches	650.00	
On-site improvements, landscaping & driveway	300.00	
Amount to be paid owners-chrg to Right of Way		$13,500.00

Entire taking -

21007 Smith, Elsa H. (Johnson)
Right of Way
Option expires April 30, 1955

10,000 sq. ft. at $0.15 per sq. ft.	$ 1,500.00	
House, 884 sq. ft. at $11 per sq. ft.	9,724.00	
Garage, 324 sq. ft. at $4.50 per sq. ft.	1,458.00	
Allowance for lawn, trees, shrubs, concrete work	1,688.00	
Amount to be paid owner-chrg to Right of Way		$14,370.00

Entire taking -

22732 Kroeter, James and Eleanor L. (Smith)
Right of Way
Option expires September 2, 1955

40,815 sq. ft. at $0.11+ per sq. ft.	$ 4,580.00	
Building, 1920 sq. ft. at $8 per sq. ft.	15,360.00	
Laundry room, 96 sq. ft. at $10 per sq. ft.	960.00	

EXHIBIT "A" (cont)

CITY LIMITS-BARBUR BOULEVARD UNIT-HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND-SALEM EXPRESSWAY (cont)

22732 Kroeter, James and Eleanor L. (cont)

Amount to be paid owners-chrg to Right of Way $20,900.00

Entire taking -

S. E. FLAVEL STREET-SOUTHERN PACIFIC COMPANY OVERCROSSING SECTION - CASCADE HIGHWAY

(Johnson)

22675 Kanne, David A. and Annie B.
Right of Way
Option expires September 6, 1955

9583 sq. ft. at $0.20 per sq. ft.	$ 1,916.60
Damage	250.00

Amount to be paid owners-chrg to Right of Way $ 2,166.60

THINGS TO BE DONE BY THE STATE

Reestablish two existing driveway entrances, Sta's 380+40 and 380+71.

Access. 379+58, 380+40, 380+71, 381+45 and 382+17, East side, unrestricted.

Access controlled -

(Johnson)

22681 Anderson, Herman Roy
Right of Way
Option expires September 7, 1955

15,682 sq. ft. at $0.12 per sq. ft.	$ 1,881.84
Fruit stand, lump sum	150.00

Amount to be paid owners-chrg to Right of Way $ 2,031.84

Access: 394+78, 395+64, 396+53, and 397+45, East side, unrestricted.

Access controlled -

(Johnson)

22698 Clackamas County
Right of Way
Option expires September 10, 1955

EXHIBIT "A" (cont)

S. E. FLAVEL STREET-SOUTHERN PACIFIC COMPANY OVERCROSSING SECTION - CASCADE HIGHWAY (cont)

22698 Clackamas County (cont)

0.47 acre, lump sum	$ 25.00	
Amount to be paid owner-chrg to Right of Way		$ 25.00

Entire taking - Quitclaim Deed only -

22678 Stratton, Hulda M. (Johnson)
Right of Way
Option expires September 14, 1955

0.27 acre at $6000 per acre	$ 1,620.00	
Allowance for 4 large holly trees, $50 per tree	200.00	
Proximity damage	1,275.00	
Amount to be paid owner-chrg to Right of Way		$ 3,095.00

THINGS TO BE DONE BY THE STATE

Reestablish driveway entrance Sta. 388+57 as now exists. Reestablish present driveway entrance located at 390+28 at 390+08 the same as now exists.

Access: 388+50, 389+45, 390+13 and 391+15, East side, unrestricted.

Access controlled -

22689 Omsted, Lyle A. et al (Johnson)
Right of Way
Option expires September 27, 1955

12,000 sq. ft. at $0.13 per sq. ft.	$ 1,560.00	
Amount to be paid owners - chrg to Right of Way		$ 1,560.00

Access: Sta's 417+67, 418+45 and 419+28, East side, unrestricted.

Access controlled -

22690 KXL Broadcasters and Symons, Frances R. (Johnson)
Right of Way
Option expires September 30, 1955

EXHIBIT "A" (cont)

S. E. FLAVEL STREET-SOUTHERN PACIFIC COMPANY OVERCROSSING-CASCADE HIGHWAY (cont)

22690 KXL Broadcasters and Symons, Frances R. (cont)

1.32 acres at $4000 per acre	$ 5,280.00	
Cost of KXL to remove & replace underground grid work	3,300.00	
Amount to be paid Frances R. Symons		$ 5,280.00
Amount to be paid KXL Broadcasters		3,300.00
GRAND TOTAL - chrg to Right of Way		$ 8,580.00

Frances Symons to have permanent rent-free use of underground grid-work placed or to be placed upon the premises herein.
Access: 420+52, 428+12.5, East side, unrestricted.

THINGS TO BE DONE BY THE STATE

Construct 25' driveway entrance, Sta. 428+12.5.

Access controlled -

22688 Button, W. C. and Helen (Johnson)
Right of Way
Option expires August 6, 1955

0.11 acre, 4,792 sq. ft. at $0.25/sq. ft.	$ 1,198.00	
Quonset hut, 48x20	3,602.00	
Amount to be paid owners-chrg to Right of Way		$ 4,800.00

THINGS TO BE DONE BY THE STATE

Remove building within 90 days from date of making payment.

Access: 414+92 and 415+85, East side, unrestricted.

Access controlled -

22684 Millard, Glen G. and Ellowmae (Johnson)
Right of Way
Option expires September 6, 1955

10,019 sq. ft. at $0.20 per sq. ft.	$ 2,003.80
1 story concrete food market 1875 sq. ft. at $5.50/sq. ft.	10,312.50
3 rm. residence attached to store, 912 sq. ft. at $3/sq. ft.	2,736.00
1 Neon sign	150.00
Damage due to closeness of house	4,700.00

EXHIBIT "A" (cont)

S.E. FLAVEL STREET-SOUTHERN PACIFIC COMPANY OVERCROSSING-CASCADE HIGHWAY (cont)

22684 Millard, Glen G. and Ellowmae (cont)

Amount to be paid owners-chrg to Right of Way $19,902.30

Grantor to vacate and State to take possession of bldg, and land 15 days after acceptance.

THINGS TO BE DONE BY THE STATE

Remove store & house within 60 days of acceptance. Reestablish existing driveway entrance, Sta. 407+38.

Access: 406+74, 407+38 and 408+11, East side, unrestricted.

Access controlled-

22691 Seliger, John P. and Olga M. (Johnson)
Right of Way
Option expires September 8, 1955

12630 sq. ft. + or - at approx. $0.12+ per sq. ft.	$ 1,575.00
House, 1664 sq. ft. at $7.50 per sq. ft.	12,480.00
Tool shed, 288 sq. ft. at $4 per sq. ft.	1,152.00
Fish pond	850.00

Amount to be paid owners-chrg to Right of Way $16,057.00

Grantor to have free occupancy for 30 days and vacate property 30 days after receipt.
Grantor to remove wooden fence within 30 days after notice date.

Entire taking

22964 Moore, Edwin et al (Johnson)
Right of Way
Option expires September 8, 1955

4500 sq.ft. at $0.20 per sq. ft. $ 900.00

Amount to be paid owners-chrg to Right of Way $ 900.00

EXHIBIT "A" (cont.)

S. E. FLAVEL STREET - SOUTHERN PACIFIC COMPANY OVERCROSSING SECTION - CASCADE HIGHWAY (cont.)

22964 Moore, Edwin et al (cont.)

Access, Sta's 430+51 and 431+16, East side, unrestricted.

Access controlled -

22679 Meger, Arthur and Ramona D. (Johnson)
Right of Way
Option expires September 21, 1955

2614 sq. ft. at $0.20 per sq. ft.	$ 522.80
Damages	6,000.00

Amount to be paid owners - chrg to Right of Way $6,522.80

Grantor to remove porch roof and posts and sign.

Access: Sta's 391+55 and 391+94, East side, unrestricted.

Access controlled -

22696 Boeckel, Otto P. and Helen A. (Johnson)
Right of Way
Option expires September 15, 1955

2614 sq. ft. at $0.25 per sq. ft.	$ 653.50
Allowance for cost of moving tavern and signs	3,380.00
Damages	500.00

Amount to be paid owners - chrg to Right of Way $4,533.50

Grantor to remove 2 signs within 30 days after acceptance or they become State property.

Access: 437+00, 437+73, 438+47, East side, unrestricted.

THINGS TO BE DONE BY THE STATE

Construct 25' driveway entrance, Sta's 437+00 and 437+73.

Access controlled -

EXHIBIT "A" (cont)

S.E. FLAVEL STREET-SOUTHERN PACIFIC COMPANY OVERCROSSING-CASCADE HIGHWAY (cont)

22696 Robins, Martha H. (Johnson)
Cancel Lessee Interest

Cancel Lessee's interest, lump sum $ 500.00

Amount to be paid Martha Robins-chrg to Right of Way $ 500.00

This cancels lessee's interest in property optioned under File No. 22696.

22686 Fakoury, Mike and Lillian (Johnson)
Right of Way
Option expires September 19, 1955

0.17 acre, 7405 sq. ft. at $0.10+ per sq. ft. $ 750.00

Amount to be paid owners-chrg to Right of Way $ 750.00

THINGS TO BE DONE BY THE STATE

Reestablish existing driveway the same as now exists.

Access: Sta's 411+13, 412+12 and 412+82, East side, unrestricted.

Access controlled-

MULTNOMAH COUNTY LINE-BEAVERTON SECTION-BEAVERTON-HILLSDALE HIGHWAY

22319 Hickox, S. D. et al CORRECTION REPORT (Porter)
Right of Way
Option expires March 6, 1955

0.052 acre	$ 1,359.00
Moving and fill ($8,132 for moving & $1000 for fill)	9,132.00
Allowance to move nursery stock	1,201.00

Amount previously paid- $10,692.00

EXHIBIT "A" (cont)

MULTNOMAH COUNTY LINE-BEAVERTON SECTION-BEAVERTON-HILLSDALE HIGHWAY (cont)

22319 Hickox, S. D. et al (cont)

Amount now due-chrg to Right of Way $ 1,000.00

Grantor to remove all improvements from r/w within 30 days after acceptance.

Access not controlled-Confirmation of phone approval by Mr. Reynolds Mar. 16, 1955

SUPPLEMENTAL REPORT

WASHBURN-NORTH PLAINS SECTION-WILSON RIVER HIGHWAY

19818 Spokane, Portland & Seattle Railway Company (Enfield)
Right of Way
Deed signed 1-25-55

Additional 2 acres at $75 per acre $ 150.00

Amount to be paid owners-chrg to Right of Way $ 150.00

Additional r/w needed to complete farm crossing across hwy. and old railroad r/w on Margaret Parson's condemnation case.

Previous approval by 9-23-54 Comm. for 66.38 acres, consideration of $4,978.50

Access not controlled-

HESS CREEK-NEWBERG UNIT-MIDDLETON-NEWBERG SECTION-PACIFIC HIGHWAY WEST

22477 Yarnes, Thomas D. and Leah B. (Grant)
Right of Way
Option expires September 6, 1955

3,254 sq. ft. at $0.15 per sq. ft. $ 488.10
Fruit trees, berry vines 37.90

Amount to be paid owners-chrg to Right of Way $ 526.00

No access allowed to Pacific Hwy. West.

Access controlled-

EXHIBIT "A" (cont)

HESS CREEK-NEWBERG UNIT-MIDDLETON-NEWBERG SECTION - PACIFIC HIGHWAY WEST (cont)

22470 Hembree, Roy L. and Maxine E. (Grant)
Right of Way
Option expires September 6, 1955

230 sq. ft. including damage, tree, removal of plants, etc. $ 350.00

Amount to be paid owners-chrg to Right of Way $ 350.00

No access allowed to Pacific Hwy. West.

Access controlled-

22471 Dent, Paul D. et al (Grant)
Right of Way
Option expires September 6, 1955

680 sq. ft. Present roadway to be replaced in workmanlike manner

Access: Approx. 834+21, Southerly side, unrestricted, 44 ft. wide.

Access controlled-

22474 Newlin, K. M. and Florence K. (Grant)
Right of Way
Option expires September 13, 1955

3473 sq. ft. at $0.15 per sq. ft.	$	520.95
3 oak trees at $50 per tree		150.00
Damage		829.05

Amount to be paid owners-chrg to Right of Way $ 1,500.00

THINGS TO BE DONE BY THE STATE

Fill to be landscaped.

Access controlled-

EXHIBIT "A" (cont)

HESS CREEK-NEWBERG UNIT-MIDDLETON-NEWBERG SECTION-PACIFIC HIGHWAY WEST (cont)

1864 Bennett, Howard V. and Gladys A. (Grant)
Right of Way
Option expires September 24, 1955

4,155 sq. ft. at $0.30 per sq. ft.	$ 1,246.50	
Damage to remainder including restriction of access	2,003.50	
Amount to be paid owners-chrg to Right of Way		$ 3,250.00

Access reserved approx. Sta. 828+75, Northerly side, residential use only.

Access controlled-

ADAMS STREET-MCMINNVILLE SECTION-PACIFIC HIGHWAY WEST

22299 Shumaker, Mary Zell (Benner)
Right of Way
Option expires September 7, 1955

3,388 sq. ft., lump sum	$ 470.00	
Amount to be paid owner-chrg to Right of Way		$ 470.00

Access not controlled-

22199 Farnham, Leslie L. and Winnifred (Benner)
Right of Way
Option expires August 10, 1955

375 sq. ft., lump sum	$ 100.00	
Amount to be paid owner-chrg to Right of Way		$ 100.00

Access controlled-

22293 Reister, James Carl and Zedta Yarns (Benner)
Right of Way
Option expires September 30, 1955

780 sq. ft. at $0.15 per sq. ft.	$ 117.00	
Damage	283.00	
Amount to be paid owners-chrg to Right of Way		$ 400.00

Access not controlled-

EXHBIT "A" (cont)

ADAMS STREET-MCMINNVILLE SECTION-PACIFIC HIGHWAY WEST (Cont)

22301 Adams, William L. and Elizabeth J. (Benner)
Right of Way
Option expires July 10, 1955

125 sq. ft., lump sum	$ 125.00	
Encroachment damage	700.00	
Amount to be paid owners-chrg to Right of Way		$ 825.00

THINGS TO BE DONE BY THE STATE

Reestablish driveway & walks where disturbed.

Access not controlled-

22294 Weirich, Ida (Benner)
Right of Way
Option expires September 29, 1955

1,450 sq. ft. at $0.15 per sq. ft.	$ 217.50	
1 large shade tree and shrubs	32.50	
Encroachment damage	150.00	
Amount to be paid owner-chrg to Right of Way		$ 400.00

Access not controlled-

22292 Becker, Fred and Emma Lue (Benner)
Right of Way
Option expires September 29, 1955

826 sq. ft., lump sum	$ 100.00	
Amount to be paid owners-chrg to Right of Way		$ 100.00

Access not controlled-

22291 Zulawinski, Edgar W. (Benner)
Right of Way
Option expires September 30, 1955

390 sq. ft., lump sum	$ 100.00	
Damage	350.00	
Amount to be paid owner-chrg to Right of Way		$ 450.00

Access not controlled-

EXHIBIT "A" (cont)

SALEM BY-PASS SECTION-PORTLAND-SALEM EXPRESSWAY

22758 Johnson, Eva C. (Black)
Channel Easement
Easement signed April 1, 1955

Easement, 3780 sq. ft., lump sum	$ 25.00	
Amount to be paid owner-chrg to Right of Way		$ 25.00

Access not controlled-

SALEM BY-PASS-JEFFERSON JUNCTION SECTION-PACIFIC HIGHWAY EAST

22120 Larsen, A. A. and Mary H. (Benner)
Right of Way
Option expires September 17, 1955

0.25 acre at $1000 per acre	$ 250.00	
1.48 acre at $200+ per acre	300.00	
Damage for loss of access	250.00	
Amount to be paid owners-chrg to Right of Way		$ 800.00

THINGS TO BE DONE BY THE STATE

Reestablish entrance, Sta. 481+20, east side of easterly frontage road.

Access controlled-none allowed except to frontage road-

22117 Grabenhorst, C. W. et al (Benner)
Right of Way
Option expires August 7, 1955

1.5 acres at $1000 per acre	$ 1,500.00	
1.24 acres at $200+ per acre	250.00	
Damage for loss of access	500.00	
Amount to be paid owners-chrg to Right of Way		$ 2,250.00

THINGS TO BE DONE BY THE STATE

Construct entrance, east side of frontage road, Sta. 459+50.

Access controlled-none allowed except to frontage road-

EXHIBIT "A" (cont)

SALEM BY-PASS JEFFERSON JUNCTION SECTION-PACIFIC HIGHWAY EAST (cont)

22921 Lovcik, Albin W. and Barbara B. (Benner)
Right of Way
Option expires September 6, 1955

0.17 acre, lump sum $ 200.00

Amount to be paid owners-chrg to Right of Way $ 200.00

THINGS TO BE DONE BY THE STATE

All trees cut shall be limbed and piled neatly on Grantors ajoining property and left for Grantors' disposal.

Access controlled-none allowed-

SALEM-LITTLE PUDDING RIVER UNIT-SALEM-STOUT CREEK SECTION-NORTH SANTIAM HIGHWAY

22511 Rieck, Herman et al (Gemmell)
Right of Way
Option expires September 6, 1955

0.11 acre, lump sum $ 100.00
Fencing allowance, 12½ rods, 50.00
$4 per rod

Amount to be paid owners-chrg to Right of Way $ 150.00

Access controlled-none allowed-

22225 Butler, Everett R. and Florence M. (Gemmell)
Right of Way
Option expires September 9, 1955

15.33 acres at $150+ per acre $ 2,300.00

Amount to be paid owners-chrg to Right of Way $ 2,300.00

Access controlled-none allowed-

EXHIBIT "A" (cont)

SALEM-LITTLE PUDDING RIVER UNIT-SALEM-STOUT CREEK SECTION-NORTH SANTIAM HIGHWAY (cont)

22216 Knower, William E. and Nellie A. (Gemmell)
Right of Way
Option expires September 9, 1955

0.03 acre, lump sum	$ 100.00	
Allowance for removing & replacing culvert & approach	50.00	
Amount to be paid owners-chrg to Right of Way		$ 150.00

Access controlled-none allowed-

22231 Bates, Lora E. (Gemmell)
Right of Way
Option expires September 16, 1955

2.67 acres at $200 per acre	$ 534.00	
Damage	100.00	
Fencing allowance, 30 rods at $4 per rod	120.00	
Amount to be paid owners-chrg to Right of Way		$ 754.00

THINGS TO BE DONE BY THE STATE

Fence right of way.

Access controlled-none allowed-

STAYTON-STOUT CREEK UNIT-SALEM-STOUT CREEK SECTION-NORTH SANTIAM HIGHWAY

22659 Smith, Fontabelle H. et al (Gemmell)
Right of Way
Option expires September 17, 1955

1.03 acres at $200 per acre	$ 206.00	
Damage	50.00	
Amount to be paid owners-chrg to Right of Way		$ 256.00

Access controlled-none allowed-

EXHIBIT "A" (cont)

STAYTON-STOUT CREEK UNIT-SALEM-STOUT CREEK SECTION-NORTH SANTIAM HIGHWAY (cont)

22658 Bender, Donald A. and Patricia (Gemmell)
Right of Way
Option expires September 23, 1955

2.24 acres at $200 per acre	$ 448.00	
Allowance for removing or replacing barn	500.00	
Amount to be paid owners-chrg to Right of Way		$ 948.00

Access controlled-none allowed-

22661 Blum, Chester J. and Anne (Gemmell)
Right of way and slope easement
Option expires September 24, 1955

2.42 acres (2.08 by fee simple and 0.34 by easement) at $200 per acre	$ 484.00	
Amount to be paid owners-chrg to Right of Way		$ 484.00

Access controlled-none allowed-

SALEM-LITTLE PUDDING RIVER UNIT-SALEM-STOUT CREEK SECTION-NORTH SANTIAM HIGHWAY

22230 Payne, J. C. and Sharon L. (Gemmell)
Right of Way
Option expires September 14, 1955

7.95 acres at $200 per acre	$ 1,588.00	
Barn, 672 sq. ft. at $1 per sq. ft.	672.00	
Cement floor	50.00	
Trees	100.00	
Damage	600.00	
Amount to be paid owners-chrg to Right of Way		$ 3,010.00

Grantor may use water from spring approx. 115 ft. Northeasterly of Sta. 375+50.

Access controlled-none allowed-

EXHIBIT "A" (cont)

SALEM-LITTLE PUDDING RIVER UNIT-SALEM-STOUT CREEK SECTION-NORTH SANTIAM HIGHWAY (cont)

22238 Germond, Archie and Agnes (Gemmell)
Right of Way
Option expires September 14, 1955

3.42 acres at $250 per acre	$ 855.00	
Strawberries	80.00	
Damage	500.00	
Amount to be paid owners-chrg to Right of Way		$ 1,435.00

Grantor has right to remove his fence from r/w.

Access controlled-none allowed-

BUELL SLIDE UNIT-BUELL-SALT CREEK SECTION-WILLAMINA - SALEM HIGHWAY

22672 Parker, Charles et al (Gemmell)
Right of Way
Option expires September 6, 1955

0.82 acre at $150 per acre	$ 123.00	
Amount to be paid owners-chrg to Right of Way		$ 123.00

Access controlled-

SILETZ BAY-DEPOE BAY UNIT-SILETZ BAY-MINER CREEK SECTION - OREGON COAST HIGHWAY

22428 McCormick, Charles J. and Susan E. (Black)
Right of Way
Option expires September 19, 1955

2000 sq. ft. at $0.10 per sq. ft.	$ 200.00	
Amount to be paid owners-chrg to Right of Way		$ 200.00

Access controlled-none allowed-

EXHIBIT "A" (cont)

SILETZ BAY-DEPOE BAY UNIT-SILETZ BAY-MINER CREEK SECTION-OREGON COAST HIGHWAY (cont)

4096A Collins, H. L. and Lura Esther (Black)
Right of Way
Option expires September 17, 1955

420 sq. ft. $ 1.00

Amount to be paid owners-chrg to Right of Way $ 1.00

THINGS TO BE DONE BY THE STATE

Construct access road down to grade of owners' property.

Access 350+77, Westerly, unrestricted.

Access controlled-

22959 Hanhart, Ralph R. and Thelma G. (Black)
Park Site
Option expires September 22, 1955

0.25 acre at $50 per acre $ 12.50

Amount to be paid owners-chrg to Park Site $ 12.50

Access not controlled-

SILETZ BAY-DEPOE BAY UNIT-SILETZ BAY-MINER CREEK SECTION-OREGON COAST HIGHWAY

22958 Williams, Earl C. and Ethel H. (Black)
Park
Option expires September 23, 1955

20 acres swamp at $15 per acre $ 300.00
18.6 acres at $35 per acre 651.00

Amount to be paid owners-chrg to Park Site $ 951.00

Grantor reserves right to remove timber for 1½ years. after acceptance.

Access not controlled-

EXHIBIT "A" (cont)

SILETZ BAY-DEPOE BAY UNIT-SILETZ BAY-MINER CREEK SECTION-OREGON COAST HIGHWAY (cont)

22602 Taylor, Fred H. and Edna M. (Black)
Exchange of Roadway easement across
Park property
Option expires September 16, 1955

Even exchange of Roadway Easement
Grantor to State, 0.82 acre easement
State to Grantor, 1.27 Acre easement

THINGS TO BE DONE BY THE STATE

Construct a road on new easement similar to present road. Old road to remain in service until new road built.
New easement restricted to use.

Access not controlled-

JUDKINS POINT-GOSHEN SECTION-PACIFIC HIGHWAY

20209 Rooen, Carl H. and Rose C. (Reeder)
Right of Way
Option expires August 13, 1955

5.70 acres, approx. $614 per acre $3,500.00

Amount to be paid owners-chrg to Right of Way $ 3,500.00

Entire taking-

20119 Hoppe, Marvin A. and Loucille T. (Reeder)
Right of Way
Option expires August 27, 1955

1590 sq. ft. at approx. $0.20 per sq. ft. $ 318.00
Severance damage 632.00

Amount to be paid owners-chrg to Right of Way $ 950.00

Grantor to use existing access on Augusta Street.

THINGS TO BE DONE BY THE STATE

Construct necessary fencing along r/w line.

Access controlled-none allowed-

EXHIBIT "A" (cont)

JUDKINS POINT-GOSHEN SECTION-PACIFIC HIGHWAY (cont)

20118 Walker, Mildred A. et al (Reeder)
Right of Way
Option expires August 27, 1955

900 sq. ft. at $0.20 per sq. ft.	$ 180.00
Severance damage	420.00
Amount to be paid Mildred Walker-chrg to Right of Way	$ 600.00

Grantor to use existing access on Augusta Street.

THINGS TO BE DONE BY THE STATE

Construct necessary fencing along r/w line.

Access controlled-none allowed-

19919 McDonald, W. W. and Olive R. (Reeder)
Right of Way
Option expires August 24, 1955

2.05 acres at $1500 per acre	$ 3,075.00
Severance damage	1,025.00
Amount to be paid owners-chrg to Right of Way	$ 4,100.00

THINGS TO BE DONE BY THE STATE

Construct road approaches to frontage road all 20' wide, approx. 302' East of Sta. 293+60, 198' East of Sta. 296+15 and approx. 130 ft. West of Sta. 294+00.

Access controlled- none allowed except to frontage road-

12329 Chamberlain, Wyley (Reeder)
Waiver of Access
Waiver of Access and Bargain and Sale Deed signed 3-22-55

Bargain and Sale Deed, Release and Waiver and Relinquishment of Access, lump sum	$ 25.00
Amount to be paid owner-chrg to Right of Way	$ 25.00

Access controlled-none allowed-

EXHBIT "A" (cont)

GARDEN VALLEY ROAD-2ND CROSSING SOUTH UMPQUA RIVER SECTION-PACIFIC HIGHWAY

23022 Stevenson, Richard and Marjorie Ruth (Norlin)
Gravel Bar
Option expires September 20, 1955

5.18 acres, lump sum $ 5000.00

Amount to be paid owners-chrg to Gravel Site $ 5000.00

Entire taking-

MYRTLE CREEK-UMPQUA BEND SECTION-PACIFIC HIGHWAY

22469 City of Myrtle Creek (Holt)
Right of Way and Easement (access roadway)
Option expires September 10, 1955

3.12 acres at $96+ per acre	$ 300.00
Easement, 0.19 acre, lump sum	50.00

Amount to be paid owner-chrg to Right of Way $ 350.00

THINGS TO BE DONE BY THE STATE

Construct 16' access road from r/w line opposite Sta. 3427+08 to connect with County Road opposite Sta. 3435+45.

Access controlled-none allowed-

21028 Lewis, James E. and Orlena (Norlin)
Right of Way and Drain Ditch Easement
Option expires September 24, 1955

1.58 acres at $590+ per acre	$ 935.00
0.34 acre, easement	100.00
10 large walnut trees at $30 per tree	300.00
Damage	250.00

Amount to be paid owners-chrg to Right of Way $ 1.585.00

Grantor shall remove and retain fence which is in right of way.

EXHIBIT "A" (cont)

MYRTLE CREEK-UMPQUA BEND SECTION-PACIFIC HIGHWAY (cont)

21028 Lewis, James E. and Orlena (cont)

THINGS TO BE DONE BY THE STATE

Fence right of way, not easement, with stock-tight fence. Crossings of ditch will be graded at points designated by grantor.

Access controlled-none allowed-

21026 Weaver, Gilbert N. and Mary A. (Norlin)
Right of Way
Option expires September 28, 1955

18.21 acres plus 0.45 Acre dike ease- $15,235.00
ment, lump sum

Amount to be paid owners-chrg to Right of Way $15,235.00

THINGS TO BE DONE BY THE STATE

Construct dike opposite and westerly of Sta. 143+00. Construct 8'x8' concrete box underpass between Sta's 131+00 and 138+00. Construct frontage road Easterly side Sta. 78+00 to 122+00. Place fill both sides of dike adjacent to right of way line so grantor may cross over the dike.

Access controlled-none allowed-

SPRINGFIELD-WALTERVILLE SECTION-MCKENZIE HIGHWAY

22508 Bryant, Elmer and Geraldine (Reeder)
Right of Way
Option expires August 31, 1955

0.38 acre at $1000 per acre	$ 380.00	
0.12 acre at $442 per acre	53.00	
Fencing allowance, 22 rods at approx. $3 per rod	67.00	
Amount to be paid owners-chrg to Right of Way		$ 500.00

Access controlled-Sta. 614+91 to 618+50.

EXHIBIT "A" (cont)

SPRINGFIELD-JASPER SECTION-SPRINGFIELD-CRESWELL HIGHWAY

19581 Hart, T. J. (Reeder)
Gravel Pit
Option expires September 13, 1955

2.69 acres at $497.50+ per acre $ 1,338.00

Amount to be paid owners-chrg to Gravel Pit $ 1,338.00

Access not controlled-

Forest Road Project

DECEPTION CREEK-OAKRIDGE SECTION-WILLAMETTE HIGHWAY

22764 Nutter, Corinne R. (Stuntz)
Dike and Channel Change Easement
Original Easement signed March 3, 1955

1.14 acres, lump sum $ 1.00

Access not controlled-

23030 Clark, Anna Lucile Cottemgim and Roland C. (Reeder)
Borrow Area
Option expires September 30, 1955

12.9 acres at $75.50+ per acre $ 1,000.00

Amount to be paid owners-chrg to Gravel Pit $ 1,000.00

HINSDALE SLOUGH-LUDER CREEK SECTION-UMPQUA HIGHWAY

20411 Radich, Steve and Ansama, Edla S. (Holt)
Right of Way
Option expires September 3, 1955

1.27 acres at $1000 per acre	$ 1,	270.00
1.00 acre at $50 per acre		50.00
2 fruit trees at $15 per tree		30.00
20 M.B.F. timber at $12.50 per M.B.F.		250.00
150 rods fence at $4 per rod		600.00
Damage		300.00

Amount to be paid owners-chrg to Right of Way $ 2,500.00

Grantor to do necessary fencing.

EXHIBIT "A" (cont)

HINSDALE SLOUGH-LUDER CREEK SECTION-UMPQUA HIGHWAY (cont)

20411 Radich, Steve and Ansama, Edla S. (cont)

THINGS TO BE DONE BY THE STATE

Protect water line through hwy., Sta. 442+00. Rechannel creek through hwy. approx. opposite Sta. 443+00 and Easterly to slough area. Reconstruct approaches already in place. Extend cattle pass so cattle can get to grantors' remaining lands on South side of hwy. Give grantors a farm use permit over portion of r/w on north side not required for construction purposes at this time. Farm crossing 442+00, South side and 442+20, North side, 25'. Access: 442+00, South side, 442+20 and 435+00, North side for private residential or farm use only. Sta. 440+00, North, unrestricted.

Access controlled-

22917 Boye, Frankie L. and Elizabeth E. (Holt)
Right of Way
Option expires September 27, 1955

.28 acre	gratis	
31 MBF Douglas Fir at $15/MBF	$ 465.00	
Amount to be paid owners-chrg to Right of Way		$ 465.00

THINGS TO BE DONE BY THE STATE

Grant temporary access for removing timber, approx. Sta. 375+00, South side.

Access controlled as per previous deed-

22916 Hinsdale, O. H. and Jane F. (Holt)
Right of Way
Option expires September 3, 1955

1.45 acres	$ 1.00	
Amount to be paid owners-chrg to Right of Way		$ 1.00

THINGS TO BE DONE BY THE STATE

Fence new right of way line.
This does not alter previous agreement approved by the Commission 11/24/52, for State to reconstruct private approach, Sta. 140+72, South side.

Access controlled-

EXHIBIT "A" (cont)

FOREST ROAD PROJECT

FOREST BOUNDARY -HAUSER SECTION-OREGON COAST HIGHWAY

18632 Noble, Caroline (Saling)
Right of Way
Correction Warranty Deed signed March 1, 1955

1.27 acres $ 127.00

(0.02 acre previously acquired by warranty deed signed June 9, 1952 for a consideration of $50.00)
Previously approved by the Commission May 26, 1952.

Additional consideration-chrg to Right of Way $ 77.00

This correction deed was necessary because of an error in the original survey of the B.P.R.

Access controlled-

WILDERVILLE-JEROME PRAIRIE UNIT-HAYES HILL-GRANTS PASS - SECTION-REDWOOD HIGHWAY

23002 Knight, Otto P. and Lucille E. (Holt)
Right of Way
Option expires September 30, 1955

.15 acre homesite	$	150.00
.09 acre		50.00
Damage		150.00

Amount to be paid owners-chrg to Right of Way $ 350.00

Access controlled-Access: 522+48, South side, private residential use.

KLAMATH AGENCY-MODOC POINT SECTION-THE DALLES-CALIFORNIA HIGHWAY

22601 Bureau of Indian Affairs (Chidsey)
Enlarge Stockpile Site
Permit to come

Appraised damages for 1 acre $ 100.00

Amount to be paid owner-chrg to Stockpile Site $ 100.00

EXHIBIT "A" (cont)

SOUTH SIXTH STREET SECTION-KLAMATHFALLS-LAKEVIEW HIGHWAY

9725 Great Northern Railroad Company (Cozad)
Right of Way

2,579.4 sq. ft. at $1.50 per sq. ft.	$ 3,869.10
Remodeling depot	1,000.00
Amount to be paid owner-chrg to Right of Way	$ 4,869.10

Railroad Co. to retain 25' easement for spur track.

Sidewalks to be replaced at State's expense.

Access not controlled-

STANFIELD JUNCTION-PENDLETON SECTION-OLD OREGON TRAIL HIGHWAY

22937 Forth, Dean and Louise (Brainerd)
Right of Way
Option expires September 13, 1955

0.04 acre, lump sum	$ 25.00
Amount to be paid owners-chrg to Right of Way	$ 25.00

Access controlled-none allowed-

22938 Forth, Dean and Louise (Brainerd)
Right of Way
Option expires September 13, 1955

5.6 acres at $50 per acre	$ 280.00
Amount to be paid owners-chrg to Right of Way	$ 280.00

Plus amt. to be paid sign lessee for moving of signs.
(Not determined yet)

THINGS TO BE DONE BY THE STATE

Fence right of way and maintain said fence.

Access: 1157+00 and 1118+20, South, operation of existing ranching activity on remaining land, only.

Access controlled-

EXHIBIT "A" (cont)

STANFIELD JUNCTION-PENDLETON SECTION-OLD OREGON TRAIL HIGHWAY (cont)

22936 Gorger, Leo and Ruth J. (Brainerd)
Right of Way
Option expires September 10, 1955

27.8 acres at $287.75 per acre $ 8,000.00

Amount to be paid owner-chrg to Right of Way $ 8,000.00

Plus amt. to be paid sign lessees for moving of signs. (Not determined yet)

Grantor has right to harvest 1955 crop if same is not in path of construction.

Access: 1063+50, 1117+00, 1126+00, 1157+00, 1159+00, North side, 40 feet;
1105+00, 1090+00, South side, 80 feet; 1063+50, South side, 40 feet; 1090+00, North side, 80 feet, all for operation of existing ranching activity on remaining land, only; 1105+00, North, 80 feet, operation of existing ranching activity on remaining land and for private residential use.

Access controlled-

ADAMS STREET-MCMINNVILLE SECTION-PACIFIC HIGHWAY WEST

22290 Carnes, Sam and Inez Ramsey (Benner)
Right of Way
Option expires October 4, 1955

457 sq. ft., lump sum $ 100.00
2 plum trees and a walnut tree 50.00

Amount to be paid owners-chrg to Right of Way $ 150.00

Access not controlled-

22195 Ferguson, George and Linnie (Benner)
Right of Way
Option expires October 6, 1955

238 sq. ft., lump sum $ 50.00

Amount to be paid owners-chrg to Right of Way $ 50.00

Access not controlled-

EXHIBIT "A" (cont)

ADAMS STREET-MCMINNVILLE SECTION-PACIFIC HIGHWAY WEST (cont)

22200 Talley, Harold I. and Ruth E. (Benner)
Right of Way
Option expires August 8, 1955

264 sq. ft. at $0.30 per sq. ft. $ 79.20

Amount to be paid owners-chrg to Right of Way $ 79.20

THINGS TO BE DONE BY THE STATE

Construct 25' wide entrance Sta. 95+68, Easterly side of hwy.

Access not controlled-

SHADY-CANYONVILLE SECTION-PACIFIC HIGHWAY

22975 Cooper, M. M. and Etta M. (Holt)
Road Easement
Easement signed April 6, 1955

.04 acre, lump sum $ 25.00

Amount to be paid owners-chrg to Right of Way $ 25.00

23034 Cooper, M. M. and Etta M. (Holt)
Right of Way
Option expires October 5, 1955

0.05 acre, lump sum $ 25.00

Amount to be paid owners-chrg to Right of Way $ 25.00

Access controlled-

GREGGS CREEK-WEDDERBRURN SECTION-OREGON COAST HIGHWAY

22965 Lloyd Corporation, Ltd. (Chidsey)
Ditch Easement
Easement signed April 1, 1955

.04 $ 10.00

Amount to be paid owner-chrg to Right of Way $ 10.00

EXHIBIT "A" (cont)

HARBOR DRIVE-CITY LIMITS UNIT-HARBOR DRIVE-BARBUR BOULEVARD SECTION-PORTLAND-SALEM EXPRESSWAY

22547 Foster, Elizabeth F. (Smith)
Right of Way
Option expires October 6, 1955

1500 sq. ft. at $0.24 per sq. ft. $ 360.00
House, 440 sq. ft. at $8.25 per sq. ft. 3,630.00

Amount to be paid owner- chrg to Right of Way $ 3,990.00

Entire taking-

HORSE RIDGE-BROTHERS SECTION-CENTRAL OREGON HIGHWAY

22707 Deschutes County (Cozad)
Gravel deposit
Deed to come

28.48 acres at $10 per acre $ 284.80

Amount to be paid owner-chrg to Gravel Site $ 284.80

WILDERVILLE-JEROME PRAIRIE UNIT-HAYES HILL-GRANTS PASS SECTION-REDWOOD HIGHWAY

22993 Savage, W. W. and Helen E. (Holt)
Right of Way
Option expires October 5, 1955

.85 acre, lump sum $ 200.00

Amount to be paid owners-chrg to Right of Way $ 200.00

Entire taking-

22994 Savage, William E. and Edna (Holt)
Right of Way
Option expires October 5, 1955

7.27 acres at $150.00+ per acre $ 1,000.00

Amount to be paid owners-chrg to Right of Way $ 1,000.00

THINGS TO BE DONE BY THE STATE
Construct an approach Sta. 474+00, Northerly side, to the frontage road.

Access controlled-

EXHIBIT "A" (cont)

SILETZ BAY-NEWPORT SECTION-OREGON COAST HIGHWAY

4096 Wisniewski, Antone et al SUPPLEMENTAL REPORT (Black)
Right of Way

Moving 4 Room House $ 2,673.00

State obligated to pay moving under option accepted by Highway Comm. 7/7/43.

Land: 2.39 acres	$ 2,140.00
Allowance for moving fence-184 rds, $1/rod	184.00
Estimated moving cost for 2 bldgs.	1,200.00
TOTAL	$ 3,524.00

$2324.00 paid for land and fencing November 1943
750.00 paid for moving two cabin building Feb. 1948
$3074.00 TOTAL PAID TO DATE

Balance to be paid now chrg to Right of Way $ 2,673.00

Access not controlled-

BEAVERTON-REEDVILLE UNIT-BEAVERTON-FOREST GROVE SECTION-TUALATIN VALLEY HIGHWAY

22858 McDermott Josephine L. et al (Stuntz)
Right of Way
Option expires September 28, 1955

0.46 acre, approx. 20,000 sq. ft. at $0.12/ sq. ft.	$2,400.00
10 walnut trees, $25/ tree; 5 fruit trees, $15/ tree	325.00
400 sq. ft. graveled drive, $0.05/ sq. ft.	20.00

Amount to be paid owners-chrg to Right of Way $ 2,745.00

THINGS TO BE DONE BY THE STATE

Move small shelter building. Construct road approach approx. 182+40. Access reserved, Sta's 182+40 and 183+90, North side, unrestricted. No obligation to construct at Sta. 183+90.

Access controlled-

EXHIBIT "A" (cont)

BEAVERTON-REEDVILLE UNIT-BEAVERTON-FOREST GROVE SECTION-TUALATIN VALLEY HIGHWAY (cont)

22842 Poulin, Arthur J. and Esther L. (Stuntz)
Right of Way
Option expires September 29, 1955

8,356 sq. ft. at $0.13 per sq. ft. $ 1,100.00

Amount to be paid owners-chrg to Right of Way $ 1,100.00

Grantor to have Foster & Kleiser signs removed 60 days from notice.

Access reserved at Sta's 156+00, 157+65, North side, unrestricted, but State not obligated to construct.

Access controlled-

SALEM-LITTLE PUDDING RIVER UNIT-SALEM-STOUT CREEK SECTION-NORTH SANTIAM HIGHWAY

22239 Huber, Arthur H. and Agnes (Gemmell)
Right of Way
Option expires October 7, 1955

19.17 acres at $225 per acre	$ 4,310.00
House, 900 sq. ft. at $4.50 per sq. ft.	4,050.00
Garage, 440 sq. ft. at $2 per sq. ft.	880.00
Chicken house and other outbuildings	250.00
Trees, shrubs, law, driveway, fencing lighting etc.	1,510.00

Amount to be paid owners-chrg to Right of Way $11,000.00

Grantor to vacate premises not later than Aug. 1, 1955.
Grantor may remove crops not later than August 15, 1955.

Entire taking-

S.E. FLAVEL STREET-SOUTHERN PACIFIC COMPANY OVERCROSSING-CASCADE HIGHWAY

22676 Kanne, Walter A. and Vera R. (Johnson)
Right of Way
Option expires October 10, 1955

EXHIBIT "A" (cont)

S.E. FLAVEL STREET-SOUTHERN PACIFIC COMPANY OVERCROSSING-CASCADE HIGHWAY (cont)

22676 Kanne, Walter A. and Vera R. (cont)

15,246 sq. ft. at $0.24 per sq. ft.	$ 3,659.04
Allowance for moving fruit stand and motel sign	200.00
Damage due to restriction of access	2,100.00
Amount to be paid owners-chrg to Right of Way	$ 5,959.04

THINGS TO BE DONE BY THE STATE

Reconstruct present driveway entrance Sta. 384+32.
Access: Sta's 382+63, 384+32 and 385+94, East side, unrestricted.

Access controlled-Grantor to have 60' access if roadway dedicated at 384+32.

ADAMS STREET-MCMINNVILLE SECTION-PACIFIC HIGHWAY WEST

22286 Edmunds, Milton R. and Jane Claire Dirks (Benner)
Right of Way
Option expires October 10, 1955

1000 sq. ft. at $0.20 per sq. ft.	$ 200.00
0.73 acre at $950 per acre	693.50
2,970 sq. ft. at $0.15+ per sq. ft.	456.50
Allowance to move house, shed, and garage	700.00
Miscellaneous trees	300.00
Damage	650.00
Amount to be paid owners-chrg to Right of Way	$ 3,000.00

Grantors' right to remove buildings forfeited upon 10 days written notice after June 15.

Access not controlled-

SOUTH SIXTH STREET SECTION-KLAMATH FALLS-LAKEVIEW HIGHWAY

15960 Brown, Clyde I. and Marybelle (Cozad)
Right of Way
Option expires October 6, 1955

EXHBIT "A" (cont)

SOUTH SIXTH STREET SECTION-KLAMATH FALLS-LAKEVIEW HIGHWAY (cont)

15960 Brown, Clyde I. and Marybelle (cont)

5830 sq. ft. at $1 per sq. ft.	$ 5,830.00
Damage including complete restriction of access	4,500.00
Allowance fo re-establishing office bldg.	1,670.00
Allowance for re-establishing sign plus concrete base	500.00
Amount to be paid owners-chrg to Right of Way	$12,500.00

Grantor to move sign from right of way.

THINGS TO BE DONE BY THE STATE

Provide adequate access points from Adams Street.

Access controlled-none allowed-

BEAVERTON-REEDVILLE UNIT-BEAVERTON-FOREST GROVE SECTION-TUALATIN VALLEY HIGHWAY

22800 Berthold, Anna (Stuntz)
Right of Way
Option expires September 23, 1955

435 sq. ft. at $0.20 per sq. ft.	$ 87.00
Hedge and 2 walnut trees	155.00
Damage	108.00
Amount to be paid owner-chrg to Right of Way	$ 350.00

THINGS TO BE DONE BY THE STATE

Construct driveway approach approx. 206+10.
Access : 206+10, North side unrestricted.

Access controlled-

EXHIBIT "A" (cont)

BEAVERTON-REEDVILLE UNIT-BEAVERTON-FOREST GROVE SECTION-TUALATIN VALLEY HIGHWAY (cont)

22826 Buchanan, A. W. and Myrtle MacLeod (Stuntz)
Right of Way and Slope Easement
Option expires October 5, 1955

7,544 sq. ft. at $0.12+ per sq. ft.	$ 918.00
Slope Easement	50.00
shrubs and flowers	232.00
Amount to be paid owners-chrg to Right of Way	$ 1,200.00

Grantor may remove trees within 30 days from notice.

THINGS TO BE DONE BY THE STATE

Construct approach at 105+60.
Access 105+60 and 107+00, North side, unrestricted. No obligation to construct at 107+00.

Access controlled-

22839 Young, George Elliott and Carpenter, Jeanne Young (Stuntz)
Right of Way
Option expires September 28, 1955

4000 sq. ft. at $0.15 per sq. ft.	$ 600.00
Amount to be paid owners-chrg to Right of Way	$ 600.00

Access at Sta. 153+35, North side, unrestricted. State not obligated to construct.

Access controlled-

23154 Berthold, Mrs. Anna and Berkholtz, Andrew P. et ux. (Stuntz)
Right of Way
Option expires September 23, 1955

1300 sq. ft. at $0.20 per sq. ft.	$ 260.00
5234 sq. ft. at $0.15+ per sq. ft.	785.00
3 oak trees at $15 per tree	45.00

EXHIBIT "A" (cont)

BEAVERTON-REEDVILLE UNIT-BEAVERTON-FOREST GROVE SECTION-TUALATIN VALLEY HIGHWAY (cont)

23154 Berthold, Mrs. Anna and Berkholtz, Andrew P. et ux. (cont)

Allowance for moving fence and electric sign $ 120.00

Amount to be paid owners-chrg to Right of Way $ 1,210.00

Grantor to remove fence and electric signs within 30 days from approval. Grantor reserves trees felled by contractor.

THINGS TO BE DONE BY THE STATE

Construct driveway approach at 208+28.
Access: 208+28 and 209+70, North side, unrestricted. No obligation to construct at 209+70.

Access controlled-

S.E. FLAVEL STREET-SOUTHERN PACIFIC COMPANY OVERCROSSING-CASCADE HIGHWAY

22700 Martin, Howard and Lilith (Johnson)
Right of Way
Option expires October 7, 1955

0.28 acre, lump sum $ 750.00

Amount to be paid owners-chrg to Right of Way $ 750.00

THINGS TO BE DONE BY THE STATE

Re-channel creek between 463+25 and 464+50.

Access controlled-none allowed-

GALES CREEK BRIDGES SECTION-WILSON RIVER HIGHWAY

23156 McCutchen, G. L. and Olive L. (Johnson)
Detour road permit

Permit to use private road for detour $ 500.00
Amount to be paid owners-chrg to Right of Way $ 500.00

State may fall trees but owner to have logs.
Material from banks placed on owners' property must be spread over ground

Confirmation of phone approval by Mr. McIver-April 11, 1955.

EXHIBIT "A" (cont)

SILETZ BAY-DEPOE BAY UNIT-SILETZ BAY-MINER CREEK SECTION-OREGON COAST HIGHWAY

22956 Gadka, J. E. (Black)
Park
Option expires October 10, 1955

2.5 acres at $15 per acre $ 37.50

Amount to be paid owner-chrg to Park Site $ 37.50

MEDFORD COUNTY FARM SECTION-PACIFIC HIGHWAY

18335 Harris, Elmer and Zona E. (Norlin)
Construction Easement for Drainage Ditch
Easement signed April 9, 1955

0.05 acre $ 1.00

SILETZ BAY-MINER CREEK UNIT-SILETZ BAY-NEWPORT SECTION - OREGON COAST HIGHWAY

22307 Oregon Pulp and Paper Company (Benner)
Slope Easement with right to take materials
Option expires October 12, 1955

Slope easement, 1.85 acres, more or less, lump sum $ 600.00

Amount to be paid owner-chrg to Right of Way $ 600.00

Access not controlled-

STANFIELD JUNCTION-PENDLETON SECTION-OLD OREGON TRAIL HIGHWAY

22939 Brogoitti, O. Jay et al (Brainerd)
Right of Way
Option expires September 30, 1955

28 acres at $275 per acre	$ 7,700.00
6.7 acres at $375 per acre	2,512.50
2.53 acres at $1,500 per acre	3,795.00
Allowance to replace cistern and plumbing	3,384.00

24720)

EXHIBIT "A" (cont)

STANFIELD JUNCTION-PENDLETON SECTION-OLD OREGON TRAIL HIGHWAY (cont)

22939 Brogoitti, O. Jay et al (cont)

Allowance for 1.72 ac. summer fallow, $15 per acre	$ 25.80	
Allowance for 72' 24" Culvert and installation, lump sum	525.00	
Barn wing, 640 sq. ft. at $1.25 per sq. ft.	800.00	
Severance damage	1,036.25	
Total	$19,778.25	
Less Grantors' share of cost of 72" tube for cattle underpass	750.00	
Amount to be paid owners-chrg to Right of Way		$19,028.55

Grantor to reestablish cistern and plumbing system. Grantor retains oil and gas rights and will build no structures on r/w.

THINGS TO BE DONE BY THE STATE

Fence right of way and maintain same. Make arrangements with sign lessees to remove signs. Install 72" tube for cattle pass, 1207+00. Access: 1159+55, 80 ft. North and South; 1181+50, 25 ft., North; 1206+20, 45 ft., North and South; 1234+03, 25 ft., South; all for operation of existing ranching activity on grantors' remaining land only. Also 1248+20 and 1259+80, 25 ft., South side, for operation of existing ranching activity on grantors' remaining land only and future business and private residential use only.

WILDERVILLE-JEROME PRAIRIE UNIT-HAYES HILL-GRANTS PASS SECTION-REDWOOD HIGHWAY

22998 Prichard, Virgil J. and Flora (Holt)
Right of Way
Option expires October 11, 1955

9.7 acres at $700 per acre	$ 6,790.00	
Barn, 18x24	392.00	
34 rods fence at $4 per rod	136.00	
Amount to be paid owners-chrg to Right of Way		$ 7,318.00

Grantor to fence right of way.
Access controlled-none allowed-

EXHIBIT "A" (cont)

WILDERVILLE-JEROME PRAIRIE UNIT-HAYES HILL-GRANTS PASS SECTION-REDWOOD HIGHWAY (cont)

22995 Spratling, William F. and Dorothy H. (Holt)
Right of Way
Option expires October 11, 1955

7.53 acres Exchange for 8.7 acres
or if 3 acres of A. L. Niel property not acquired for this exchange pay grantors $1,740.00.

Convey to the optionors above that 8.7 acres or 5.7 acres, as an exchange part of the settlement upon the grounds and for the reason that the said property, in the opinion of the Commission, is no longer needed, required, or useful for highway purposes, and the value of the property to be acquired by the State is not less than the value of the property to be relinquished by the State, and the cash to be paid by the State.

Grantor to fence right of way line.

Access controlled-none allowed-

24722

EXHIBIT "B-1"

Minutes of April 13 and 14, 1955

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission is the owner of a parcel of land in Marion County, Oregon, lying along and adjacent to the Portland-Salem Expressway described as follows:

A parcel of land lying in the southeast quarter of Section 25, Township 6S, Range 3 West, W.M., Marion County, Oregon the said parcel being that portion of said Southeast quarter lying southerly of the centerline of the Labish drainage ditch and lying Easterly of a line which is parallel to and 100 feet Easterly of the centerline of the Portland-Salem Expressway which centerline is described as follows:

Beginning at Engineer's centerline Station L4E 1740+00, said Station being 1404.84 feet North and 157.95 feet West of the Southeast corner of said Section 25; thence South 22° 40' West 2000 feet to Station 1760+00.

The parcel of land to which this description applies contains 9.14 acres.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes.

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $4650.00 and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW THEREFORE, BE IT RESOLVED, that the Secretary of the Commission, be and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et.Seq.

AND BE IT FURTHER RESOLVED that this Miscellaneous Resolution No. 135 be entered in the minutes and records of the Commission as of the 13th day of April, 1955.

EXHIBIT "B-2"

Minutes of April 13 and 14, 1955

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission is the owner of a parcel of land on the Goshen-Coast Fork Section of the Pacific Highway in Lane County, Oregon lying along and adjacent to the Pacific Highway described as follows:

> A parcel of land lying in the Laban Buoy DLC # 50, also lying Section 23, Township 19 South, Range 3 West, W.M., Lane County, Oregon, and being a portion of that property conveyed by that certain Final Judgment dated December 22, 1954, and filed in the Circuit Court of the State of Oregon for the County of Lane, wherein the State of Oregon by and through its State Highway Commission was plaintiff and John Bradford Fox et ux were defendants and bearing Case # 44630 (13); the said parcel being that portion of said property lying Easterly of a line which is parallel to and 500 feet easterly of the center line of the Pacific Highway as said highway has been relocated, which center line is described in said Final Judgment.
>
> The parcel of land to which this description applies contains 20 acres.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes.

AND WHEREAS, the said property has been appraised by competent and experienced appraisors and the reasonable market value thereof found and estimated to be the sum of $4000.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED, that the Secretary of the Commission, be and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et Seq.

AND BE IT FURTHER RESOLVED that this Miscellaneous Resolution No. 136 be entered in the minutes and records of the Commission as of the 13th day of April, 1955.

24724

EXHIBIT "B-3"

Minutes of April 13 and 14, 1955

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission is the owner of a parcel of land on the Gervais-Haysville unit of the Portland-Salem Expressway in Marion County, Oregon, lying along and adjacent to the Portland-Salem Expressway described as follows:

> A parcel of land lying in Section 19, Township 6 South, Range 2 West, W. M., Marion County, Oregon, and being a portion of that property described in that deed to State of Oregon by and through its State Highway Commission, recorded in Book 458, Page 195, of Marion County Records of Deeds; the said parcel being that portion of said property lying northerly of a line which is parallel to and 65 feet northerly of the northerly right of way line of County Road #615 and lying easterly of a line which is parallel to and 100 feet easterly of the center line of the Portland-Salem Expressway as said center line is described in said State of Oregon deed.
>
> The parcel of land to which this description applies contains 19.0 acres.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes.

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $6650.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW THEREFORE, BE IT RESOLVED, that the Secretary of the Commission, be and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et Sq.

AND BE IT FURTHER RESOLVED that this Miscellaneous Resolution No. 137 be entered in the minutes and records of the Commission as of the 13th day of April, 1955.

EXHIBIT "C"

Minutes of April 13 and 14, 1955

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, now owns and from time to time acquires real property for public highways, and other public purposes, and

WHEREAS, establishment of new highways, relocation and realignment of existing highways, changes in construction plans, and changes in the requirements for real property for other public highway purposes result in particular parcels of land being no longer needed or valuable for public purposes in the then foreseeable future, and

WHEREAS, it is desirable to place such parcels of land in private ownership as rapidly as possible so that the land may be utilized and placed on the tax assessment rolls to ease the tax burden of all real property owners and to facilitate the development of the land to advance the economic growth of this state, and

WHEREAS, the State Highway Commission has long followed the policy of returning to private ownership parcels of land, that are no longer needed or valuable for public purposes in the foreseeable future, as rapidly as possible, consistent with the best interests of the State, so that the land may be placed on the tax assessment rolls and be developed to advance the economic growth of this state, and

WHEREAS, it is appropriate and desirable that the long-standing policies of the Highway Commission with respect to the administration and disposition of such parcels of real property be set forth in the official records of the Commission.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, as follows:

1. That the long-standing policy of the State Highway Commission of returning to private ownership parcels of land, that are no longer needed or valuable for public purposes in the foreseeable future, is hereby affirmed.

2. That the Highway Engineer is directed to make a study of all real property acquired for or affected by construction of all current and future construction projects to determine whether any parcels of land are no longer needed or valuable for public purposes in the foreseeable future.

3. That the Highway Engineer is directed to continually study, within the scope and routine of his many duties and activities, all properties held by the State of Oregon, by and through its State Highway Commission, other than properties held for state park purposes, to determine what parcels of land are

EXHIBIT "C" (cont.)

no longer needed or valuable for public purposes in the foreseeable future.

4. That the Highway Engineer is directed, when his studies disclose the existence of such parcels of land, to furnish the legal description thereof to the Chief Counsel of the State Highway Commission.

5. The Chief Counsel is directed to expeditiously sell, exchange, or otherwise dispose of said parcels of land to the best interests of the State of Oregon in the usual method of disposing of surplus property as heretofore or hereafter prescribed by the Highway Commission. If the property cannot be sold for its fair cash market value, the Chief Counsel may lease or rent said parcels of land until such time as the fair cash market value can be obtained therefor.

6. That this resolution and order shall be entered in the minutes and records of the Commission as of the 14th day of April, 1955.

4127

EXHBIT "D"

Minutes of April 13 and 14, 1955

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of State Highway projects have been completed according to the terms and provisions of said contracts and that said jobs are now ready for acceptance:

"Contract No. 3818 with Roy L. Houck & Son for grading and paving on the Willamette River-Marion County Line Unit, Barbur Boulevard-White School Section of the West Portland-Hubbard (Wilsonville-Hubbard) Highway in Clackamas County, completed September 30, 1954

"Contract No. 4044 with Steeck Electric Company for installation of traffic signals in the City of Tigard on Pacific Highway West in Washington County, completed March 9, 1955.

"Contract No. 4102 with Birkemeier & Saremal for construction of the 60th Avenue Overcrossing on the T. H. Banfield Expressway in Multnomah County, completed March 15, 1955.

"Contract No. 4146 with R. H. Jones for construction of Mission Junction Grade Separation Structure on the Old Oregon Trail Highway in Umatilla County, completed April 1, 1955.

"Contract No 4170 with C. E.. Leseberg for furnishing crushed materials in stockpile on the Buchanan-Vale Section of the Central Oregon and Vale West Highways in Malheur and Harney Counties, completed March 15 1955

"Contract No. 4206 with The Colorado Fuel & Iron Corporation, Pacific Coast Division, for fencing on the Oakland Junction-Boomer Hill Road Section of the Pacific Highway in Douglas County, completed March 24, 1955.

"Contract No. 4214 with N. A. Toole Construction Company for furnishing crushed materials in stockpile on the Suntex Section of the Central Oregon and Lakeview-Burns Highways in Harney County, completed December 31 1954.

"Contract No. 4263 with Mann Construction Company for construction of a maintenance building at Keno in Klamath County, completed February 28, 1955.

"Contract No 4289 with Starr Builders for construction of a car storage shed at Albany on the Pacific Highway in Linn County, completed March 1. 1955.

"Contract No. 4349 with Knight Pearcy for roadside improvement on the

EXHBIT "D" (cont.)

Tigard Overcrossing Section of the Pacific Highway West in Washington County, completed March 18, 1955.

"Contract No. 4364 with T. W. Thomas for construction of guardrail on the Sand Station Section of the Columbia River Highway in Umatilla County, completed March 24, 1955.

THEREFORE BE IT RESOLVED that the work covered by State Highway contracts for the construction of State Highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

BE IT FURTHER RESOLVED that this Contracts Completed Resolution No. 41 shall be entered in the minutes and records of the Commission as of the 13th day of April, 1955.

EXHIBIT "E"

Minutes of April 13 and 14, 1955

RESOLUTION

WHEREAS, pursuant to the provisions of ORS 366.810, there have been by the Oregon State Highway Commission apportioned to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

From Revenues Accruing during Second Six-month Period of 1953:

Jordan Valley	$ 829.79
Richland	773.54
Stanfield	2,971.08

From Revenues Accruing during the First Six-month Period of 1954:

Condon	$2,756.36
Elkton	572.34
Fossil	1,836.63
Lexington	674.85
Richland	626.45
Riddle	1,805.30
Scotts Mill	617.90
Sherwood	1,637.30
Stanfield	2,406.12
Umatilla	2,541.33

From Revenues Accruing during the Second Six-month Period of 1954:

Bay City	$2,676.49
Bonanza	910.92
Detroit	963.68
Eagle Point	2,134.86
Glendale	3,063.37
Lonerock	133.65
Lostine	865.20
Mitchell	1,459.58
Riddle	2,229.82
St. Paul	942.57
Umatilla	3,105.57
Vale	5,338.91
Waterloo	633.07

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits

EXHIBIT "E" (cont.)

thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4 This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 13th day of April, 1955.

EXHIBIT "F-1"

Minutes of April 13 and 14, 1955

RESOLUTION

WHEREAS, under the provisions of Oregon Laws the Highway Commission is given authority to reduce speed limits and to impose other restrictions when such action is necessary for the safety of the traveling public, and

WHEREAS, on the 18th day of May, 1953, the Highway Commission adopted a resolution (Speed Limit Resolution No 109) imposing a reduced speed limit on the China Camp Marsh Section of the Oregon Coast Highway, said resolution to be effective until construction work on said section of said highway was completed; and

WHEREAS, subsequent to the adoption of said resolution, all of the conditions which justified the placement of said reduced speed limit have been diminated, and said construction has now been completed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED AND ORDERED by the State Highway Commission, all members being present and voting affirmatively, as follows:

1. Having duly considered the facts and statistics compiled by the State Highway Engineer, the State Highway Commission hereby finds that it no longer is necessary or desirable to maintain the reduced speed limit as set out in said resolution of May 18, 1953.

2. That the action of the State Highway Commission reducing the permissible speed limit on the Oregon Coast Highway, Highway No 9, between M. P. 269.24 and M. P. 270.36, in the vicinity of the China Camp Marsh Bridge, be and the same hereby is rescinded and cancelled, and that the maximum speed limit permissible hereafter on the said section of said highway shall be the maximumspeed limit provided by law; and

3. That certified copies of this resolution be filed with the Secretary of State and the Superintendent of State Police for their information.

4. That this resolution shall be entered in the minutes and records of this Commission as of the 14th day of April. 1955, and filed in the records of the Secretary of the Highway Commission under Speed Limit Resolution No. 184.

April 14, 1955

EXHIBIT "F-2"

Minutes of April 13 and 14, 1955

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation, the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: PACIFIC HIGHWAY WEST

Highway number 1 W Route number US 99W

Location of Termini		Established Speed
M. P. 58.45 (0.29 mile north of the Rickreall Grade School)	to M.P. 59.55 (0.28 mile south of the Willamina-Salem Highway Junction)	40 MPH

EXCEPT THAT BETWEEN

M. P. 58.55 and M. P. 58.86 the indicated speed shall be 20 MILES PER HOUR during the hours of school crossings as provided in Subsection 1.a. of ORS 483.104.

EXHIBIT "F-2" (cont.)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein, particularly Speed Limit Resolution No. 98, adopted by the State Highway Commission on January 6, 1953, which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 185 be entered in the minutes and records of the Commission as of the 14th day of April, 1955.

24734

EXHIBIT "F-3"

Minutes of April 13 and 14, 1955

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the onditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: WILLIAMS SECONDARY HIGHWAY

Highway number 261 Route number None

Location of Termini		Established Speed
M. P. 0.00 (Redwood Highway Junction)	to M. P. 0.30 (0.30 mile south of the Redwood Highway Junction)	35 MPH
M. P. 0.30 (0.30 mile south of the Redwood Highway Junction)	to M. P. 1.68 (0.18 mile south of New Hope Road)	45 MPH

EXHIBIT "F-3" (cont.)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 186 be entered in the minutes and records of the Commission as of the 14th day of April, 1955.

24736

EXHIBIT "F-4"

Minutes of April 13 and 14, 1955

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation, the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: BEAVERTON-AURORA SECONDARY HIGHWAY

Highway number 141 Route number None

Location of Termini		Established Speed
M. P. 4.92 (Pacific Highway to West Junction)	to M. P. 5.57 (450 feet south of Burnham Street south of Tigard)	35 MPH

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number

EXHIBIT "F-4" (cont.)

adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No 187 be entered in the minutes and records of the Commission as of the 14th day of April, 1955.

24738

EXHIBIT "G-1"

Minutes of April 13 and 14, 1955

RESOLUTION

WHEREAS, the Territorial Secondary Highway No. 200 is a state secondary highway under the jurisdiction and control of the Oregon State Highway Commission; and

WHEREAS, it appears that the parking of vehicles on the shoulders of said highway in the vicinity of the high school in the hamlet of Elmira, in the opinion of the Highway Commission, tends to create a hazard not only to the traveling public, but also to the owners and drivers of said parked vehicles and to pedestrians; and

WHEREAS, an area has been provided for off-highway parking at said location; and

WHEREAS, in the opinion of this Commission, public travel and public safety require that the use of the shoulders of said highway within said area for the parking of vehicles should be prohibited.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission, as follows:

1. The Commission does hereby find and declare, based upon investigation, reports and recommendations by members of its staff, that the parking of vehicles on the shoulders of the Territorial Secondary Highway No. 200, between M. P. 18.49 (Engineer's Station 53+55) and M. P. 18.56 (Engineer's Station 50+10), creates a hazard not only to through traffic but also to pedestrians and to persons owning and using said parked vehicles.

2. That this Commission does hereby find and declare that the parking of vehicles between said termini should be prohibited.

3. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points between said termini as in his judgment are necessary to accomplish the purpose of this resolution and the action of the Highway Commission as herein declared, the signs to bear in plain, legible letters, the words, "NO PARKING ON HIGHWAY SHOULDERS".

4. That a certified copy of this resolution be mailed to the Superintendent of the Department of State Police for his information and guidance.

5. That this "No Parking Resolution No. 126" be entered in the minutes and records of the State Highway Commission as of the 13th day of April, 1955.

April 13, 1955

EXHIBIT "G-2"

Minutes of April 13 and 14, 1955

RESOLUTION

WHEREAS, the Columbia River Highway is a state primary highway and is likewise a federal highway which throughout its entire length carries a large volume of traffic; and

WHEREAS, it appears that near the intersection of Sandy Boulevard (Columbia River Highway) with N. E. 82nd Avenue at the easterly limits of the City of Portland, vehicles are parked on both shoulders of the highway for extended periods of time; and

WHEREAS, the parking of vehicles on the shoulders of said highway tends to restrict and impair the use of the traveled portion of the highway to such an extent that, in the opinion of the Highway Commission, a hazard is created not only to the traveling public but to the owners and drivers of said parked vehicles; and

WHEREAS, in the opinion of the Commission public travel and public safety require that the use of the shoulders on either side of said highway within said area for the parking of vehicles should be prohibited.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. The Commission does hereby find and declare, based upon investigation, reports and recommendations by members of its staff, that the parking of vehicles along either side of the Columbia River Highway (N. E. Sandy Boulevard) easterly from the east property line of N. E. 82nd Avenue (Highway Engineer's Station 0+66) to a point 400 feet easterly thereof (Highway Engineer's Station 4+66) a distance of 400 feet, creates a hazard not only to the traveling public but to persons owning and using said parked vehicles.

2. That in the opinion of this Commission, the right of way of said highway at said location is not of sufficient width to permit parking of vehicles thereon and at the same time provide the degree of safety and convenience, which in the opinion of the Commission, should be provided pedestrians and the motoring public.

3. That the Commission does further find and declare that the parking of vehicles on either side of the right of way of said highway within said termini should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points between said termini as in his judgment are necessary to accomplish the purpose of this resolution and the

action of the Commission as herein declared, on which signs shall be printed in plain letters the words, "NO PARKING AT ANY TIME".

5. That a certified copy of this resolution be sent to the Superintendent of the Department of State Police.

6. That this No Parking Resolution No. 127 be entered in the minutes and records of the State Highway Commission as of the 13th day of April, 1955.

EXHIBIT "H-1"

Minutes of April 13 and 14, 1955

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Jumpoff Joe Creek-Grants Pass Section of the Pacific Highway in Josephine County, and of the Ontario-Snake River Section of the Old Oregon Trail Highway in Malheur County, and in connection therewith to prepare maps showing the routes and locations of said sections, and to file said maps, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said surveys and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said surveys, field notes and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1-a. That the survey of the Jumpoff Joe Creek-Grants Pass Section of the Pacific Highway, beginning at Highway Engineer's Station 750+00, approximately 1.5 miles north of the community of Pleasant Valley, and extending in a southerly direction to Highway Engineer's Station 1220+00, a short distance north of the north city limits of the City of Grants Pass, together with the map, which for identification purposes bears Map File No. 1R-5-661 and the date of March, 1955, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

1-b. That the survey of the Ontario-Snake River Section of the Old Oregon Trail Highway, beginning at Highway Engineer's Station 1185+00, approximately three quarters of a mile north of the north city limits of Ontario, and extending in a southerly direction to an intersection with the existing route of the Old Oregon Trail at Highway Engineer's Station 1297+04.42, approximately one-half mile east of the easterly city limits of Ontario, together with the map, which for identification purposes bears Map File No. 1R-5-647 and the date of February, 1955, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That when said highway sections are permanently constructed, the same shall be done in accordance with said surveys and locations unless other-

EXHIBIT "H-1" (cont.)

wise directed or ordered by the Commission.

3 That the approval and adoption of said surveys shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the construction, reconstruction, or improvement of the said highways along and over said surveys. Said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right of Way Department to proceed promptly with the acquisition of rights of way pursuant to the normal and approved method.

4. That heretofore by resolution of this Commission dated November 3, 1948, said sections of said highways have been designated as throughways within the meaning and purpose of ORS 374.005, commonly known as the "Throughway Law", and, for the reasons stated therein, the above-named sections of said state highways should be and it is hereby directed that the construction of the same shall be accomplished pursuant to and within the meaning and scope of said law, except any portion of said sections which had more than ten commercial businesses abutting thereon catering to the motoring public in any one mile as of the date said sections of highways were designated as throughways.

5. That this resolution be entered in the minutes and records of the Commission as of the thirteenth day of April, 1955 as Survey Resolution No 116.

EXHIBIT "H-2"

Minutes of April 13 and 14, 1955

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make complete and final surveys of the route and location of the Washington County Line-Hillsdale Section of the Beaverton-Hillsdale Highway (ORE 10) in Multnomah County, and of the Lake Road-Oregon City Section of the Cascade Secondary Highway (ORE 213) in Clackamas County, and in connection therewith to prepare maps showing the route and location of each of the said sections, and to file said maps, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said surveys and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said surveys, field notes and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1-a. That the survey of the Washington County Line-Hillsdale Section of the Beaverton-Hillsdale Highway, beginning at Highway Engineer's Station 22+09 in the community of Hillsdale and extending in a westerly direction to Highway Engineer's Station 126+00 near the Washington-Multnomah County line, together with a map, which for identification purposes bears Map File No. 1R-5-656 and the date of March, 1955, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

1-b. That the survey of the Lake Road-Oregon City Section of the Cascade Secondary Highway, beginning at Highway Engineer's Station 468+50, immediately south of the Southern Pacific Railroad Overcrossing north of the town of Clackamas and extending in a southerly direction to Highway Engineer's Station 708+50 in the northerly part of the City of Oregon City, together with the map, which for identification purposes bears Map File No. 1R-5-660 and the date of March, 1955, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That when said highway sections are permanently constructed, the same shall be done in accordance with said surveys and locations unless otherwise directed or ordered by the Commission.

EXHIBIT "H-2" (cont.)

3. That the approval and adoption of said surveys shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the construction, reconstruction, or improvement of the highways along and over said surveys. Said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right of Way Department to proceed promptly with the acquisition of rights of way pursuant to the normal and approved method.

4 That this resolution be entered in the minutes and records of the Commission as of the thirteenth day of April, 1955 as Survey Resolution No. 117.

EXHIBIT "H-3"

Minutes of April 13 and 14, 1955

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Ferry Street-Bridge-Mohawk Road Unit ("Q" Street Route) of a road known as the Eugene-Springfield Highway in Lane County, and in connection therewith to prepare a map showing the route and location of said section and to file said reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said survey and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That the survey of the Ferry Street Bridge-Mohawk Road Unit ("Q" Street Route) of the Eugene-Springfield Highway, beginning at Highway Engineer's Station 40+09.39, near the east end of the Ferry Street Bridge across the Willamette River in Eugene, and extending in an easterly direction to an intersection with the Mohawk Road, 19th Street, Springfield, (Highway Engineer's Station 265+9510), together with the map which, for identification purposes, bears map file No. 7B-32-7 and the date of January, 1954, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That when said highway section is permanently constructed, the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That the approval and adoption of said survey shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the construction, reconstruction or improvement of the said highway section along and over said survey. Said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right of Way Department to proceed promptly with the acquisition of rights of way pursuant to the normal and approved method.

EXHIBIT "H-3" (cont)

4. That this resolution be entered in the minutes and records of the Commission as of the thirteenth day of April, 1955, as Survey Resolution No. 120.

EXHIBIT "H-3"

Minutes of April 13 and 14, 1955

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Ferry Street-Bridge-Mohawk Road Unit ("Q" Street Route) of a road known as the Eugene-Springfield Highway in Lane County, and in connection therewith to prepare a map showing the route and location of said section and to file said reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said survey and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That the survey of the Ferry Street Bridge-Mohawk Road Unit ("Q" Street Route) of the Eugene-Springfield Highway, beginning at Highway Engineer's Station 40+09.39, near the east end of the Ferry Street Bridge across the Willamette River in Eugene, and extending in an easterly direction to an intersection with the Mohawk Road, 19th Street, Springfield, (Highway Engineer's Station 265+9510), together with the map which, for identification purposes, bears map file No. 7B-32-7 and the date of January, 1954, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That when said highway section is permanently constructed, the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That the approval and adoption of said survey shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the construction, reconstruction or improvement of the said highway section along and over said survey. Said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right of Way Department to proceed promptly with the acquisition of rights of way pursuant to the normal and approved method.

EXHIBIT "H-3" (cont)

4. That this resolution be entered in the minutes and records of the Commission as of the thirteenth day of April, 1955, as Survey Resolution No. 120.

EXHIBIT "J-1"

Minutes of April 13 and 14, 1955

RESOLUTION

WHEREAS, the State Highway Commission on the 23rd day of June, 1954, by resolution, which said resolution was amended on the 18th day of January, 1955, declared the necessity for the acquisition of certain real property owned by Ruby A. Bailey, et al., bearing file No. R-21896, and situated in Section 13 and Section 24, Township 36 South, Range 15 West, W.M., Curry County, Oregon, for right of way purposes for the relocation, construction, improvement and maintenance of the Euchre Creek-Wedderburn Section of the Oregon Coast Highway, including its use for the relocation, construction, improvement and maintenance of the Curry County Road, known as the Wedderburn-Giesel Monument County Road; and

WHEREAS, the said resolutions declared the necessity for the acquisition or extinguishment of all rights of access to a right of way of the said relocated Euchre Creek-Wedderburn Section of the relocated Oregon Coast Highway and all of the contiguous real property of the owners, except for rights of access to the said relocated Oregon Coast Highway via the Wedderburn-Giesel Monument Curry County Road on the Easterly side thereof, opposite Highway Engineer's center line Station 1249+00; and

WHEREAS, the said State Highway Commission, after further investigation, has found that it will be to the best interests of the State and the owners to change the above-mentioned rights of access to the said relocated Oregon Coast Highway so as to allow the owners additional access rights to the said relocated Oregon Coast Highway via the Wedderburn-Giesel Monument Curry County Road;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That that certain resolution of June 23, 1954, as amended by paragraph number one of that certain resolution dated January 18, 1955, as entered in the minutes and records of the Commission and pertaining to the access rights to the property owned by Ruby A. Bailey, et al., File No. R-21896, be and the same hereby is further amended to read as follows:

> Rights of access to the said relocated Oregon Coast Highway via connections between the Wedderburn-Giesel Monument Curry County Road and the said relocated Oregon Coast Highway, which said connections will be constructed on the Easterly and Westerly sides of the said relocated Oregon Coast Highway at the most feasible places in the vicinity of Highway Engineer's center line Station 1249+00.

EXHIBIT "J-1" (cont)

2. That this amending resolution be entered in full in the minutes and records of the Commission this 13th day of April, 1955, as Condemnation Resolution No. 517.

EXHIBIT "J-2"

Minutes of April 13 and 14, 1955

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the State Highway Commission necessary for highway purposes, to-wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, the said Commission is required to designate, locate, relocate, construct and maintain in the State of Oregon a system of highways including all necessary bridges and culverts; and,

WHEREAS, for the purpose of constructing and maintaining certain sections of the state highway system, the Commission plans and proposes to acquire a material site, and for such purpose and in connection therewith the real property hereinafter described is necessary; and,

WHEREAS, said Commission is authorized to take fee simple title to said real property;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that the following described real property is necessary and required for the acquisition of roadbuilding materials for use in connection with the proper construction and maintenance of the state highway system, said real property being located in Josephine County, Oregon, to-wit:

R-23404
Owner: Everett E. Robinson, et al.

A parcel of land lying in the East half ($E\frac{1}{2}$) of the Southwest quarter ($SW\frac{1}{4}$) of Section 31, Township 36 South, Range 6 West, and in the Northeast quarter ($NE\frac{1}{4}$) of the Northwest quarter ($NW\frac{1}{4}$) of Section 6, Township 37 South,

EXHIBIT "J-2" (cont)

Range 6 West, W.M., Josephine County, Oregon, and being a portion of that tract of land described in those certain deeds to Everett E. Robinson and Marion C. Robinson, recorded in Book 168, page 611 and in Book 108, page 115 of Josephine County Records of Deeds, the said parcel being described as follows:

Beginning at a point on the southeasterly line of the relocated Redwood Highway, opposite and 292.73 feet Southeasterly of Station 472+33.01 on the center line of said relocated Redwood Highway, said point being 611.61 feet South and 1412.84 feet East of the West quarter corner of said Section 31; thence along the Southeasterly line of said relocated Redwood Highway North 57° 57' 06" East 417.05 feet, North 51° 45' 30" East 552.27 feet, and North 36° 23' 48" East 84 feet, more or less, to the North line of the East half ($E\frac{1}{2}$) of the Southwest quarter ($SW\frac{1}{4}$) of said Section 31; thence East along said North line 321 feet, more or less, to the Northeast corner of said East half ($E\frac{1}{2}$) of the Southwest quarter ($SW\frac{1}{4}$); thence South along the East line of the East half ($E\frac{1}{2}$) of the Southwest quarter ($SW\frac{1}{4}$) of said Section 31, and the Northeast quarter ($NE\frac{1}{4}$) of the Northwest quarter ($NW\frac{1}{4}$) of said Section 6, 2980 feet, more or less, to a point which bears East of the Southeast corner of that tract described in that deed to David E. Turnridge and Wilma B. Turnridge, recorded in Book 175, Page 14 of Josephine County Deed Records; thence West 350 feet, more or less, to said Southeast corner; thence Northerly along the low water line of the Applegate River to the Northeast corner of said Turnridge tract, which corner is on the North line of said Section 6; thence West along the North line of said Section 6, 150 feet, more or less, to a point 705.7 feet East of the Northwest corner of the Northeast quarter ($NE\frac{1}{4}$) of the Northwest quarter ($NW\frac{1}{4}$) of said Section 6; thence North 10° 37' 20" East 229 feet; thence North 5° 42' 50" West 451.84 feet; thence North 7° 45' 40" East 978.08 feet; thence North 58° 01'30" West 735.45 feet to the point of beginning.

The parcel of land to which this description applies contains 42.39 acres.

2. That the highway facility for which the aforesaid property is required and is being taken has been planned, designed, located and will be operated and maintained in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and the least private injury or damage.

EXHIBIT "J-2" (cont)

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and that in the event no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 13th day of April, 1955, as Condemnation Resolution No. 535.

24754

EXHIBIT "J-3"

Minutes of April 13 and 14, 1955

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to-wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads; highway drainage, drainage tunnels, or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the S. E. Flavel Street-Lake Road Section of the Cascade Secondary Highway; and,

WHEREAS, for the purpose of widening, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said S. E. Flavel Street-Lake Road Section of the Cascade Secondary Highway, certain interests in or fee simple title to certain parcels of real property. The said parcel of real property, or particular interest therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, is more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

EXHIBIT "J-3" (cont)

2. That the widening, improvement and maintenance of the said S.E. Flavel Street-Lake Road Section of the Cascade Secondary Highway and the highway facilities for which the said parcel of property, or interest therein, is required and being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcel of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcel of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 13th day of April, 1955, as Condemnation Resolution No. 542.

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*FOOTNOTE:

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 542, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-4"

Minutes of April 13 and 14, 1955

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to-wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the S. E. Flavel Street-Lake Road Section of the Cascade Secondary Highway; and,

WHEREAS, for the purpose of widening, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said S. E. Flavel Street-Lake Road Section of the Cascade Secondary Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

EXHIBIT " J-4" (cont)

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said S. E. Flavel Street-Lake Road Section of the Cascade Secondary Highway and all of the contiguous real property of the respective owners on the easterly side thereof remaining after the appropriation of the real property; provided, however, that there shall be reserved unto the respective owners, their heirs and assigns, for service of the said remaining land, such access reservations as are noted as to each parcel or parcels on the said attached list marked Exhibit "A".*

3. That the widening, improvement and maintenance of the said S. E. Flavel Street-Lake Road Section of the Cascade Secondary Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 13th day of April, 1955, as Condemnation Resolution No. 543.

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*FOOTNOTE:

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 543, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

24758

EXHIBIT "J-5"

Minutes of April 13 and 14, 1955

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the State Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Shady Point-Booth Ranch Section of the Pacific Highway; and,

WHEREAS, for the purpose of widening, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said Shady Point-Booth Ranch Section of the Pacific Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

EXHIBIT "J-5" (cont.)

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property.

3. That the widening, improvement and maintenance of the said Shady Point-Booth Ranch Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 13th day of April, 1955, as Condemnation Resolution No. 553.

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*FOOTNOTE:

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 553, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

24760

EXHIBIT "J-6"

Minutes of April 13 and 14, 1955

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the State Highway Commission plans and proposes to widen, improve, construct and maintain the Judkins Point-Goshen Section of the Pacific Highway; and,

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened, improved, constructed and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and,

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is

EXHIBIT "J-6" (Cont)

necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and,

WHEREAS, for the purpose of widening, improving, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement, construction and maintenance of the said Judkins Point-Goshen Section of the Pacific Highway as a throughway, certain interests in or fee simple title to a certain parcel of real property. The said parcel of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interest of the State and the owners should be acquired, is more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said widened and improved Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A".*

3. That the widening, improvement, construction and maintenance of the said Pacific Highway and the highway facilities for which the said parcel of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcel of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to

final determination such suit or action as may be necessary to acquire title to said parcel of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 13th day of April, 1955, as Condemnation Resolution No. 666.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 666, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-7"

Minutes of April 13 and 14, 1955

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Clackamas Overcrossing Section of the Clackamas Secondary Highway; and,

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the Clackamas Overcrossing Section of the Clackamas Secondary Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interest of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

EXHIBIT "J-7" (Cont)

2. That the relocation, construction, improvement and maintenance of the Clackamas Overcrossing Section of the Clackamas Secondary Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 13th day of April, 1955, as Condemnation Resolution No. 667.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 667, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-8"

Minutes of April 13 and 14, 1955

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit; For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry site; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads, highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Goshen-Divide Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is

EXHIBIT "J-8" (Cont)

necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, construction, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment, and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Goshen-Divide Section of the Pacific Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said Goshen-Divide Section of the relocated Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property, provided, however, that there shall be reserved unto the owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the said attached list marked Exhibit "A".*

3. That the relocation, construction, improvement and maintenance of the said Goshen-Divide Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief

EXHIBIT "J-8" (Cont)

Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 13th day of April, 1955, as Condemnation Resolution No. 596.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 596, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

Portland, Oregon
April 27, 1955

The State Highway Commission met in special session in the Green Room of the Imperial Hotel in Portland at 2:00 p.m. on April 27, 1955.

Present were:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, Deputy State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
Robert L. May, Jr., Assistant Counsel
R. L. Porter, Right-of-Way Engineer
C. H. Armstrong, State Parks Superintendent
H. B. Glaisyer, Secretary

Also present were the following persons from the State of Washington representing the Washington State Highway Commission and the Washington Toll Bridge Authority:

Messrs. R. E. Hensel and E. C. Huntley, members of the Washington State Highway Commission;
Mr. O. K. Dinsmore, Assistant Director, Washington State Highway Department;
Mr. D. B. Hedges, Secretary, Washington Toll Bridge Authority;
Mr. Edward Starin, Bond Counsel for the Washington Toll Bridge Authority, and
Mr. A. G. Hutton, Jr., Assistant Attorney General for the State of Washington.

Chairman Chandler stated that the purpose of the meeting is to try to reach an agreement with respect to construction of the new bridge across the Columbia River between Vancouver and Portland and to reconstruct the existing bridge.

Mr. Dinsmore stated that it is the feeling of the Washington Highway authoritites that reconstruction of the existing bridge should be a part of the entire bridge project and that it is the obligation of the Federal Government to pay the costs involved, and that every effort should be made to get Federal funds to finance complete revision of the old structure. He pointed out that it was the Army Engineers who suggested that the old structure be revised. He stated also that there is concern in the minds of Washington authorities that if provision is made in the issuance of bonds to perform the revision work on the old bridge, the river-boat interests will not work for securing of Federal-aid.

Chairman Chandler stated that the Oregon State Highway Commission is in agreement with the idea that the Federal Government should pay at least part of the cost to revise the old bridge structure; however, the Commission also feels that there should be a meeting of minds between the two State authorities as to the procedure that should be followed in the event that Federal funds cannot be obtained under the Truman-Hobbs Act, because, in its opinion, the old bridge should be altered to conform to the new one.

Commissioner Reynolds commented that time is important and a start on the bridge construction program should be made as soon as possible. He agreed that the Federal Government should pay the cost of revising the old bridge and that there should be an agreement among the two States as suggested by Chairman Chandler.

Commissioner McIver remarked that, as he understands the Washington position, there is a possibility of losing Federal-aid if the two States agreed to make financial provision for revising the old bridge. He expressed the feeling that everything possible should be done to get the Truman-Hobbs money which was authorized for purposes such as this.

Mr. Baldock, Oregon State Highway Engineer, stated that the Army Engineers refused to invoke the provisions of the Truman-Hobbs Act as they felt that there is not enough river traffic at this time to justify raising the old bridge although they do require that the new bridge be constructed to a higher level. It was his feeling that if the two States request a new hearing with the Army Engineers and indicate to them that the States are willing to contribute a substantial portion of the cost of revising the old bridge, it will help the cause considerably. He pointed out that if the old bridge were raised, about 90 per cent of the drawspan openings can be eliminated, which would result in reducing the annual operating expense about 50 per cent thus realizing a savings of approximately $32,000 that will amortize an investment of $640,000. He suggested that the Army Engineers be approached with an offer by the States to pay one-half the cost of revising the old structure and if difficulties are encountered, then the matter can be presented to the Congress. He also suggested that every effort should be made to secure Federal-aid and if unsuccessful, that the States proceed with the work on the basis of an agreement which he proposed should be entered into at this time providing for State financing through issuance of bonds.

Chairman Chandler expressed the feeling of the Commission that the States should agree to build a high structure if the Federal monies cannot be obtained. He inquired as to the cost and time required to revise the old bridge and was informed by Mr. Baldock that it would take a year or possibly two and would cost about $3,000,000. He estimated the total cost for the new bridge, including interest charges but excluding financing cost, at $11,000,000 and the cost for both structures at $14,000,000.

Mr. Hedges commented that execution of an agreement as suggested by Mr. Baldock in his estimation will satisfy the conditions.

Mr. May presented copies of a form of agreement revised to contain the latest modifications agreed upon at a recent conference of officials of both States.

Chairman Chandler inquired if navigation interests would be agreeable to giving a 12-hour or a 6-hour notice for drawspan openings if the old bridge is revised. Mr. Baldock replied that no discussion had as yet been carried on with them on this matter, but he felt that they would be agreeable. Chairman Chandler then inquired if the Washington authorities are agreeable to proceeding with construction of both bridges with State money if Federal-aid cannot be obtained. Mr. Huntley replied that he is not in position to say at this time. Mr. Hedges stated his feeling that the Washington Toll Bridge Authority will approve any plan that the Highway Departments of the two States agree on and will sell bonds in conformity with the decision reached by both departments. Mr. Hensel inquired as to how much delay might be involved were the matter of cooperation from the Federal Government to be worked out before the States reach an agreement. Mr. Baldock gave as his opinion that it would delay construction about a year, whereupon Chairman Chandler remarked that such delay will cost the users of the bridges a considerable sum.

Mr. Huntley remarked that the Washington State Highway Commission will meet with the Toll Bridge Authority in Olympia on May 2 and that a decision could probably be reached by them at that time. He expressed the desire to "go the limit" in securing Federal participation. He also inquired if it is Mr. Baldock's feeling that approval can be obtained from the Army Engineers on a 50-50 cost basis without going to Congress. Mr. Baldock replied that if the Army Engineers submit a favorable recommendation to the Secretary of the Army, there should be no difficulty in securing Congressional approval. He suggested that it would be advisable to contact the Army Engineers on Friday of this week before the meeting of the Washington groups on Monday, May 2. The suggestion was adopted unanimously and arrangements were thereupon made for Mr. Baldock and Mr. Dinsmore to meet with the Army Engineers. The Commission authorized Mr. Baldock to attend the meeting of the two Washington groups in Olympia on May 2 to explain details of the Commission's position.

Mr. Hutton stated that nothing could be done toward issuing the bonds until a contract between the two States is signed; that it is urgent that an agreement be reached as soon as is possible because the Washington Supreme Court has a meeting scheduled for the first week in May and the agreement must be executed before then.

Chairman Chandler stated that the Oregon Commission will adopt the necessary resolution and sign the agreement before this meeting adjourns.

The conference was concluded at 3:15 p.m.

Following the departure of the Washington group, discussion of the project was resumed.

Mr. May stated that to provide for all possible legal technicalities involved in issuing bonds, et cetera, a resolution should be adopted by the Commission concerning the proposed agreement with Washington State Authorities for construction of the two bridges. He presented a form of resolution which the Secretary read aloud. Upon motion of Commissioner Reynolds, seconded by Commissioner McIver, the Commission unanimously adopted the resolution, as follows:

RESOLUTION

WHEREAS, on the 9th day of August, 1954, the State of Oregon, by and through its State Highway Commission, the State of Washington, by and through its State Highway Commission, and the Washington Toll Bridge Authority entered into an agreement wherein the right, powers, duties and obligations of the parties thereto with respect to the construction and financing of a new interstate bridge across the Columbia River, with approaches, adjacent to the existing Vancouver-Portland bridge, the possible reconstruction of the existing bridge, the fixing and collection of tolls for the use of both bridges, and the issuance of revenue bonds by the Washington Toll Bridge Authority were fixed; and

WHEREAS, it has been found necessary by the parties to said agreement that the same be amended and changed in certain particulars and that a new agreement containing such amendments and changes be entered into by the parties to said original agreement; and

WHEREAS, such amended agreement has been presented to this Commission in Special meeting duly called by the Chairman as required by law; and

WHEREAS, said amended agreement has been duly considered by the members of the Commission and approved in all sections and particulars thereof;

NOW, THEREFORE, BE IT RESOLVED by the Oregon State Highway Commission as follows:

1. That the amended agreement dated April 27, 1955, by and between the State of Oregon acting by and through its State Highway Commission, the State of Washington acting by and through its State Highway Commission, and the Washington Toll Bridge Authority, fixing the rights, duties, powers and obligations of the parties thereto with respect to the construction and financing of a new interstate bridge across the Columbia River, with approaches, adjacent to the existing Vancouver-Portland bridge, the alteration or reconstruction of the existing bridge, the fixing and collection of tolls for the use of both bridges, and the issuance of revenue bonds by the Washington Toll Bridge Authority, is hereby in all respects approved.

2. Each of the members of the Oregon State Highway Commission is hereby authorized to execute said agreement on behalf of the Commission.

3. That this resolution be entered in the minutes and records of the Commission as of this 27th day of April, 1955.

The Commission thereupon signed the "Amended Agreement" referred to in the above resolution.

The Commission continued in session and disposed of accummulated routine matters.

The minutes of the meeting held on March 2 and 3, 1955 were approved by the Commission unanimously.

The Right of Way Engineer presented for consideration options secured for acquisition of real property needed for State highway improvements and for other purposes. After careful consideration, the Commission approved closing the options at the prices mentioned therein by adopting the attached resolution relative thereto, marked "EXHIBIT A", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Right of Way Engineer reported that he again contacted officials of the Corvallis Lumber Company concerning acquisition of their property needed in connection with the proposed relocation of the Pacific Highway West along First Street in Corvallis. He said that the Company now offers to sell the property for $110,000. He recalled that the highest appraised value of the property is $90,000, and he advised that he cannot recommend purchase of the property at a higher figure. The Commission decided not to acquire the property unless it can be bought for $90,000.

Upon the Right of Way Engineer's favorable recommendation and his statement to the effect that the property no longer is needed for highway purposes, the Commission approved the sale of 0.18 acre of land situate on the Canyonville Section of the Pacific Highway to I. N. Gray for a consideration of $100.

Sale of certain excess property in the City of Clatskanie was considered by the Commission. The Right of Way Engineer explained that this property is a portion of a vacated street in the City and no longer is needed for highway purposes. He recommended, and the Commission approved, sale of the property to Forris E. Humphrey for the sum of $500, which was the high bid received for the property at an oral auction.

Also presented for the Commission's consideration was the vacation of certain dedicated roadways in the community of Rowena on the Columbia River Highway west of The Dalles, which roadways are intersected by the new Columbia River Highway. The Right of Way Engineer explained that vacation of these roadways is required in order to eliminate any question

as to access to the Columbia River Freeway at these points. He requested authority to petition the Wasco County Court to vacate the streets. The Commission approved the request.

The Right of Way Engineer also presented a request for the vacation of a portion of N. E. Clackamas Street between 68th and 69th Avenues in Portland. He said that the Highway Department owns property in that area which is the reason the Commission is being asked to consent to the vacation proceedings. He also said that the proposed vacation will not adversely affect the State's interests, and he recommended that the Commission offer no objection to such vacation. The Commission accepted the recommendation.

Authority was requested by the Right of Way Engineer to offer for sale 1.449 acres of land situate on the Salem-Silverton road for a minimum consideration of $1,800. He explained that the tract was acquired by the Commission several years ago in connection with a settlement for right of way needed for improvement of the Salem-Silverton road but it no longer is needed for such purposes. He recommended that it be sold at public sale for not less than $1800. The Commission approved the recommendation.

The matter of compensating Mr. Carl A. Forrest for damages that already have accrued or that may hereafter accrue to him in connection with purchase of right of way from him was discussed. The Right of Way Engineer explained that in acquiring property from Mr. Forrest for the Booth Ranch-Myrtle Creek Section of the Pacific Highway an inadequate allowance of $500 was made for a new water system. Mr. Forrest, he said, has spent three times that amount for a water supply without success, and now advises that he will be satisfied with some sort of a chlorination system which will cost about $500, and he is asking the State to allow him such extra amount. He recommended that Mr. Forrest be paid such sum to enable him to install the system that he has in mind, contingent upon his signing a complete and final release for all damages, past or future. The Commission approved the recommendation.

The Assistant Chief Counsel requested authority to acquire by condemnation, if necessary, the following described parcel of land that is needed as a source of materials in connection with the proposed improvement of the Flora Spur Section of the Enterprise - Lewiston Highway in Wallowa County, and to tender an offer for the same in conformity with instructions issued by the Commission in a resolution adopted on December 20, 1951:

Flora Spur Section of the Enterprise - Lewiston Highway

R-20020- Samuel Curry
Road-building materials (Wallowa)
9.50 acres

The Commission approved the request and thereupon adopted the attached resolution relative thereto, marked EXHIBIT "B", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The State Parks Superintendent, Mr. C. H. Armstrong, reported on the following matters:

1. Offer of Coos County Court to deed to the State for park purposes 28 acres of land adjacent to Golden and Silver Falls State Park on the Coos River Secondary Highway: The Parks Superintendent advised that the land lies in Lot 7, Sec. 18, T. 24 S., R. 10 W., W.M., and that it has been offered to the State without restrictions and at no cost; also, that it can be used to advantage in developing the existing state park. He recommended acceptance of the gift. The Commission accepted the property with thanks.

2. Request of the Conservative Baptist Church Association that it be allowed to construct a swimming pool and facilities in North Falls Youth Camp in Silver Falls State Park: The Parks Superintendent advised that the Association has offered to construct the swimming pool and the necessary facilities at its own expense and in conformity with State Highway specifications. In return for its outlay, he said, the Association wants the State to waive for a period of ten years the annual rental charge of $700 that it has paid in the past for use of the premises. He estimated the cost to construct the swimming pool at $8,000, and he advised that it has been orally agreed that the Association shall not have exclusive right to use the pool, and that at the end of the ten-year period, the pool will become the full and complete property of the State. He recommended approval of the arrangement which, he said, will be covered by written agreement between both parties. The recommendation was approved by the Commission.

The Engineer reported that under authority granted by law and pursuant to instructions from the Commission, he has awarded to the successful bidders, contracts which were referred to him by the Commission to award when certain conditions have been satisfied, as follows:

1. Grading and paving the Hess Creek (Newberg) Section of Pacific Highway West, Yamhill County. Bids received March 2, 1955. Conditions of award satisfied April 15, 1955. Stevenson Construction Company, Salem, contractor.

2. Construction of Quartz Creek Culvert and McNeil Creek Bridge on Butte Falls Road, Jackson County. Bids received April 14, 1955. Conditions of award satisfied April 20, 1955. E-W Construction Company, Eugene, contractor.

3. Grading and oiling Beals Corner-Parkdale Junction Section of the Dougherty Corner-Parkdale Road, Hood River County. Bids received April 13, 1955. Conditions of award satisfied April 20, 1955. Oregon Asphaltic Paving Co., Portland, contractor.

4. Stayton (10th Street) Paving Project, Marion County. Bids received April 13, 1955. Conditions of award satisfied April 21, 1955. Warren Northwest, Inc., Portland, contractor.

5. Peters-Messner Junction Stone Base and Oiling Project on 3 County Roads near Boardman, Morrow County. Bids received April 13, 1955. Conditions of award satisfied April 22, 1955. Babler Bros., Inc., Portland, contractor.

6. Grading and oiling the Houston Lake-Powell Butte Section of Houston Lake Road, Crook County. Bids received April 14, 1955. Conditions of award satisfied April 22, 1955. P. C. Knox, Gladstone, contractor.

7. Construction of Drews Creek and Lost River Bridges, Klamath and Lake Counties. Bids received April 14, 1955. Conditions of award satisfied April 26, 1955. Hamilton & Thoms, Eugene, contractor.

8. Grading and surfacing S. E. Stark Street-Powell Valley Road Section of East Burnside Road, Multnomah County. Bids received April 13, 1955. Conditions of award satsified April 26, 1955. Allum Bros., Eugene, contractor.

9. Grading, stone base and paving North Plains-Hillsboro Section of Shadybrook-Hillsboro County Road, Washington County. Bids received April 14, 1955. Conditions of award satisfied April 26, 1955. Rogers Construction Company, Portland, contractor.

10. Linn County oiling projects on 4 County roads. Bids received April 13, 1955. Conditions of award satisfied April 27, 1955. Oregon Asphaltic Paving Company, Portland, contractor.

The Engineer reported on the bids received by the Commission at its meeting on April 13 for furnishing liability and property damage insurance covering the "Steel Bridge" in Portland. He recalled that the bids were received on the basis of furnishing protection in the amounts of $200,000/$500,000 personal injury or death in any one accident, and $100,000 property damage in any one accident, and that the bid submitted by W. C. Dyer and Sons, Insurance Agency, Salem, was the low one at $1,129.40. This bid was accepted by the Commission and instructions were given to refer it to the Department of Finance and Administration to make the award. The Engineer pointed out that the insurance is being provided for the benefit of the Union Pacific Railroad Company which is the owner of the structure, pursuant to an agreement dated February 28, 1941, and that the insurance presently in effect is in the amounts of $100,000/$100,000 personal injury, and $25,000 property damage, in any one accident. Due to the fact that the insurance benefits only the Railroad Companies, he said, and because the present coverage is satisfactory for the Railroads, W. C. Dyer and Sons were contacted relative to providing insurance in the amounts of the present coverage, and they agreed to furnish such insurance for a premium of $995.40 for a three-year period. Full information was then referred to the Department of Finance and Administration with a recommendation that the negotiated offer of W. C. Dyer and Sons be accepted; however, the recommendation

was disapproved, and the suggestion was made that the Commission advertise for new bids for insurance in the amounts specified in the existing policy. In view of the circumstances, he recommended that all bids received by the Commission on April 13 be rejected and that the Commission issue a call for new bids to be received at the meeting on May 25. The Commission approved the suggestion and so ordered.

A report was presented by the Engineer concerning a request submitted by a delegation from Harney County at the previous meeting for installation of a traffic signal at the intersection of Monroe Street and Date Avenue in the City of Burns where the Burns-Crane Highway crosses the Union Pacific Railroad at grade. This request, he stated, has been carefully investigated and it has been determined that there is not sufficient warrant for a signal installation at this point. He explained that during the past eight years, only three accidents occurred at this crossing and there were no fatalities; also, that there are 53 grade crossings at other locations with a higher priority than this one. He recommended that the request be denied. The Commission approved the recommendation.

The Engineer reported the placing of a reduced load limit over the entire length of the East Diamond Lake Secondary Highway, effective April 27, 1955. He explained that snow is now being removed from this highway, with completion estimated about April 28, and that the reduced load limit is required to protect the road from severe damage by heavy traffic. The Commission approved the Engineer's action.

The matter of designating as a U. S. route the highway that passes through Hermiston and Umatilla and across the new Umatilla bridge, and the designation as a U. S. Route of the highways that extend from Lewiston, Idaho, through Flora, Enterprise and to La Grande in Oregon was considered by the Commission. The Engineer reported receipt of a letter from the Director of Highways of the State of Washington stating that the Washington Highway Commission presently is not in favor of so designating the Washington connection to the bridge at Umatilla, and receipt of a letter from the Idaho State Highway Engineer stating that he can give no assurance that the Idaho Highway Commission will agree to designating as a U. S. Route the highway which extends from Lewiston through Enterprise and to La Grande. In view of these communications, he said, it seems impossible to secure a U. S. Route designation for either highway. He was instructed to pass the information on to the Stanfield, Hermiston and Umatilla Chambers of Commerce.

The Engineer presented a supplemental report on his studies of the feasibility of constructing the Washington-Jefferson Streets Overcrossing of the Southern Pacific Company tracks in Eugene, with special reference to a proposed northern extension to River Road via Dike Road as compared with the improvement of Railroad Boulevard and First Street. He recalled that when the Commission authorized the original study it was understood that the State's participation with the City in any project or combination of projects would not exceed $700,000, and that the City would have to contribute the difference which was estimated at $500,000 on the basis of a

total cost of $1,200,000. The work outlined in this supplemental report, he said, calls for a total expenditure of $1,734,500. He further stated that copies of the supplemental report have been submitted to the City officials of Eugene and that he plans to meet with them later on to discuss it, following which he will present his recommendations to the Commission. The Commission accepted the report,but deferred action on it.

The Commission discussed briefly the advisability of erecting "Welcome" signs at points where State highways enter Oregon from adjoining States, but deferred action thereon until its next meeting.

Also deferred until the next meeting was approval of the location survey for the Cline Falls Section of the McKenzie Highway in Deschutes County.

The Commission considered requests for installation of a traffic light at the intersection of the Pacific Highway with a County road that leads to the plant of the Bear Creek Orchards, south of Medford. The Engineer advised that many requests have been received for a traffic light at this location and that an investigation discloses that it is difficult for traffic to enter the highway from the side road with safety. It was his opinion that a fully actuated signal should be installed, which he estimated would cost about $4,000, and he recommended approval of the installation on condition that Bear Creek Orchards will contribute $2,000 toward the expense involved, which, he said, they have agreed to do because most of the side road traffic originates at its plant. The Commission approved the recommendation, subject to the Orchard Company contributing $2,000 toward the costs, and ordered the matter covered by appropriate written agreement with the Company.

Petitions were considered from municipal corporations within the boundaries of the Port of Coos Bay, in which the Commission was urged to authorize a reconnaissance survey for a direct and modern highway extending from Coos Bay to Roseburg. In the discussion of this matter, the Engineer advised that the cost of such a survey would be considerable and that presently he does not have engineers available to conduct the work. The Commission ordered that the petitioners be informed that engineering personnel is not available at this time, but their request will be given consideration later on.

The Engineer requested approval of the transfer of $40,000 from a fund of $60,000 set up for pavement reinforcing on the Glover-Hilgard Section of the Old Oregon Trail in Union County, in order to finance construction of an 0-9 oil mat surface on a 12-mile section of the I.O.N. Highway south of Crooked Creek, between Rome and Basque, where the surface is badly broken. He pointed out that both projects are in Division V, and that immediate improvement of the I.O.N. Highway is a necessity. He recommended approval of the transfer of funds as requested, and that he be authorized to advertise the I.O.N. project for bids to be received at the May meeting of the Commission. He also stated that it will be necessary to call bids for production of rock for this project and for future maintenance, but provision has been made for such expense in the 1955 rock

production budget so no additional authorization for that purpose is required at this time. The Commission approved the I.O.N. project and the transfer of funds to finance it as recommended by the Engineer.

Consideration was given to a request from Richard L. Rice, Hillsboro, for permission to construct a temporary road approach on the south side of the Sunset Highway at Station 2579+50, to be used for a period of 90 days. The Engineer explained that the approach is for the purpose of removing logs, and that Mr. Rice has agreed to deposit $50 cash to guarantee removal of the approach and restoration of the drainage ditch. He recommended approval of the request. The Commission accepted his recommendation.

Payment of damages to 13 property owners whose crops were damaged by a survey crew on the Salmon River Highway between Sheridan and Valley Junction was considered. The Engineer explained that the damage occurred to planted crops in connection with the survey that was conducted for a new route for the Salmon River Highway between Sheridan and Valley Junction; also, that advance arrangements were made to trespass upon private property with the understanding that the State would pay for any damage that resulted. The 13 claims, he stated, ranged from $3.08 to a maximum of $29.04. Upon his favorable recommendation, the Commission approved payment of the 13 claims for a total of $153.89.

Transfer of the Fox Hollow Secondary Highway from the State Secondary Highway System to the jurisdiction of Lane County was discussed. The Engineer recalled that at the previous meeting it was agreed with the Board of County Commissioners of Lane County that the County would assume maintenance of and jurisdiction over Fox Hollow Secondary Highway as of April 15, 1955. The County Board, he said, has taken official action to that end, in view of which he recommended adoption of a resolution by the Commission formally transferring the highway to Lane County. The Commission accepted the recommendation unanimously by adopting the attached resolution relative thereto marked EXHIBIT "C", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The matter of granting authority to the State Highway Engineer to accept the offers of high bidders for Used Equipment and Scrap Materials immediately after the offers have been received and tabulated was considered by the Commission. The Engineer remarked that complaints have been received from bidders that they have to wait too long under present procedure to get their notification from the Commission whether or not their offers were accepted, the delay amounting to several weeks in some instances; whereas some of the other State Departments, including the Department of Finance and Administration, the State Forestry Department, and the State College, take action within two or three days following the bid opening. He suggested that it would be helpful were he granted authority to make awards to the highest responsible bidders for Used Equipment and Scrap Materials immediately after such have been determined with the understanding that he will report his action to the Commission at its next following meeting. The Commission approved the suggestion and ordered the action entered in the record of this meeting.

The Commission had under discussion the matter of public hearings that are required by Federal law when a highway is to be rerouted to by-pass a city or town. In the discussion it was pointed out that the Commission at the previous meeting scheduled such a hearing in Sheridan on Tuesday, May 24, 1955, starting at 10:00 a.m., to give the people of Sheridan and Willamina an opportunity to express themselves regarding the proposed rerouting of the Salmon River Highway to by-pass these towns. It was also pointed out that the Commission at the same meeting decided to discuss the proposed Rickreall-Dolph Corner Project at the meeting to be held in Portland on May 26, 1955, and that the Secretary was instructed to so notify Mr. Joseph H. Harland, Rickreall, so he could arrange to be present should he so desire. It now appears that Mr. Harland objects to the hearing in Portland and has stated his feeling that the hearing should be held either in Dallas or in Rickreall for the convenience of local people who wish to be heard on the subject, in fact, he has appealed to the Governor and certain members of the Legislature for their assistance in securing a change in the meeting place. As a result of the discussion, the Commission decided to change the meeting place of such hearing from Portland to Rickreall and thereupon scheduled it to be held in Rickreall on Tuesday, May 24, 1955, starting at 1:00 p.m. following the meeting in Sheridan. In this connection, the Engineer advised that the proposed improvement of Three Mile Lane Secondary Highway contemplates reconstruction of this highway on a route that will by-pass the town of Dayton. In order to satisfy the Federal requirements, he suggested that the Commission conduct a public hearing in Dayton on the same day that the public hearings are held in Sheridan and Rickreall, starting at 3:00 p.m. The Commission approved the suggestion and so ordered.

Attention was given to a claim submitted by the Pacific Telephone and Telegraph Company for reimbursement for the expense it incurred in repairing damage that resulted to its facilities near Swisshome from blasting operations conducted by a highway extra gang crew on January 5, 1955, said claim being in the amount of $855.20. The Engineer pointed out that the maximum amount that the State can pay under the law is $500, and he recommended that such amount be paid to the Company inasmuch as the highway crew definitely was responsible for the accident. He gave as his understanding that the Company will accept such amount as payment in full for its loss. The Commission approved the recommendation.

The Commission discussed briefly dates and routes for its proposed Highway Inspection Trips this coming summer, but deferred action until its meeting in May.

The Engineer suggested as a matter of good public relations that the State Highway Department maintain a display at the State Fair in Salem this fall. He said that if the Commission approves the suggestion he would arrange to show models of highway improvements, such as the Banfield Expressway, Salem Bridges, etc., artist sketches of proposed highway construction, and would have in the booth, pamphlets concerning State parks and other scenic attractions for distribution to the public. The Commission adopted the suggestion and authorized the Engineer to proceed with details, including a showing of highway pictures.

A letter was presented from Mr. Waldo W. Taylor, Creswell, who headed a delegation from that place at the previous meeting, which requested improvements to the Springfield-Creswell Highway. Mr. Taylor stated that they do not want the highway improved to modern standards at a cost of one-half million dollars which the Engineer previously reported such improvement would cost, but they will be satisfied with a good hard-surfaced market road. The Engineer stated that the road carries a great deal of heavy log hauling traffic that will soon break up the type of road they are requesting, so it is necessary to construct a much higher type of improvement. The Commission ordered that such information be passed on to Mr. Taylor.

The Commission approved and signed agreements as follows:

"Agreement" with City of Ashland covering the proposed reconstruction of present undercrossing in Ashland. (Bids received 4-14-55)

"Agreement" with City of Cave Junction covering the proposed traffic installation at the intersection of the Redwood and Oregon Caves Highway. (Authorized 1-18-55)

"Amended Agreement with State of Washington and Washington Toll Bridge Authority re construction of new bridge between Portland and Vancouver and alterations to existing structure.

There being no further business to be considered at this time the meeting adjourned at 4:30 p.m.

State Highway Engineer

Chairman

Commissioner

Secretary

Commissioner

April 27, 1955

EXHIBITS "A" through "C"

Minutes of

Special Meeting

April 27, 1955

EXHIBIT "A"

Minutes of April 27, 1955

RESOLUTION

WHEREAS, in connection with the future improvement of the highway herein designated, and for the convenience and benefit of the public, it is and has been necessary to acquire property for rights of way, quarry sites, gravel or other material sites, sites for the storage of materials, and properties for other purposes authorized by statute as hereinafter more definitely set forth and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE BE IT RESOLVED THAT the following described properties are hereby declared to be necessary for State Highway, park, and other uses under the jurisdiction of the Commission, and that the several options or bases of settlement hereinafter enumerated be, and the same hereby are approved and accepted, and that the attorney for the Commission be, and he hereby is, instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon, by and through its State Highway Commission. The said properties hereby ordered and authorized to be acquired are as follows:

UNIT 2 - T. H. BANFIELD EXPRESSWAY

22963 - Arnston, C. L. and Lydia May (Johnson)
Temporary construction easement,
Easement signed 4-20-55

Temporary construction easement	$ 300.00
Amount to be paid owners - chrg to Right of Way	$ 300.00

Access not controlled -

HARBOR DRIVE-CITY LIMITS UNIT - HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND-SALEM EXPRESSWAY

22532 - Napoleon, Chester P. and Rosetta L. (Smith)
Right of Way, vacant lot
Option expires October 13, 1955

EXHIBIT "A" (cont.)

HARBOR DRIVE-CITY LIMITS UNIT - HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND-SALEM EXPRESSWAY (cont.)

22532 - Napoleon, Chester P. and Rosetta L. (cont.)

2500 sq. ft. at $0.23 per sq. ft.	$ 575.00	
Amount to be paid owners - chrg to Right of Way		$ 575.00

Entire taking -

22610 - Tenet Mortgage Company et al (Smith)
Right of Way
Option expires October 10, 1955

2975 sq. ft. at $0.40 per sq. ft.	$ 1,190.00	
House, 676 sq. ft. at $4.90 per sq. ft.	3,310.00	
Amount to be paid owners - chrg to Right of Way		$ 4,500.00

Entire taking -

S. E. FLAVEL STREET-SOUTHERN PACIFIC COMPANY OVERCROSSING SECTION - CASCADE HIGHWAY

22693 - Griffin, Jasper W. and Molly (Johnson)
Right of Way
Option expires September 16, 1955

4500 sq. ft. at $0.20 per sq. ft.	$ 900.00	
House, 710.5 sq. ft. at $9.50 per sq. ft.	6,749.75	
Garage, 253 sq. ft. at $2.50 per sq. ft.	632.50	
Land improvements, lump sum (Landscaping and lawns)	508.00	
Amount to be paid owners - chrg to Right of Way		$ 8,790.25

Grantor to vacate within 30 days after receipt of consideration
Grantor may remove underground water pipe within 30 days after receipt of consideration. After 30 days it becomes state property.

Access at 431+50 and 432+15, East side, unrestricted.

Access controlled -

EXHIBIT "A" (cont.)

S. E. FLAVEL STREET-SOUTHERN PACIFIC COMPANY OVERCROSSING SECTION - CASCADE HIGHWAY (cont.)

22677 - Boyer, George W. and Addie P. (Johnson)
Right of Way
Option expires May 20, 1955

6000 sq. ft. at $0.30 per sq. ft.	$ 1,800.00	
2000 sq. ft. (King Road)	no cost	
Paving and curbs, King Road 2000 sq. ft.	750.00	
Store building, 856 sq. ft. at $1.25 per sq. ft.	1,070.00	
Allowance for moving office building and sign	1,575.00	
Amount to be paid owners - chrg to Right of Way		$ 5,195.00

Grantor to vacate store bldg within 30 days after acceptance. Grantor to remove real estate office and sign within 30 days after acceptance. If not removed the State will not be responsible for damages

THINGS TO BE DONE BY THE STATE

Remove store bldg. from Grantors' property within 60 days from acceptance.

Access: 386 +35 and 387+40 East side, unrestricted. 387+95, East side, 50 ft. roadway for King Road.

Access controlled -

BEAVERTON-REEDVILLE UNIT-BEAVERTON-FOREST GROVE SECTION - TUALATIN VALLEY HIGHWAY

22833 - Maltby, Juanita and Ernest (Stuntz)
Right of Way
Option expires October 13, 1955

3049 sq. ft. at $0.25 per sq. ft.	$ 760.00	
Lawn, shrubs, walk	100.00	
Damage	500.00	
Amount to be paid owners - chrg to Right of Way		$ 1,360.00

THINGS TO BE DONE BY THE STATE

Construct approach road, 139+00
Access: 139+00, North side, unrestricted

Access controlled -

EXHIBIT "A" (cont.)

BEAVERTON-REEDVILLE UNIT-BEAVERTON-FOREST GROVE SECTION - TUALATIN VALLEY HIGHWAY (cont.)

22803 - Classen, Gerhard and Mary (Grant)
Right of Way
Option expires October 14, 1955

6534 sq. ft. at $0.11 per sq. ft.	$ 718.74
Trees and underground tank	81.26
Amount to be paid owners - chrg to Right of Way	$ 800.00

Access: approx. 211+00 or present drive, North side, residential use only

Access controlled -

22809 - Rapp, Henry Albert and Nellie (Grant)
Right of Way
Option expires October 17, 1955

14,810 sq. ft. at $0.10 per sq. ft.	$ 1,481.00
Drain, culvert and moving fence	119.00
Amount to be paid owners - chrg to Right of Way	$ 1,600.00

Grantor to move fence by May 1 or it becomes State property

Access: 18+40 or present driveway, Northerly side, unrestricted.

Access controlled -

22870 - Lawler, Harold J. and Madelynne (Stuntz)
Right of Way
Option expires October 18, 1955

10,000 sq. ft. at $0.15 per sq. ft.	$ 1,500.00
House, 950 sq. ft. at $2.25 per sq. ft.	2,137.00
Shop, 2500 sq. ft. at $0.50 per sq. ft.	1,250.00
Yard improvements	113.00
Amount to be paid owners - chrg to Right of Way	$ 5,000.00

Entire taking -

22883 - Seymour, Charles E. et al (Stuntz)
Right of Way
Option expires October 10, 1955

EXHIBIT "A" (cont.)

BEAVERTON-REEDVILLE UNIT-BEAVERTON-FOREST GROVE SECTION - TUALATIN VALLEY HIGHWAY (cont.)

22883 - Seymour, Charles E. et al (cont.)

4174 sq. ft. at $0.12 per sq. ft. $ 500.00

Amount to be paid owners - chrg to Right of Way $ 500.00

THINGS TO BE DONE BY THE STATE

Construct road approach at Station 232+30

Access: 232+30, North side, unrestricted.

Access controlled -

22879 - Webber, J. E. and Della (Stuntz)
Right of Way
Option expires October 20, 1955

10,018 sq. ft. at $0.12- per sq. ft.	$ 1,200.00	
Lawn, driveway and allowance to move trees & shrubs	220.00	
Damage	800.00	

Amount to be paid owners - chrg to Right of Way $ 2,220.00

Grantor may remove trees and shrubs if removed within 30 days from notice of acceptance.

THINGS TO BE DONE BY THE STATE

Construct approach road to connect with driveway at Sta. 225+05.

Access: 223+60 and 225+05, North side of hwy., unrestricted. No obligation to construct at 223+60.

Access controlled -

22824 - Schlottman, H. J. and Bettina (Stuntz)
Right of Way
Option expires October 8, 1955.

41' x 101', lump sum $ 1,055.00

Amount to be paid owners - chrg to Right of Way $ 1,055.00

EXHIBIT "A" (cont.)

BEAVERTON-REEDVILLE UNIT-BEAVERTON-FOREST GROVE SECTION - TUALATIN VALLEY HIGHWAY (cont.)

22824 - Schlottman, H. J. and Bettina (cont.)

THINGS TO BE DONE BY THE STATE

Construct approach road, 102+03, North side.

Access 102+03, North side, unrestricted.

Access controlled -

22860 - Unger, Thelma and Clarence (Stuntz)
Right of Way and Slope Easement
Option expires October 10, 1955

9147 sq. ft. at $0.12+ per sq. ft.	$ 1,100.00
Concrete parking area	600.00
Allowance for moving 3 holly trees & shrubs	200.00

Amount to be paid owners - chrg to Right of Way $ 1,900.00

Grantor may retain trees & shrubs if removed within 30 days from notice.

THINGS TO BE DONE BY THE STATE

Construct road approaches at 187+78 and 188+20

Access: 187+78 and 188+20, North side, unrestricted.

Access controlled -

22876 - Oakes, Inga Thorpe (Stuntz)
Right of Way
Option expires October 19, 1955

2178 sq. ft. at $0.12 per sq. ft.	$ 260.00
Gravelled driveway and shrubs	100.00
Damage	900.00

Amount to be paid owner - chrg to Right of Way $ 1,260.00

THINGS TO BE DONE BY THE STATE
Construct approach road, 215+09 and 214+32 North side
Access: 214+32 and 215+09, North side, unrestricted.

Access controlled -

EXHIBIT "A" (cont.)

BEAVERTON-REEDVILLE UNIT-BEAVERTON-FOREST GROVE SECTION - TUALATIN VALLEY HIGHWAY (cont.)

22817 - Showalter, Amos B. and Vesta A. (Stuntz)
Right of Way
Option expires October 19, 1955

0.19 acre at $2,500 per acre	$ 500.00
Grocery store and apartment, 3982 sq. ft., $7,50+/sq. ft.	30,000.00
Black top and walks	1,000.00
Tool house, patio and fireplace	250.00

Amount to be paid owners - chrg to Right of Way $31,750.00

Grantor agrees to have store and apt. bldgs. vacated within 30 days from date of acceptance.

THINGS TO BE DONE BY THE STATE

Have bldgs removed from Grantors' property within 45 days from date possession is taken by State.

Access 93+60 and 94+40, North side, unrestricted -

Access controlled -

ADAMS STREET-McMINNVILLE SECTION - PACIFIC HIGHWAY WEST

22201 - Clement, A. B. and Aldine (Benner)
Right of Way
Option expires October 20, 1955

567 sq. ft. at $0.30 per sq. ft.	$ 170.08

Amount to be paid owners - chrg to Right of Way $ 170.08

THINGS TO BE DONE BY THE STATE

Construct 25 ft. entrance, at 95+25, Easterly side of Hwy.

Access not controlled -

22300 - Hoffman, Vernal Mae and Ferdinand L. (Benner)
Right of Way
Option expires July 24, 1955

EXHIBIT "A" (cont.)

ADAMS STREET-McMINNVILLE SECTION - PACIFIC HIGHWAY WEST (cont.)

22300 - Hoffman, Vernal Mae and Ferdinand L. (cont.)

10 sq. ft., lump sum	$ 50.00	
Amount to be paid owners - chrg to Right of Way		$ 50.00

THINGS TO BE DONE BY THE STATE

Construct 12 ft. entrance, at 136+20, Westerly side of Hwy.

Access not controlled -

SALEM-LITTLE PUDDING RIVER UNIT-SALEM-STOUT CREEK SECTION - NORTH SANTIAM HIGHWAY

22215 - Archibald, Raymond and Gertrude G. (Gemmell)
Right of Way
Option expires October 8, 1955

4.79 acres at $500 per acre	$ 2,395.00	
Allowance for purchasing access to county rd.	130.00	
Const. of access rd. to severed parcel	500.00	
Damage	500.00	
Amount to be paid owners - chrg to Right of Way		$ 3,525.00

THINGS TO BE DONE BY THE STATE

Construct fence.

Access controlled - none allowed -

STAYTON-STOUT CREEK UNIT-SALEM-STOUT CREEK SECTION - NORTH SANTIAM HIGHWAY

19559 - Blum, James J. and Ethel I. (Gemmell)
Right of Way
Option expires October 13, 1955

2.0 acres approx.	$ 520.00	
Fencing allowance, 30 rods at $4 per rod	120.00	
Amount to be paid owners - chrg to Right of Way		$ 640.00

Access controlled - none allowed -

EXHIBIT "A" (cont.)

MYRTLE CREEK-UMPQUA BEND SECTION - PACIFIC HIGHWAY

22468 - March, Harold (Holt)
Right of Way
Option expires October 12, 1955

1 acre at $500 per acre	$ 500.00	
14.5 acres at $50 per acre	725.00	
Amount to be paid owners - chrg to Right of Way		$ 1,225.00

THINGS TO BE DONE BY THE STATE

Construct 16' access road from grantors property to County Road opposite Sta. 3435+45.

Access controlled - none allowed -

MEACHAM-HILGARD SECTION - OLD OREGON TRAIL HIGHWAY

22790 - Hartman, Fred L. and Ruth L. (Brainerd)
Right of Way
Option expires October 7, 1955

14.49 acres at $10 per acre	$ 144.90	
Timber, Est. 15 cords/ac. at $1/cord	217.35	
Amount to be paid owners - chrg to Right of Way		$ 362.25

THINGS TO BE DONE BY THE STATE

Fence right of way and maintain said fence.

Access controlled - none allowed -

PUMPING PLANT HILL-ONTARIO SECTION - OLD OREGON TRAIL HIGHWAY

22973 - Mosso, John and Ruby (Brainerd)
Stockpile Site
Deed signed April 12, 1955

0.80 acre Exchange for 2.59 acres old highway

Appraisals show market value of 0.8 acre at $800
Appraisals show market value of 2.59 acres at $260

Grantor has right to harvest 1955 fruit crop

EXHIBIT "A" (cont.)

PUMPING PLANT HILL-ONTARIO SECTION - OLD OREGON TRAIL HWY. (cont.)

22973 - Mosso, John and Ruby (cont.)

Convey to the optionors above that 2.59 acres, as an exchange part of the settlement, upon the grounds and for the reason that the said property, in the opinion of the commission, is no longer needed, required or useful for highway purposes, and that the value of the property to be acquired is not less than the value of the property to be conveyed.

Access controlled on 2.59 acre sale-

BEAVERTON-REEDVILLE UNIT-BEAVERTON-FOREST GROVE SECTION - TUALATIN VALLEY HIGHWAY

22825 - Schlaefli, Albert Melvin and Shelly Lu (Stuntz)
Right of Way
Option expires October 10, 1955

5662 sq. ft. at $0.20 per sq. ft.	$ 1,130.00	
Lawn, blacktop & allowance to move fence & shrubs	220.00	
Amount to be paid owners - chrg to Right of Way		$ 1,350.00

Grantor to move fence and flowers 30 days from notice.

THINGS TO BE DONE BY THE STATE

Construct approach road at 104+24. Connect existing 4" drain tile from Grantors' basement to underground storm sewer to be laid by State within r/w. Maintenance and repairs to sewer system must be done at cost of grantor and supervised by the hwy. dept.

Access: 104+24, North side, unrestricted.

Access controlled -

SCOTTSBURG-REEDSPORT SECTION - UMPQUA HIGHWAY

23012 - Foster, Ralph L. (Holt)
Dike, Borrow Pit and Haul Road Easement
Option expires October 24, 1955

3.17 acres, easement	$ 500.00	
Machine shed, 1620 sq. ft. at $1.35+ per sq. ft.	2,200.00	
Amount to be paid owner - chrg to Right of Way		$ 2,700.00

State may remove machine shed from property anytime after June 1, 1955

EXHIBIT "B"

Minutes of April 27, 1955

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: for rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street, quarry sites, gravel pits, storage sites, stock pile sites, or for the acquisition or manufacture of roadbuilding materials, approach or hauling roads, connecting roads, frontage road, highway drainage, drainage tunnels, or for the elimination or prevention of hazardous points of entry from adjacent property to state highways, or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, the said Commission is required to designate, locate, relocate, construct and maintain in the State of Oregon a system of highways, including all necessary bridges and culverts; and,

WHEREAS, for the purpose of constructing and maintaining highways of the state highway system, the Commission plans and proposes to acquire certain real property for the acquisition of roadbuilding materials for use in connection with the construction and maintenance of highways of the state highway system, and right of way for a haul road; and,

WHEREAS, said Commission is authorized to take fee simple title to said real property.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, certain interests in or fee simple title to a certain parcel of real property. The said parcel of real property, or particular interest therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, is more particularly described in the attached list, marked Exhibit A, under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit A is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

EXHIBIT "B" (Cont)

2. That the highway facilities for which the said parcel of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcel of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcel of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 27th day of April, 1955, as Condemnation Resolution No. 665.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 665, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C"

Minutes of April 27, 1955

RESOLUTION

WHEREAS, the Highway Commission on November 13, 1931, approved and on December 6, 1933, by resolution confirmed the establishment and designation of the Fox Hollow State Secondary Highway No. 221 in Lane County, described as follows:

> Market Road No. 24 and county roads, beginning at the south city limits of Eugene (as of November 13, 1931) and running thence southerly along Market Road No. 24 to the top of a certain ridge; thence along county roads and a portion of Market Road No. 25 to a connection with the Pacific Highway north of Walker Station approximately 15.5 miles;

and

WHEREAS, the Lane County Board of Commissioners has requested the State Highway Commission to eliminate the Fox Hollow State Secondary Highway No. 221 from the State Highway System and place such road under the jurisdiction and control of Lane County; and

WHEREAS, the State Highway Commission after due and careful consideration, based upon their knowledge of the needs of the traveling public in the State, are of the opinion that the Fox Hollow Secondary State Highway is not a necessary integral part of the State Highway System and that the interests of the State will best be served by establishing such road as a county road under the jurisdiction and control of Lane County; and

WHEREAS, it is the purpose of the State Highway Commission to take official action and to impress upon its records the disposition made of such secondary state highway;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission that:

1. The Fox Hollow Secondary State Highway No. 221 originally described as follows:

> Market Road No. 24 and county roads, beginning at the south city limits of Eugene (as of November 13, 1931) and running thence southerly along Market Road No. 24 to the top of a certain ridge; thence along county roads and a portion of Market Road No. 25 to a connection with the Pacific Highway north of Walker Station approximately 15.5 miles

EXHIBIT "C" (Cont)

is hereby eliminated and removed from the Secondary State Highway System, and all right, title and interest which the State has in said highway herein described passes to and vests in Lane County.

2. This Resolution be entered in the minutes and records of the State Highway Commission on the 27th day of April, 1955, as Abandonment and Retention Resolution, File No. 303, and the Secretary is ordered to mail a duly certified copy thereof to the Board of County Commissioners of Lane County.

Sheridan, Oregon
May 24, 1955

The State Highway Commission convened in special session at 10:00 a.m. in the City Council Chambers in the Sheridan City Hall, pursuant to formal notice sent to the Common Councils of the Cities of Sheridan and Willamina on April 19, 1955. This meeting was held to comply with the requirements of Section 13 of the Federal-Aid Highway Act of 1950.

Present were:

Ben R. Chandler, Chairman, State Highway Commission
Charles H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, Deputy State Highway Engineer
H. B. Glaisyer, Secretary

Also present were approximately seventy-five people from the towns of Willamina, Sheridan and vicinities. Chairman Chandler explained that the purpose of the meeting is to give the people of Sheridan and Willamina an opportunity to express themselves concerning the proposed plan to rebuild the Salmon River Highway on alignment that will by-pass the Cities of Willamina and Sheridan. At his request the Engineer exhibited a map showing the several routes that have been investigated, and explained details, particularly pointing out the advantages and disadvantages of each route. (For details of his presentation see copy of his written report to the Commission in the general files.) He summarized his report by stating that the routes meriting highest consideration are the "A" line and the "C" line, and he recommended adoption of the "C" line because the rise and fall in grade on that line is much less than on the other and the line is closer to Sheridan. Chairman Chandler then invited the local people to express themselves either for or against the plan. He asked the people of Sheridan to talk first.

Mr. Eugene E. Marsh, McMinnville, Attorney for the City of Sheridan, spoke at the request of Mayor Fred Bozeman. He presented an airplane photograph of the City of Sheridan showing the present highway and the nature of the land across which the new highway is routed, and he inquired as to the type of access that will be allowed to the proposed relocated highway. The Engineer stated that the new highway will be constructed to controlled access standards and that access will be allowed at or near Wallace Bridge and at a junction of the new highway with the existing highway east of Sheridan. Mr. Marsh recalled previous proposals for a one-way couplet through the City of Sheridan, using Main Street for travel in one direction and Yamhill Street for travel in the other direction. He said that many businessmen have improved their properties in conformity with such plan. He also said that the town of Sheridan has recently bonded itself in the amount of $365,000 for construction of a new sewer system and if the by-passing of the City hurts business in the City, it will make it difficult to retire the bonds. He also pointed out that the proposed highway relocation passes through

some excellent farm land and will destroy a large amount of it. He called attention to plans which have been made concerning construction of a dam in the Yamhill River west of Wallace Bridge, and gave as his opinion that if the dam is constructed it will be necessary to abandon a part of the proposed "C" line. It was his concluding comment that towns should not be bypassed unless there is some urgent or nationally important reason, and that farmers whose land will be cut up, as well as the business people of Sheridan, are much concerned. State Senator Carl Francis of Dayton, commented that if by-passing a town or community has a detrimental economic effect on a community, the by-pass should not be constructed. He mentioned that the State Legislature, in an attempt to solve this problem, had appointed an Interim Committee to study the effects of by-passing towns and cities. It was his thought that the actual by-passing of Sheridan and Willamina should be deferred pending completion of the studies that are being made by the Interim Committee.

Material, as follows, was filed with the Commission in support of the arguments presented by the Sheridan group: (1.) Copy of resolution adopted by the City Council on August 22, 1947, endorsing a one-way highway couplet through Sheridan, using Main Street for east-bound traffic and Yamhill for west-bound traffic; (2.) Resolution adopted by the City of Sheridan and the Sheridan Chamber of Commerce on May 23, 1955, urging retention of the present route of the highway through Sheridan and establishment of a one-way grid system when conditions warrant the same; (3.) Resolution from the Yamhill County Chamber of Commerce, dated May 12, 1955, stating that it is unalterably opposed to any by-pass of a community where such by-pass will adversely affect the economy of that community; and (4.)a sketch showing property located at the eastern edge of Sheridan that, it is alleged, was purchased by the State Highway Department to effect the establishment of a one-way couplet for this highway.

Mr. Frank Smelser, Mayor of the City of Willamina, stated that highways and railroads are the life-blood arteries of towns such as Willamina and Sheridan, and if businesses are hurt by relocation of the highway the towns will suffer by reason of a smaller income from taxes. He pointed out that the Yamhill Valley is narrow and that 200 feet of right of way through farming country will take much valuable land and remove it from tax rolls. He commented that it is his thought that a feasible route can be found that will not by-pass the towns of Sheridan and Willamina. He called attention to the great number of accidents that are caused by speed, and he predicted that construction of a new, straight highway bypassing Willamina and Sheridan will accentuate traffic fatalities. It was his feeling also that construction of the by-pass will be an inducement for loggers to haul past Willamina, and as a result the plywood industry in Willamina will suffer because business follows the highways. Mr. Louden, President of the Willamina Chamber of Commerce, stated that in his opinion the "F" line, passing through Sheridan and Willamina, is the best route and can be modernized at low cost. The main problem, he said, is improving the highway west of Willamina. He also said that the people of Willamina do not like the idea of having to travel two miles or more in order to get on the new highway, and that they are going to protest to the

limit against the proposed change. He presented a petition opposing the by-pass project.

A property owner in Sheridan who did not give his name commented that he has lived in Sheridan for a number of years and that he would very much like to see the heavy highway traffic taken away from the City's main street. Mr. John Leger of Willamina expressed the fear that the proposed by-pass will prove detrimental to the lumbering and plywood industry in Willamina as well as to service stations and businesses catering to the traveling public.

Chairman Chandler stated that concepts of highway construction have been changing rapidly, especially since 1947, due to the great increase in the number of vehicles that use the highways, and that a factor in highway construction is to provide safety and this must be considered, along with provisions for cheaper travel, when new highways are planned. He pointed out that highways are financed with road-user monies rather than general taxes, and that it is not the intent of the Commission to hurt any town or community. He also commented that from limited experience in Oregon and elsewhere it has been determined that by-passes generally do not hurt a community. He concluded the hearing by stating that anyone who is interested in securing information on costs or other data pertaining to the several routes considered by the Engineer can secure the same upon request to the Commission in Salem.

The meeting adjourned at 11:00 a.m.

State Highway Engineer — Chairman

Commissioner

Secretary — Commissioner

Rickreall, Oregon
May 24, 1955

A special meeting of the Highway Commission was held at 1:00 p.m. in the Rickreall Grange Hall. Present were:

Chas. H. Reynolds, Acting Chairman
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, Deputy State Highway Engineer
H. B. Glaisyer, Secretary

Chairman Chandler was excused from attending this meeting due to a previous appointment.

May 24, 1955

Also attending the meeting were approximately 85 people from Rickreall, Dallas and Salem.

Commissioner Reynolds introduced Commissioner McIver and members of the Highway Department staff and explained that the purpose of the meeting is to give local people an opportunity to express themselves regarding the plans of the Commission to construct a highway between Oak Knoll or Rickreall, and Dolph Corner. He called upon the State Highway Engineer to explain the several routes that have been studied. The Engineer exhibited a map showing the several routes that were considered. He explained that in determining the costs and benefit quotients of the proposed routes, there must be considered, in addition to the cost of construction of each route, the additional cost of improvement of the existing highway from the Dallas junction to Oak Knoll.

On this basis he stated that the Basket Slough Route of 7.39 miles would cost $1,653,500 and would provide a benefit quotient of 4.07. Another route, known as Route 2, lying north of the existing highway and also beginning at Oak Knoll Golf Club, would cost $1,281,500 and would provide a benefit quotient of 4.52, the total distance being 7.43 miles. Line No. 3, beginning at Oak Knoll and following the existing highway to Rickreall and thence on new alignment northwesterly to Dolph Corner, would cost $1,243,500 and would provide a benefit quotient of4.72,the total distance being 7.84 miles. Line No. 4, would utilize the existing highway from Oak Knoll through Rickreall to a point 1.65 miles east of Dallas, thence northerly on a new line to Dolph Corner, would cost $1,245,500 and would provide a benefit quotient of 4.01, the total distance being 9.06 miles.

These studies, he stated, indicate conclusively that Line No. 3 is the best of the alternate routes studied, and he recommended that it be adopted.

Commissioner Reynolds stated that this is a courtesy hearing and that anycne present will be allowed to speak.

Mr. James Walton of Salem presented a petition containing 3328 signatures urging early construction of whichever route the Commission may adopt.

Mr. E. H. Thompson, President of the Salem Chamber of Commerce, also urged early construction of the most feasible route. He expressed himself as in favor of the route recommended by the Engineer.

Mr. E. C. Kennedy, President of the North Santiam Chamber of Commerce, said that they are not endorsing any particular route but they urge early construction of a new route in order to remove the "bottleneck" that now exists for traffic from Central Oregon.

Mr. J. L. Franzen, City Manager for the City of Salem, stated that the City Council is not particularly interested in the routing of the highway but has passed a resolution urging construction of the new highway on new alignment as soon as possible. He presented a copy of the resolution.

Mr. Hal Barnhart, Polk County Judge, stated that Dallas is the hub of industry in Polk County and, as such, needs a better road between Salem and Dallas. He favored a revised route that will come closer to Dallas,

possibly the use of Route No. 4.

Mr. Joe Harland, a farmer whose land will be severed by Route No. 3, stated that in the past he has urged the use of the Basket Slough Line, or Route No. 1, and has offered to donate one and one-quarter mile of right of way if the right of way coincides with his north property line. He felt that Line No. 2 is not a good line as it chops up too much farm land, and he suggested that a new highway be constructed north of and closely paralleling the existing highway from Oak Knoll west. He called attention to the fact that a new mill is to be established in Dallas which will require a large number of people to operate it. Some of these new people as well as many other Salem and Dallas residents will travel the highway between Salem and Dallas. It was his thought that, if the new highway were constructed parallel to the present highway, the old highway should be maintained as a city street for residential use. Mr. W. C. Winslow, Salem, Mr. Harland's Attorney, spoke in favor of Mr. Harland's proposal.

Mr. J. Ryan, farmer, inquired how much distance to the coast will be saved by Line No. 1 and by Line No. 3. The Engineer replied that the saving in mileage would be 3.12 miles on Line No. 1 and 2.67 miles on Line No. 3. Mr. Ryan then stated that he favors Route No. 1, as the other line would cut through his property.

Mr. Ross Simpson stated that it appeared to him to be poor economy to spoil a number of good farms for the sake of approximately 800 vehicles a day which would use the short-cut route. It was his thought that the existing road north of Dallas could be improved to satisfy requirements.

Commissioner Reynolds concluded the hearing by pointing out that the Highway Commission is entrusted with the handling of highway funds and the construction of highways so that the best interests of the greatest number of people will be served. The present highway, he said, is obsolete and when the new one is constructed it must be put in the proper place for the benefit of future generations. The meeting thereupon adjourned at 2:00 p.m.

State Highway Engineer — Acting Chairman

Secretary — Commissioner

Dayton, Oregon
May 24, 1955

Pursuant to Federal Aid requirements and notice heretofore given the Dayton City Council the State Highway Commission held a public hearing in the Dayton City Hall at 3:00 p.m. this date. Present were the following:

Chas. H. Reynolds, Acting Chairman
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, Deputy State Highway Engineer
H. B. Glaisyer, Secretary

Chairman Ben R. Chandler was excused from attending this meeting due to a previous appointment. Also present were approximately 25 residents of Dayton and vicinity.

Commissioner Reynolds explained that the purpose of the hearing was to give the people of Dayton an opportunity to express themselves concerning the Commission plans to reroute the Three Mile Lane State Secondary Highway so as to by-pass the City of Dayton a short distance to the north. He introduced the members of the Commission group and asked the State Highway Engineer to explain details. The Engineer exhibited a map showing the location of the proposed by-pass which just misses the city limits of Dayton on the northwest. This location, he stated, provides a very satisfactory river crossing and takes the through traffic from Dayton's main street. He explained that the proposed project will lead to an ultimate development of highways in this vicinity which will shorten distance, relieve traffic of delays and congestion, and will materially expedite the movement of goods and services in this part of the state.

The meeting was then turned over to the local people to express themselves regarding the plan. One of the local residents stated his belief that it would be better to widen the present highway rather than to construct the by-pass so as to avoid destruction of a large amount of farm land. The Engineer explained that the existing bridge must be replaced shortly and when it is replaced it should be relocated for better highway alignment. It is planned, he stated, to give the old bridge to Yamhill County if the County wants it. He also said that the new highway will be constructed as a controlled access highway.

Mr. Philip Bladine, editor of the newspaper in McMinnville and President of the Chamber of Commerce, stated that, if the Dayton by-pass section is constructed it will effect traffic routing into McMinnville, and the result will be an intolerable traffic situation,because it will destroy the effectiveness of their proposed one-way couplet on US99W, unless the reconstruction is continued westerly to the highway junction at the south edge of McMinnville. The Engineer replied that studies indicate that a one-way couplet for US99W traffic will still be needed in McMinnville even though the Dayton by-pass route is constructed because it is anticipated that not more than 25 per cent of US99W traffic will use the new route. Inquiry was then made by Mr. Bladine if there is any real need for the by-pass. To this inquiry the Engineer replied that the existing bridge at Dayton will have to be replaced in the near future and when it is replaced the new bridge should be built on the ultimate route of the highway.

One local gentleman commented that the new highway route would destroy much valuable farm land and that, in his opinion, the limited ac-

cess provision will be detrimental to the interests of farmers, who he stated, are generally not in favor of the by-pass.

Mr. John Howard, service station operator, inquired if it might not be advisable to modernize the existing route. The Engineer replied that it would soon be necessary to rebuild the bridge at Dayton and that from an engineering point of view it would be unwise to rebuilt it in its present location.

Mr. E. W. Budke, President of the Dayton Chamber of Commerce, read aloud and presented a letter from the Chamber of Commerce urging development of US99W and opposing the Dayton by-pass as it was felt that businessmen in Dayton would suffer serious financial loss. He declared that Dayton will be isolated for tourist business if the by-pass is constructed.

Mr. John Howard, speaking again in behalf of the Dayton Lion's Club, presented a resolution opposing the by-pass route and favoring improvement of the present road.

State Senator Carl Francis stated that he felt the State could save money and make people happy by constructing a new bridge on Main Street in the town of Dayton. Construction of the by-pass, he said, will injure much excellent farm land, will destroy farm planning, and will adversely effect the economy of the community. He urged a new bridge on the site of the existing bridge.

Mr. Earl Coburn, a businessman of Dayton, gave as his feeling that the by-pass is primarily for the benefit of truckers and tourists whereas local business depends upon tourist traffic that goes through the town. It was his thought that the present highway could be modernized without chopping up farm land by construction of the by-pass.

Mr. Clifford Elliott, Manager of the McMinnville Chamber of Commerce, stated that, if US99W highway traffic is diverted from the existing route through McMinnville, about 30 of the 78 service stations along the route will be forced to go out of business, representing an annual trade loss of $360,000 which the community cannot afford.

Mr. James Stannard, representing the Roads and Highway Committee of the McMinnville Chamber of Commerce, stated that there will be forthcoming from his committee a resolution containing suggestions relative to improvement of the Amity-Dayton Highway as well as US99W and the Three Mile Lane Highway.

Mr. Pruitt, turkey raiser, stated that the proposed by-pass will go through his property and that his turkey business will be ruined if it is built.

Mr. Allison, of the "Dayton Tribune", declared that the proposed by-pass is ahead of its time and that US99W should be improved first.

Senator Carl Francis, speaking again, called attention to the old pioneer blockhouse in the City of Dayton, which if properly advertised, could be made a great tourist attraction. He also pointed out that this hearing is unique in one respect in that the desires of most of the people present are that the State spend less money than is proposed.

Commissioner Reynolds concluded the discussion by stating that careful consideration will be given to the points brought out at the hearing, and that they will not be passed over lightly by the Commission in reaching its decision.

The meeting adjourned at 4:00 p.m.

State Highway Engineer

Chas. H. Reynolds
Acting Chairman

Secretary

Commissioner

May 24, 1955

Portland, Oregon
May 25, 1955

The Oregon State Highway Commission met in regular session at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, Deputy State Highway Engineer
W. W. Stiffler, Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
R. L. May, Jr., Assistant Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

Bids as follows, for furnishing insurance covering the Steel Bridge in Portland and for highway construction, were opened and read aloud by the Secretary who then announced that the award of contracts would be made at 4:00 p.m. in the same room.

MULTNOMAH COUNTY
LIABILITY INSURANCE FOR STEEL BRIDGE
(PORTLAND)

Hansen & Rowland, Inc., Portland	$ 795.33
Dooly & Company, Portland	899.00
Doxey Insurance Agency, Portland	954.79
W. C. Dyer & Sons Insurance Agency, Salem	954.79
Mansfield & Company, Portland	954.79
Deyoung & Osborne, Portland	954.79

CLACKAMAS COUNTY
GRADING AND PAVING SOUTH RIVER ROAD JUNCTION (MILWAUKIE) SECTION OF PACIFIC HIGHWAY EAST

Central Paving Co., Independence	$ 9,982.00
Hutton-Kalkhoven, Portland	10,148.00
K. F. Jacobsen & Co., Portland	10,394.50
Portland Road & Driveway Co., Portland	11,340.50
Oregon Asphaltic Paving Co., Portland	11,649.50

CLACKAMAS COUNTY
GRADING AND PAVING PARK AVENUE-GLADSTONE SECTION OF THE OATFIELD COUNTY ROAD

K. F. Jacobsen & Co., Inc., Portland	$144,645.00
Central Paving Co., Independence	145,399.00

Grading and paving Park Avenue-Gladstone Section (cont)

Portland Road & Driveway Co., Portland	$174,376.00
Parker-Schram Co., Portland	174,873.00
Oregon Asphaltic Paving Co., Portland	175,406.00
J. N. Conley, Portland	184,250.00

CLATSOP COUNTY

GRADING, PAVING AND BRIDGE CONSTRUCTION ON MILES CROSSING-LEWIS & CLARK RIVER AND COOKS SLOUGH SECTIONS SOUTHEAST OF ASTORIA

Grimstad & Vanderveldt, Astoria	$ 90,313.00
The United Contracting Co., Portland	96,503.50

CLATSOP AND TILLAMOOK COUNTIES

CLEANING AND PAINTING NORTH FORK QUARTZ CREEK AND NECARNEY CREEK BRIDGES ON THE OREGON COAST HIGHWAY

Tri State Painting Co., Portland	$ 22,800.00
A. C. Bubak, Woodburn	23,000.00
A. H. Barbour & Son, Inc., Portland	24,350.00
C. H. Savage Co., Portland	24,478.00
O-S Painters, Inc., Tigard	24,560.00
J. E. Brown Co., Portland	28,260.00

DESCHUTES COUNTY

COUNTY ROADS OILING PROJECT IN VICINITY OF REDMOND, SISTERS AND BEND

Babler Bros., Inc., Portland	$ 66,909.00
J. C. Compton Co., McMinnville	74,649.00

DOUGLAS COUNTY

CONSTRUCTION OF CONCRETE STRUCTURE AND RELOCATION OF 640 FEET OF COUNTY ROAD ON WEAVER OVERCROSSING OF S.P. TRACKS ON PACIFIC HIGHWAY

A. H. Saxton & Son, Corvallis	$ 89,161.50
Hamilton & Thoms, Eugene	96,089.00
Glenn Snook, Eugene	97,041.00
Peter Kiewit Sons' Co., Longview, Wn.	97,918.00
Tom Lillebo, Reedsport	101,250.00
Kuckenberg Construction Co., Portland	110,752.00

DOUGLAS COUNTY

REEDSPORT MAINTENANCE BUILDING

Donald W. Thompson, North Bend	$ 11,676.00
Robert C. Wilson, Corvallis	13,793.00
A. T. Fox, North Bend	13,984.00

Reedsport Maintenance Building (cont)

Truitt Woodworth, Florence	$ 14,265.00
Tom Lillebo, Reedsport	14,370.00
John M. Steinmuller, Jr., Eugene	15,841.00
Maurice R. Holst, Oakridge	16,181.20

GRANT COUNTY
GRADING AND SURFACING MAIN STREET-S.W. 2ND AVENUE AT JOHN DAY

Lankford Bros., Nyssa	$ 9,830.00

JACKSON COUNTY
CONSTRUCTION OF WAGNER AND BEAR CREEK BRIDGES ON THE VALLEY VIEW ROAD NEAR TALENT

Columbia Empire Constructors, Inc., and P. S. Lord Mechanical Contractors, Portland	$ 91,258.40
Tom Lillebo, Reedsport	91,350.00
Ausland Construction Co., Grants Pass	95,365.00
F. H. McEwen, Eugene	98,560.00
H. Barnhart, Medford	98,817.50

JOSEPHINE COUNTY
GRADING AND PAVING APPLEGATE RIVER SECTION OF THE REDWOOD HIGHWAY

C. R. O'Neil, Pendleton	$188,927.50
Fred H. Slate Co., Ore. Ltd., and E. C. Hall Co., Portland	194,211.00
Funderburk Construction Corp., Sutherlin	202,324.00
F. L. Somers, Medford	204,448.00
F. H. McEwen, Eugene	227,040.00
Parker-Schram Co., Portland	247,777.00
Kuckenberg Construction Co., Portland	256,416.50
J. N. Conley, Portland	265,805.50

KLAMATH COUNTY
CHILOQUIN (KLAMATH) AVENUE PAVING PROJECT

Asphalt Paving Co., Klamath Falls	$ 7,540.00
Peter Kiewit Sons' Co., Longview, Wn.	9,822.50

KLAMATH COUNTY
JACKSON COUNTY LINE-KENO ROCK PRODUCTION PROJECT ON THE GREEN SPRINGS HIGHWAY

M. C. Lininger & Sons, Medford	$ 39,040.00
F. H. McEwen, Eugene	42,350.00

May 25, 1955

Jackson County Line-Keno Rock Production Project (cont)

F. L. Somers, Medford	$ 44,800.00
Peter Kiewit Sons' Co., Longview, Wn.	52,780.00

LAKE COUNTY

STONE BASE AND OILING VALLEY FALLS AND SALT CREEK-LAKEVIEW SECTIONS OF FREMONT HIGHWAY

F. L. Somers, Medford	$102,705.00
N. A. Toole Construction Co., Ontario, Ore.	104,432.00
E. C. Hall Co., Portland	108,825.00

LANE COUNTY

PAVING WEST UNIT, SPRINGFIELD-WALTERVILLE SECTION OF THE MCKENZIE HIGHWAY

John R. Saxton, Idlewyld Park	$174,272.50
The Central Heating Co., Ore. Ltd., Eugene	181,542.50
T. C. Wildish Co., Eugene	182,529.50
Acme Construction Co., Eugene	191,315.00
E. C. Hall Co., Portland	195,650.00
J. C. Compton Co., McMinnville	199,492.50
Warren Northwest, Inc., Portland	205,285.00

LANE COUNTY

COOKS RANCH-SCOTTS LAKE ROCK PRODUCTION PROJECT ON THE MCKENZIE HIGHWAY

E. C. Hall Co., Portland	$ 42,720.00
C & W Crushing Co., Seaside	44,880.00
Calkins Crushing Co., Oceanlake	50,400.00
J. Ira McNutt Construction Co., Springfield	52,200.00

LINCOLN COUNTY

STONE BASE AND OILING, ETC. CHITWOOD CREEK-SILETZ SECTION OF SILETZ HIGHWAY

Central Paving Co., Independence	$ 76,081.00
Calkins Crushing Co., Oceanlake	76,141.00
Oregon Asphaltic Paving Co., Portland	78,726.00
P. A. Shoat Co. & Yaquina Bay Quarries, Portland	84,452.00

LINN COUNTY

GRADING AND PAVING QUEEN AVENUE (ALBANY) SECTION OF THE CORVALLIS-EASTSIDE HIGHWAY

Warren Northwest, Inc., Portland	$ 60,926.30
Lebanon and Harrisburg Sand and Gravel Co., Lebanon	62,190.80
Oregon Asphaltic Paving Co., Portland	72,060.10

MARION COUNTY
ABIQUA CREEK BRIDGE ON
MERIDIAN ROAD

Concrete Structures, Portland	$ 19,975.00
T. W. Thomas, Portland	22,150.00
Birkemeier Construction Co., Milwaukie	23,550.00
Tom Lillebo, Reedsport	23,760.00
Babler Bros., Inc., Portland	23,875.00
Schrader Construction Co., Portland	27,650.00
C. J. Eldon, Portland	29,743.50
Orlando C. Bennard, Portland	33,740.00

TILLAMOOK COUNTY
NEHALEM RIVER BRIDGE ON MIAMI VALLEY ROAD

Columbia Empire Constructors, Inc. and P. S. Lord Mechanical Contractors, Portland	$115,321.00
C. J. Eldon, Portland	124,700.00
Tom Lillebo, Reedsport	124,970.00
Parker Johnson Co., Portland	130,995.00
Lee Hoffman, Beaverton	132,940.00
H. G. Palmberg, Astoria	134,940.00
Schrader Construction Co., Portland	137,490.00
United Builders, Inc., Beaverton	146,599.00

UMATILLA COUNTY
EMIGRANT HILL GUARDRAIL AND SNOW FENCE PROJECT ON THE OLD
OREGON TRAIL HIGHWAY

George E. Berry, Beaverton	$133,970.00
T. W. Thomas, Portland	139,098.50
McWaters & Bartlett, Boise, Idaho	140,814.40
Anderson Torretta, Walla Walla, Wn.	141,608.00
Cherveny Construction Co., Portland	142,913.20
R & M Construction Co., Central Point	150,576.00
Wulfert Co., Inc., San Leandro, Calif.	152,582.00
Erland and Blickle, Portland	164,920.00
United States Steel Corp., Portland	196,927.20

UNION COUNTY
UNION (WARREN AND DEARBORN STREETS) GRADING AND PAVING
PROJECT

Russell Olson Construction Co., Inc., Pendleton	$ 16,951.50
Arthur Simonsen Co., Baker	17,526.00
Lankford Bros., Nyssa	17,570.50

May 25, 1955

The Commission approved the minutes of April 13-14, and April 27, 1955.

The State Parks Superintendent reported on the following matters pertaining to State Parks:

1. Purchase of Drury property on Oregon Coast Highway south of Yaquina Bay for park purposes: The Parks Superintendent requested confirmation of telephonic approval for purchase of land owned by Mrs. Beatrice Crawford Drury. He recalled that Mrs. Drury, in a previous appearance before the Commission, had offered to sell to the State this property consisting of approximately 96 acres along the west side of the Oregon Coast Highway, a short distance south of Yaquina Bay and in the $S\frac{1}{2}$ of the $SW\frac{1}{4}$ of Sec. 17, T. 11 S., R. 11 W. Mrs. Drury has agreed to accept $10,000 for the land plus $1,287 for the merchantable timber on the land with the provision that the State pay back taxes amounting to $1,263 and the cost of transferring title. A study of the Lincoln County area, he stated, indicates the need of more park land in the next 10 to 20 years. Lands suitable for park purposes are scarce in this area except at a very high price and he recommended that the purchase of the Drury property be confirmed. The Commission confirmed the purchase.

2. Request of the Natural Resources and Recreation Committee of the Portland Chamber of Commerce to improve the area around the marker at Willamette Stone State Park: The Parks Superintendent reported that the request proposed laying out an area around the stone indicating the method of land subdivision and the construction of a shelter, benches, etc., at an estimated cost of $2,500. It was his opinion that at the present time construction of a concrete apron around the marker indicating the plan of subdivision of land would meet the present needs. If use and interest in the area become great enough, further development could be made at a later time. The Commission approved the development as presented by the Parks Superintendent for construction in 1956.

3. Proposed development of a park area on the McKenzie River at Leaburg in Lane County: The Parks Superintendent reported that sometime ago the Eugene Water & Electric Board had requested the State to develop an area at the Leaburg Dam if the property was given to the State: A study was made of the area, the Parks Superintendent reported, but subsequently the Eugene Water & Electric Board decided to retain the property and make their own development at their own expense. The Commission accepted the report.

4. Offer of Mr. Wm. J. Wineberg to give to the State 56 lots in the platted townsite of South Newport for State Park purposes: The Parks Superintendent stated that this property lies within the area being purchased from Mrs. Drury and is located in Blocks 4,6,7,9, and 12 of South Newport. Mr. Wineberg has offered the property as a gift to be used for park purposes with the understanding that some recognition

be made for the donation, such as a marker to be placed in the area. He recommended acceptance of the gift and the placement of an appropriate small bronze marker. The Commission accepted his recommendation.

5. Request of Mr. R. A. Herb to cross a small portion of South Beach Wayside property at Yaquina Bay in the construction of a boat launching ramp: The Parks Superintendent reported that Mr. Herb owns property adjoining the South Beach Wayside and east of the highway on the south shore of Yaquina Bay where he has established a trailer camp. He proposes to construct on his own property a boat launching facility which will necessitate crossing a corner of State owned land to reach the ramp. It was his feeling that there is a need for a place to launch boats in this area and the construction of one at this location will not interfere in the use of the park. He recommended that a permit be granted Mr. Herb to cross State land at this location. The Commission accepted his recommendation.

6. Closing of certain park areas to overnight camping. The Parks Superintendent reported that in the development of overnight camping areas, it had been found after three years trial, that a number of park areas were not receiving enough overnight campers to justify their continuance. He recommended discontinuance of overnight camping at:

Governor Patterson Memorial State Park
Ben & Kay Dorris State Park
Booth State Park
Chandler State Park
Cline Falls Wayside
Shelton State Park
Painted Hills State Park
Red Bridge State Park

He also pointed out that the yearly use in any one of these areas had been less than 30 overnight campers. The Commission approved discontinuance as recommended.

7. Request of Jack Flaucher to lease approximately 39 acres for pasture purposes in the NE $\frac{1}{4}$ of the NE $\frac{1}{4}$ of Sec. 29, T. 1 N., R. 5 E. This property, the Parks Superintendent stated, is located near Sheppards Dell on the Columbia River Highway and is submerged by the Columbia River during high water. He recommended that the property be leased to Mr. Flaucher for $50 per year plus whatever taxes the State may have to pay on the land. The Commission approved the rental of the property as recommended, but at the suggestion of the Engineer, instructed that an investigation be made to determine if the rental offered is adequate for the value being received by the renter.

8. Proposed park area consisting of land owned by Mrs. Albert Powers at Broadbent on the Powers Secondary Highway in Coos County: The Parks Superintendent recalled that he had been instructed at the April meeting to have the property appraised, which has been done and the value determined in the amount of $804. The land consists of slightly more than 5 acres and has a heavy growth of myrtle and other trees, and is desirable as a wayside area. He recommended that Mrs. Powers be offered $800 for the property. The Commission approved the offer.

The Right of Way Engineer presented for consideration options secured for acquisition of real property needed for state highway improvements and for other purposes. After careful consideration, the Commission unanimously approved closing the options at the prices mentioned therein by adopting the attached resolution relative thereto marked Exhibit A, which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The Commission considered and, upon the Right of Way Engineer's favorable recommendation, confirmed the sale of miscellaneous items by the Property Manager made since the last Commission meeting. (For details of the items sold, see Miscellaneous Sales Report, dated May 25 and 26, 1955 in the Commission files).

The matter of consenting to the issuance of a permit for the construction of a sewer on N. E. Clackamas Street between 68th and 69th Avenues in the City of Portland was discussed. The Right of Way Engineer explained that at the April meeting a request had been received from the City of Portland that the State give its consent to the vacation of a street section in this area and they are now asking that the Highway Commission voice no protest to the issuance of the permit for sewer construction. Private property owners have deposited $800 with the State to cover the cost of a sewer assessment which will be made against the State. He recommended that no protest be made. The Commission accepted his recommendation.

Attention was also given to a request from Stapleton and Stapleton, Attorneys in The Dalles, for vacation of an unused roadway through the property of Philip and Jessie Stofer, located in Lots 27 and 34, Rowena Tracts, Sec. 12, T. 2 N., R. 12, E., W.M., Wasco County. The Right of Way Engineer explained that since the Columbia River Highway has been rebuilt in this area, there is no access to the highway and there is no reason for protesting vacation of the road by the County Court. He recommended that the Commission give its consent for vacation of the roadway because it owns adjacent right of way. The Commission accepted the recommendation.

Upon the favorable recommendation of the Right of Way Engineer, the Commission also consented to vacation of a portion of Lane County Road No. 1129 known as the Bloomberg Road that lies east of the Pacific Highway on the Judkins Point-Goshen Section, with the provision that private

property owners affected will waive all rights of access to the Judkins Point-Goshen Section. The Right of Way Engineer also commented that these waivers of access have been secured.

The matter of selling 0.72 acre of land on the Medford County Farm Section of the Pacific Highway in Jackson County was discussed. The Right of Way Engineer explained that this property is on a one-way section which by-passes the town of Phoenix and that access will be given to the property, not to exceed 25 feet in width and not limited as to use. He explained that adjoining property owners were given private and commercial access limited only in number and not to use. The property is no longer needed for State highway purposes and he recommended that it be offered for sale at public auction for a minimum price of $2,000. The Commission approved the recommendation by adopting the attached resolution relative thereto marked EXHIBIT "B-1", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The purchase of the Corvallis Lumber Company property in the south part of Corvallis was considered for use in future relocation of the Pacific Highway West. The Right of Way Engineer recalled that at previous meetings purchase of this property had been discussed and he had recommended that not more than $90,000 be paid as that is all that appraisals showed that it is worth. Also, the City of Corvallis had been contacted concerning their cooperation by contributing at least one-half of the cost of the property. The City, he stated, has agreed to pay $55,000 toward the purchase of the property and will convey to the State, land necessary for highway right of way. He recommended that the State pay the sum of $45,000 which is one-half of the appraised valuation. The Engineer inquired if the agreement with the City of Corvallis contains any provision that no access is to be allowed to the highway. After some further discussion concerning the access provisions as contained in the agreement, the Commission ordered that the last page of the agreement be retyped in order to more clearly define access restrictions. (On the following day, the Commission approved and signed a revised form of agreement with the City of Corvallis, providing among other things, that the State is to pay $45,000 toward the acquisition of the Corvallis Lumber Company property and that the City of Corvallis is to pay the balance necessary to acquire it.)

The Right of Way Engineer presented for the Commission's consideration the sale of 1.54 acres of right of way on the Jefferson County Line-Prineville Section on the Madras-Prineville Secondary Highway in Crook County. He explained that this property is no longer required for highway purposes and that at a recent oral auction Roscoe Hopper had offered to pay $300 for the land. He recommended that the land be sold to him for the amount he bid. The Commission approved the sale.

The Commission also considered the sale to Mr. and Mrs. Edward Blondell of 0.4 acre of right of way on the Deady-Shady Section of the Pacific Highway. The Right of Way Engineer stated that the property is no longer required for highway purposes and had been advertised for sale at

public auction, with complete restriction of access to the highway. Mr. Blondell was the only bidder and he offered to pay $100 for the parcel. As The State had originally paid for the land at the rate of $210 per acre, he recommended that the 0.4 acre parcel be sold to Mr. Blondell for $100. The Commission approved the sale.

The matter of offering for sale at public auction a parcel of land containing 36.5 acres was discussed. The Right of Way Engineer reported that this parcel of property, which is no longer required for highway purposes is located on the Vadis-Gardner Ranch Section of the Sunset Highway in Washington County. It has been determined by competent appraisers that the land is worth $6,550, and he recommended that the Commission grant authority to offer the land for sale at public auction for the sum of $6,550, with complete restriction of access to the Sunset Highway but with an easement to be granted over the former Stauss property lying to the east. The Commission authorized the sale by adopting the attached resolution relative thereto, marked EXHIBIT "B-2", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The Right of Way Engineer recommended, and the Commission approved, granting to the Union Oil Company permission to occupy a portion of the right of way on the Beaverton-Hillsdale Highway for the balance of the year 1955. He explained that it has been determined that the Union Oil Company's facilities encroach on a small segment of State land and this lease will provide them time to make the necessary changes.

The Right of Way Engineer recommended and the Commission approved renewal of a lease with the City of Tualatin whereby the State is granted use of a stock pile site. He stated that the lease involves no consideration and covers a 3-year period beginning May 15, 1955.

A change in point of access was recommended by the Right of Way Engineer on property owned by Nellie Fromm providing for access at Engineer's Station 395+10 on the Oregon Coast Highway in Curry County, in lieu of the original point of access at Engineer's Station 396+00. The Commission approved the change of access.

Consideration was given to the sale of 16.9 acres of land on the Tigard-Newberg Section of the Pacific Highway West in Washington County. The Right of Way Engineer reported that the property is no longer needed for highway purposes and has been appraised by experienced appraisers at a valuation of $7,230. This land, he added, consists of two parcels consisting of 10.7 acres and 6.2 acres, with one private access to be allowed. The Commission authorized sale of the land by public auction at a minimum price of $7,230 by adopting the attached resolution relative thereto marked EXHIBIT "B-3", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

At the request of Chairman Chandler, the Right of Way Engineer reviewed the costs of acquiring right of way on the Rocky Point-Wedderburn Section of the Oregon Coast Highway in Curry County. He commented that the right of way is costing far more than expected, and in condemnation cases jury verdicts are far in excess of the appraised values. Eleven condemnation suits have not yet been brought to trial. He estimated that the total cost of right of way would be about $800,000.

The Chief Counsel requested authority to acquire by condemnation, if necessary, the following properties which are needed as right of way in connection with various highway improvements, or for other purposes, and to tender offers for the same in conformity with instructions given him by the Commission in its resolution adopted December 20, 1951.

Wilderville-Grants Pass Section of the Redwood Highway

R-22997- J. L. Helms
Right of Way (Josephine)
.03 acre

Chitwood Creek-Siletz Section of the Siletz Highway

R-23219- Oregon Pulp and Paper Company
Easement for haul road (Lincoln)

R-23220- David T. Mason, Donald Bruce, James W. Girard, and Ralph D. Marlatt
Easement for haul road (Lincoln)

R-23221- Oregon Pulp and Paper Company
Easement for haul road (Lincoln)

R-23222- Georgia-Pacific Plywood Company, a Georgia corporation
Road-building materials (Lincoln)
60 acres

Easement for haul road

Queen Avenue (Albany) Section of the Corvallis East Side Highway

R-23225- Mina Hansen, Martin W. Swyter, Foley J. Swyter, Margaret Swyter, A. W. Swyter and Renska Auderway
Right of Way (Linn)
1.56 acres

Cannon Beach (Second Street-First Street) Section of the Oregon Coast Highway (Alternate Route)

R-23149-LaVeeda Marie Scherer
Slope easement (Clatsop)
250 square feet

R-23151-Leland W. Bell and W. J. Mengis
Slope easement (Clatsop)
250 square feet

Deschutes River Section of the McKenzie Highway

R-22949-J. A. Struss and Millie P. Struss (deceased)
Right of Way (Deschutes)
Parcel No. 1: 24.53 acres
Parcel No. 2: 6.85 acres
Parcel No. 3: 2.15 acres
Parcel No. 4: .015 acre

R-22950-Central Oregon Irrigation District
Right of Way (Deschutes)
Parcel No. 1: 2.72 acres
Parcel No. 2: 9.9 acres

Ross Island Bridge East Ramp of the Pacific Highway East

R-22388-Portland General Electric Company
Easement for Right of Way (Multnomah)
.30 acre

Reedville-Beaverton Section of the Tualatin Valley Highway

R-22859-John D. Russell
Right of Way (Washington)
.09 acre

R-22871-John Farley
Right of Way (Washington)
Parcel No. 1: 2890 square feet
Parcel No. 2: 0.25 acre

Harbor Drive-Barbur Boulevard Junction Section of the Portland-Salem Expressway

R-22539- Richard N. Freepons
Right of Way (Multnomah)
4100 square feet

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Harbor Drive-Barbur Boulevard Junction Section of the Portland-Salem Expressway (cont)

R-22546 - R. Glickman
Right of Way (Multnomah)
20,000 square feet

Brush Creek-Rinehart Creek Section of the Oregon Coast Highway

R-23011 - Nellie Fromm
Right of Way (Curry)
3.29 acres
5.10 acres (alternate)

Sage Hen Hill-Hines Section of the Central Oregon Highway

R-21614 - John P. Fay
Right of Way (Harney)
1.5 acres

Weston-Weston Mountain Section of the Weston-Elgin Highway

L-2354 - Keith E. Tucker, et al.
New resolution required for additional taking

The Commission approved the request by adopting the attached resolutions relative thereto, marked EXHIBITS "L-1" through "L-7", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Commission considered and unanimously approved the Chief Counsel's written report of cases which have been tried in court by his staff since the April meeting of the Commission as follows:

1. State vs. William H. E. Coffman, et ux., for 9.8 acres of land on the Euchre Creek-Wedderburn Section of the Oregon Coast Highway in Curry County. An offer in the amount of $9,300, later reduced to $7,850, was rejected by the defendants, who demanded the sum of $26,600. The jury returned a verdict in the amount of $13,000 plus $1,400 for attorneys' fees.

2. State vs. S. H. Frank & Company for 19.6 acres of real property on the Euchre Creek-Frankport Section of the Oregon Coast Highway in Curry County. An offer in the amount of $3,000 was rejected by the defendants, who demanded the sum of $98,000, later reduced to $44,000. The jury returned a verdict in the amount of $9,000 plus the $1,500 for attorneys' fees.

3. State vs. Martin Prevics, et ux., for 1.455 acres on the Euchre-Creek-Wedderburn Section of the Oregon Coast Highway in Curry County: The defendants rejected an offer of $3,250 and demanded the sum of

of $7,500. A verdict was returned by the jury allowing $6,000 and attorneys' fees in the sum of $750.

4. State vs. Herbert S. Dettmer, et ux., for 0.14 acre on the Euchre Creek-Wedderburn Section of the Oregon Coast Highway in Curry County: The defendants rejected an offer of $300, demanding the sum of $1,200. The jury returned a verdict for $550 plus $150 for attorneys' fees.

5. State vs. Nolan L. Chenoweth, et ux., for 0.64 acre on the Euchre Creek-Wedderburn Section of the Oregon Coast Highway in Curry County: An offer in the sum of $5,950 was rejected, the defendants demanding the sum of $8,250. The jury returned a verdict in the amount of $7,500 and allowed attorneys' fees in the amount of $350.

6. State vs. Ruby A. Bailey, et al., for 25 acres on the Euchre Creek-Wedderburn Section of the Oregon Coast Highway in Curry County: An offer in the amount of $7,400 was rejected by the defendants, who demanded the sum of $40,000. The jury returned a verdict in the amount of $22,000 plus $3,000 for attorneys' fees.

7. State vs. Leicester T. King, et al., for 0.26 acre on the Euchre Creek-Wedderburn Section of the Oregon Coast Highway in Curry County: An offer in the amount of $570 was rejected by the defendants, who demanded the sum of $1,500. The jury returned a verdict in the amount of $1,350 and allowed attorneys' fees in the amount of $250.

8. State vs. J. W. Andrews, et al., for 0.15 acre on the Euchre Creek-Wedderburn Section of the Oregon Coast Highway in Curry County: The defendants rejected an offer of $175 and demanded the sum of $1,000. The jury returned a verdict in the amount of $900 plus $150 for attorneys' fees.

9. State vs. F. W. Adams, et ux., for 6.35 acres on the Euchre Creek-Wedderburn Section of the Oregon Coast Highway in Curry County: The State's offer of $4,425 was rejected by the defendants, who demanded the sum of $10,700. The jury returned a verdict in the sum of $6,250 and allowed attorneys' fees in the amount of $500.

10. State vs. Cecil C. Wooley, et ux., for 0.02 acre on the Goshen-Divide Section of the Pacific Highway in Lane County: An offer in the amount of $1,250 was rejected by the defendants, who demanded the sum of $3,500. The jury returned a verdict in the amount of $1,000 and the defendants were not allowed attorneys' fees.

11. State vs. John Stalder, et ux., for 14.35 acres for the Goshen-Divide Section of the Pacific Highway in Lane County, 5.16 acres for road-building materials, and 1.35 acres for channel change. An offer in the amount of $11,000 was rejected by the defendants, who demanded the sum of $42,000. The jury returned a verdict in the amount of $19,500.

12. State vs. George Harold Raab for acquisition of all his rights of access to the Sylvan Section of the Sunset Highway: The State offered to pay $200, which offer was rejected and the defendants demanded the sum of $20,000. The jury returned a verdict in the amount of $7,500. The Court refused to accept the verdict and sent the jury back for further deliberations with instructions that their verdict could not exceed $4,000, which was the largest amount of damage testified to by value witnesses. The jury returned a verdict in the amount of $4,000.

13. State vs. Henry Weber, et ux., for 25.6 acres on the Shady Point-Booth Ranch Section of the Pacific Highway in Douglas County: The defendants rejected an offer in the amount of $6,566 and demanded the sum of $28,984. The jury returned a verdict in the amount of $9,250 plus $600 for attorneys' fees.

14. State vs. Louis C. Lorenz, et ux., for 0.14 acre on the Salem By-Pass-Jefferson Junction Section of the Pacific Highway East in Marion County: The defendants rejected an offer of $2,600 and demanded the sum of $7,500. The jury returned a verdict in the amount of $3,000.

15. Morris Klorfein, et ux., vs. State Highway Commission for alleged damages resulting from the change of grade of Marion Street in connection with construction of the Marion Street Bridge in Salem: The complaint sought to recover the sum of $30,000. The amount of damages as appraised by State witnesses varied between $800 and $2,500. The defendants witnesses estimated the damages from $18,411 to $32,000. The jury returned a verdict in the amount of $2,000. The defendant had previously refused to settle for $3,000.

16. C. J. Eldon vs. State Highway Commission for extra compensation consisting of additional structural excavation on the St. Joseph Undercrossing Unit of the Lafayette-N. Yamhill River Section of the Pacific Highway West in Yamhill County, Contract No. 3816. The Engineer's final estimate showed an item of 48.5 cubic yards of structural excavation. The contractor claimed that he was entitled to compensation for 695.4 cubic yards of structural excavation at $12 per cubic yard, amounting to a total of $8,344.80. The case was tried before the Hon. E. H. Howell on May 18, 1955 without a jury. The Court on May 19, 1955 decided in favor of C.J. Eldon and against the State.

(For details see copy of the Chief Counsel's written reports to the Commission, dated May 20 and May 24, 1955 in the general files).

The Commission also accepted the Chief Counsel's report of cases which have been settled out of court since the last Commission meeting, as follows:

1. State vs. Floyd L. McBride, et ux., L-2315 (R-22140): For 88.59 acres on the Olds Ferry-Ontario Section of the Old Oregon Trail Highway and 1.5 acres for a stock pile site. The defendants rejected an offer of $4,670 for this property but after further negotiations a settlement was reached in which the State will pay the sum of $6,000, construct two concrete box culverts, a right of way fence, and a road connection between two farm roads.

May 25, 1955

2. State vs. Guy E. Turner, et al., L-2319 (R-22136, R-22137): For 115.2 acres on the Olds Ferry-Ontario Section of the Old Oregon Trail Highway in Malheur County. The defendants refused an offer of $2,550. A tentative settlement has now been reached, under the terms of which the State will acquire the needed property for the sum of $8,150, which amount includes the sum of $5,060 for development of a water supply. The amount of the original offer was based on the assumption that the State would develop a water supply.

3. Edward A. Lebold, et ux., vs. State Highway Commission, L-2154 (R-21737): For damages resulting from change of grade on Marion Street in construction of the Marion Street Bridge in the City of Salem. Plaintiff sought to collect the sum of $10,000. An offer was made in the sum of $3,500 and after further negotiations a settlement was agreed upon for the sum of $4,000.

4. Abe L. Steinbock, et ux., vs. State Highway Commission, L-2173, L-2173A, (R-21758): For damages resulting from a change of grade on Center Street in reconstruction of the Center Street Bridge in Salem. The defendant sought to recover the sum of $12,000. The case was tried in October, 1954, and a jury awarded the plaintiff the sum of $4,000. Notice of appeal was filed by the State as it was felt that an error had been committed at the trial. Subsequent negotiations, however, resulted in a settlement for the sum of $4,568.03.

5. Dobe Steinbock vs. State Highway Commission, L-2174 (R-21764): For damages resulting from the change of grade of Center Street in reconstruction of the Center Street Bridge in the City of Salem. The defendant sought to collect the sum of $7,500. Further negotiations resulted in a settlement for the sum of $100.

6. John Nyberg vs. State Highway Commission, L-2292 (R-4843, R-4844): For damages caused by dirt washed from a state highway fill onto the plaintiff's property on the Barbur Boulevard-Marion County Line Section of the Portland-Salem Expressway in Washington County. The plaintiff sought to collect the sum of $30,000. A settlement of the case has been reached for the sum of $15,000.

7. State vs. Kogap Lumber Industries, L-2280: To recover damages for timber trespass consisting of the removal of 72,000 board feet of timber from the Tub Springs Wayside in Jackson County during April, 1954. Treble damages in the sum of $4,242 were sought. Negotiations resulted in a settlement by which the State will be paid the sum of $1,250, which is the approximate single value of the timber removed.

8. State vs. Ray Snook, et ux., L-1902 (R-19208): For 3.9 acres on the Reedsport-Hauser Section of the Oregon Coast Highway in Coos County. An offer in the sum of $400 was rejected by the defendants who demanded unrestricted access to the relocated highway, or the sum of $28,000. The taking was later reduced to 3.45 acres and the defendants

reduced their demands to $3,595. Appraisals on the property showed a value between $400 and $531. A settlement was effected for the sum of $1,000.

(For details see copy of the Chief Counsel's written reports to the Commission, dated May 20 and May 24, 1955 in the general files).

In compliance with a resolution adopted by the Commission on December 20, 1951, the Chief Counsel presented and the Commission accepted offers for the acquisition of real property which offers were tendered to the owners of the following properties prior to the institution of condemnation proceedings:

S. E. Flavel Street-Lake Road Section of the Cascade Secondary Highway:

R-21878-Owner: John E. Strandberg, et al. 16,000 square feet for right of way. Offer of $2,425 approved by Mr. McIver on May 6, 1955.

R-22680-Owner: Walter B. Shaw, et ux. 8,940 square feet for right of way. Offer of $5,500 approved by Mr. McIver on May 19,1955.

R-22682-Owner: Nick Baroni, et ux. 0.5 acre for right of way and 500 square feet for easement for highway drainage facility. Offer of $2,650 approved by Mr. McIver on May 6, 1955.

R-22683-Owner: David T. McBride, et ux. 0.5 acre for right of way. Offer of $1,500 approved by Mr. McIver on May 19, 1955.

R-22685-Owner: George Barron, et al. 0.23 acre for right of way. Offer of $15,000 approved by Mr. McIver on May 19, 1955.

R-22692-Owner: George Glynn, et al. 0.17 acre for right of way. Offer of $3,634 approved by Mr. McIver on May 13, 1955.

R-22694-Owner: James I. Henderson, et al. 0.10 acre for right of way. Offer of $835 approved by Mr. McIver on May 6, 1955.

R-22697-Owner: Alta B. Brumpton, et al. 0.09 acre for right of way. Offer of $400 approved by Mr. McIver on May 6, 1955.

R-22699-Owner: J. Lynn Walters, et ux. 1.4 acres for right of way. Offer of $3,525 approved by Mr. McIver on May 6, 1955.

R-22886-Owner: J. R. McKee, et al. 6,000 square feet for right of way. Offer of $1,000 approved by Mr. McIver on May 6, 1955.

S. E. Flavel Street-Lake Road Section of the Cascade Secondary Highway (cont)

R-22923-Owner: L. Helen Fischer, et al. 500 square feet for easement for highway drainage facility. Offer of $100 approved by Mr. McIver on May 13, 1955.

Shady Point-Booth Ranch Section of the Pacific Highway:

R-22976-Joseph William Holmgren, et ux. 3.26 acres for right of way. Offer of $400 approved by Mr. McIver on May 6, 1955.

The Commission considered and approved the following offer in condemnation cases heretofore authorized for acquisition of real property required for various highway purposes, as recommended by the Chief Counsel:

	Recommended Offer
Clackamas Overcrossing Section of the Clackamas Secondary Highway	
R-22568-G. Alger Ryan, et al. (Clackamas) 0.22 acre for right of way	$660.00

A report was submitted by the Chief Counsel concerning orders issued by the Public Utilities Commissioner which are of interest to the Highway Commission, as follows:

PUX 99: Uniform rules for railroad clearances. Order No. 3370 issued April 11, 1955, superseding Order No. 99 issued in 1916 and Supplemental Order No. 1003 issued in 1923. The order is of interest because it prescribes minimum vertical and horizontal clearances for spans of structures carrying railroads over highways.

PUX 123: Seufert Grade Crossing on county road affecting the revised location of Union Pacific Railroad Company's tracks near Seufert Station in Wasco County. This involves a connection with the revised location of the Columbia River Highway.

PUX 124: Kinzua Corporation private truck crossing at grade on the Heppner-Spray Secondary Highway approximately 8 miles south of Hardman. This involves a private truck road crossing at grade across the highway.

The Chief Counsel submitted a report which was accepted by the Commission showing final disposition of actions against the State by reason of change of grade in construction of the Marion Street and Center Street Bridges in Salem. He explained briefly that in the Marion Street Bridge cases, of which there were nine, four had been tried in court and five cases settled out of court. Total demands were $155,500 and the total amount paid was $43,500. In the seven cases concerning the Center Street Bridge, two cases were tried in court and five cases were settled out of court. Total demands were $255,500 and the total amount paid was $85,918.03.

The Commission accepted a report submitted by the Chief Counsel concerning a meeting of the Legal Subcommittee of the National Committee on Urban Transportation. He stated that he had been requested by the National Committee to serve as an advisor to Subcommittee 7 concerning the characteristics of legal tools. Meetings were held in February in Chicago and in May in Washington, D.C.

The Commission gave approval for the Chief Counsel to attend the annual meeting of the National Board of Directors of the American Right of Way Association, National Education Seminar, June 23 through June 26, 1955, in Los Angeles, at an estimated cost of $200.05.

Upon the Chief Counsel's favorable recommendation, the Commission approved a salary increase for Assistant Attorney James B. Daniels from his present salary of $459 per month to $495 per month, effective June 1, 1955.

The Chief Counsel requested and the Commission granted authority to participate in legal proceedings before the Supreme Court of the State of Washington to test the validity of the contract entered into between the two States for construction of a new interstate bridge between Portland and Vancouver. The Commission also granted authority for Mr. Charles Peterson, attorney, to travel in the State of Washington two or more times in order to maintain necessary contacts.

The Chief Counsel stated that it had come to his attention that Tillamook County intends to sell at a sheriff's sale two parcels of property located at the intersection of the Wilson River Highway with the Oregon Coast Highway in Tillamook County. As it is anticipated that these parcels will be needed for highway purposes, he asked the Commission for authority to contact the Tillamook County Court to set aside the lands for the State, or authority to bid on the property when it is offered for sale. The Commission granted the authority.

The matter of adopting a resolution designating The Dalles Bridge and its approaches as a part of the highway system was presented by the Chief Counsel. He explained that, under Oregon Law, any bridge on an

interstate river to the center of the channel of the river, and the connecting approaches on the Oregon side shall be designated by the State Highway Commission as a part of the Oregon State Highway system. It has been concluded that such designation does not require the Highway Commission to maintain the bridge nor does it impose any obligation to pay for the principal or interest on the bonds issued for construction of the bridge. In order to comply with the statute it is necessary, however, that the Commission adopt a resolution designating The Dalles Bridge and its Oregon approaches as part of the State Highway system, and he so recommended. The Commission accepted his recommendation by adopting the attached resolution relative thereto marked EXHIBIT "I-1", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer reported that, as previously authorized by the Commission, he had awarded contracts referred to him to award when certain conditions had been satisfied, as follows:

1. Elgin (North 10th Avenue) Grading and Paving Project, Union County. Bids received April 14, 1955. Conditions of award satisfied April 28, 1955. Russell Olson Construction Company, Pendleton, contractor.

2. Construction of Applegate River Bridge on Redwood Highway, Josephine County. Bids received April 13, 1955. Conditions of award satisfied April 29, 1955. Tom Lillebo, Reedsport, contractor.

3. Service Creek-Goose Rock Bridge Rock Production Project on John Day Highway, Wheeler and Grant Counties. Bids received April 13, 1955. Conditions of award satisfied May 4, 1955. E.H. Itschner Company, Molalla, contractor.

4. Construction of Ashland Undercrossing Section of Pacific Highway, Jackson County. Bids received April 14, 1955. Conditions of award satisfied May 9, 1955. Miller and Strong Inc., Eugene, contractor.

The Commission accepted the report.

A report showing statistics from the weighmaster's records for the three-month period from January through March for the years 1951 to 1955, inclusive, was presented by the Engineer. He pointed out that the average fine per violation had decreased from $61.75 during the same quarter in 1954 to $49.83 in the corresponding quarter of 1955, whereas the percentage of violations had increased from 1.31 percent of the loads weighed in 1954 to 1.51 percent in the corresponding quarter in 1955. He pointed out that the percentage of increase in violations is proportionate to the decrease in amount of fines assessed. The Commission accepted the report.

The Engineer also presented a report concerning construction of a grade separation structure on the Wilson River Highway at its crossing of the Nehalem Secondary Highway near Banks. He recalled that at a previous meeting the Washington County Lifesavers Committee had appeared before the Commission and urged that a grade separation be installed. As instructed by the Commission at that time, a survey had been made and he estimated that it would cost $150,000 to construct a grade separation and interchange facility. He pointed out that, if the 2,000 vehicles now traveling on the Nehalem Secondary Highway were allowed to enter the Wilson River Highway at grade, a very serious hazard would be created. He stated that there is approximately $300,000 in available secondary funds in Division I and he recommended that $150,000 be taken from this fund to construct the interchange which will be charged against the Nehalem Secondary Highway. The Commission approved his recommendation.

Consideration was given to a claim submitted by Whittenburg Construction Co. and Q. L. Rufener, contractors, operating as a joint venture on Contract No. 4273 on the Beals Corner-Dougherty Corner Section of the Woodworth Hood River County Road. The Engineer reported that due to a low grade line across a swampy area it was found necessary to change the grade elevations, thereby increasing the amount of borrow materials from 3,454 cu. yds., as specified in the plans, to 9,172.8 cu. yds. The contractor, he added, submitted a claim in the amount of $16,000 but the claim could not be verified. A complete investigation was made, including an inspection of the contractor's books, and it was determined that the cost to the contractor was $1.523 per cu. yd. whereas his bid price was $0.75. He recommended that the contractor be paid his actual cost price on the quantities in excess of the original plans but that he be allowed no additional compensation for the 3,454 cu. yds. as specified in the plans. The Commission deferred final action pending the appearance of Mr. Whittenburg and Mr. Rufener on the following day.

(The Commission informed the contractors when they appeared before them that it was their feeling that no additional compensation should be allowed for the quantities contained in the original plans but extra compensation should be allowed for the added materials, the amount of compensation to be not in excess of the contractors' actual cost.)

Removal of load limit restrictions was reported by the Engineer, in conformance with authority previously granted by the Commission, as follows:

1. On the Medical Springs Highway, No. 340-from M.P. 0.50 at Union to M.P. 20.35 at Medical Springs, effective 8:00 a.m., May 23, 1955.

2. On the Weston-Elgin Highway, No. 330-from M.P. 8.0 to M.P. 11.33, effective 8:00 a.m., May 16, 1955.

3. On the Crane-Scotts Butte Secondary Highway No. 442, from M.P. 28.0 to M.P. 40.5, effective 8:00 a.m., May 21, 1955.

The Commission accepted the report.

The Commission gave attention to the following items of unfinished business as they appeared on the Secretary's summary, dated April 14, 1955:

1. Proposed construction of Clay Street Interchange in the City of Portland: The Engineer reported that the survey has not been completed but he expects to make a report at the next meeting. The item is to remain on the list of unfinished business.

2. Offer of Mrs. Albert Powers to sell five acres of myrtle timber along the Powers Secondary Highway for the sum of $1,750: This item was ordered deleted from the list of unfinished business as the Parks Superintendent had reported on it earlier in the day.

3. Proposed park at the mouth of the Deschutes River, as suggested by the Deschutes Planning Commission and The Dalles Chamber of Commerce: The Parks Superintendent stated that his report on this matter is not yet ready. The Commission ordered the item to be retained on the list of unfinished business.

4. Lease of property on Seventh Avenue West in Eugene to Big Y Supermarket: The Engineer reported that disposition of this property is being investigated but the report is not yet ready. The Commission ordered the item to be retained on the list of unfinished business and also instructed that it be determined if the property can be classed as excess property and sold outright rather than leased.

5. Report of Engineer on improvements required to control traffic and to reduce accidents at the Stanfield Junction on US30: The Engineer reported that plans for improvement had been approved by Commissioner Reynolds and the work is now being done. The item was ordered deleted from the list of unfinished business.

6. Request of Benton County delegation for improvement of the Alsea Highway over Alsea Mountain: The Engineer reported that all of the facts in this investigation had not yet been determined. This item is to remain on the list of unfinished business.

7. Request of Washington County Lifesavers Committee for a grade separation structure on the Wilson River Highway near Banks: This item was ordered deleted from the list of unfinished business as the Engineer had reported on it earlier in the day.

8. Request of Mrs. Drury that the State purchase her property south of Yaquina Bay for park purposes: This item is to be removed from the list of unfinished business as the Parks Superintendent reported on this matter earlier in the day.

9. Request of Harney County delegation for traffic signals at the intersection of East Monroe and Date Avenue in the City of Burns: The Commission ordered this item deleted from the list of unfinished business as the matter had been reported on by the Engineer at the special meeting April 27, and had been denied.

10. Request of Mrs. Blanche Tipton for additional access to her property on the Pacific Highway near Roseburg: This item is to remain on the list of unfinished business pending personal inspection by the Commission.

11. Complaint of Judge Latourette that the State is leasing river frontage in Oregon City at too low a rate: The Engineer reported that an investigation is being made by the Property Manager. The Commission ordered the matter to be retained on the list of unfinished business.

Commissioner Reynolds inquired as to what had been done concerning the park site at the mouth of the Deschutes River as proposed by the Wasco County Planning Commission, previously mentioned in Item 3 of the unfinished business. The Parks Superintendent stated that investigative work is being done by the County Planning Commission and they have stated that the results of the investigation will be given to the Parks Superintendent when completed. Commissioner Reynolds then inquired if the location of the park could be classed as generally suitable. The Parks Superintendent replied that the railroad and the highway are both close and that it would be necessary to enter the park between them. He also pointed out that it would be difficult to cross traffic on the highway in order to get into the park.

The meeting recessed at 12:00 noon and reconvened at 2:00 p.m. with the same persons present and participating.

The erection of Welcome signs at border entrances on highways entering Oregon was discussed. The Engineer presented pictures of the proposed signs and recommended that ten of them be installed at an estimated cost of $500 each, the signs to be located on US 97 south of Klamath Falls, on US 395 south of Lakeview, on US 20 at Nyssa, on US 30 at Ontario, on US 30 near Weiser Junction, on ORE 11, north of Milton-Freewater, on US 30 near Wallula Junction, at The Dalles Bridge, at the Hood River Bridge, and on US 99 at Portland. The wording to be placed on the signs was also discussed at some length, and the Commission finally decided that on the signs to be read by people entering Oregon, the inscription should read, "Welcome to Oregon, We Hope You Will Enjoy Your Visit", and for those signs to be

read by people leaving the State, the inscription should read, "Leaving Oregon, We Hope You Enjoyed Your Visit, Come Again". They also approved erection of ten signs at locations recommended by the Engineer.

The Engineer reported that he had completed surveys for the relocation and reconstruction of several sections of State highways. These sections for relocation, he stated, have been studied carefully and have been designed to provide the greatest benefit for the greatest number of the traveling public. He recommended that the Commission adopt surveys on the following sections of State highways:

1. Deschutes River Section of McKenzie Highway in Deschutes County.

2. Moro-Kent Section of Sherman Highway in Sherman County.

3. East Unit, Hamilton-Long Creek Section of the Kimberly-Long Creek Secondary Highway in Grant County.

The Commission accepted his recommendation by adopting the attached resolutions relative thereto marked EXHIBITS "J-1" and "J-2", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The waiving of a previously assessed engineering penalty against R. A. Heintz Construction Company for overrunning the specified time limit on the contract for grading the Elkhead-Rice Hill project on the Pacific Highway was considered. The Engineer reported that a review of the penalty assessed in the amount of $1,230.26 had disclosed that $799.72 had been included which did not pertain to the overrun. Also the contractor had been plagued with an exceedingly wet spring and summer, and as he has a very good record for completion of jobs, he recommended that the penalty be cancelled. The Commission approved the cancellation.

A request from the Eugene Safety Council and others that something be done to decrease congestion and other traffic hazards on the Junction City-Eugene Secondary Highway between Santa Clara and Eugene was discussed. The Engineer reported that the exceedingly heavy traffic in the morning and evening hours required construction of a four-lane highway, but as no funds are available, he recommended the following treatment: (1) Extension of the existing footpath from Maxwell Road northerly 1.32 miles to a point immediately north of the Santa Clara School, at an estimated cost of $7,500; (2) that the existing pavement be widened to permit left-turn refuges at two of the most heavily traveled road intersections, at Howard Avenue and at Park Avenue, at an estimated cost of $600; (3) that additional "Look Out for Pedestrians Ahead" signs be placed at six specific locations; (4) that the request for school bus loading areas be denied, but that school bus drivers be requested to park the buses on the graveled shoulder after loading or unloading, until congestion caused by their stopping has been relieved; (5) that additional speed signs be installed throughout the section; (6) that Captain Lansing of the State Police, be requested to investigate and report on desirability of school crossings to be administered by school patrols; (7) that existing speed zones be rescinded and the following speed zones established: From Ferndale Drive at

M. P. 9.36 to Azalea Drive at M. P. 9.65, 40 miles per hour; from M. P. 9.65 to the north city limits of Eugene at M. P. 12.65, 30 miles per hour, except at Santa Clara School at M. P. 9.69 to M. P. 9.88 and River Road School M. P. 11.48 to M. P. 11.74, the indicated speed shall be 20 miles per hour during the hours of school crossings. The Commission approved the recommendations as made by the Engineer, and also adopted the resolution relative to speed zones attached hereto marked EXHIBIT "H-1", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

A request was considered from the City of Salem for installation of a traffic signal at the intersection of 17th and State Streets in Salem. State Street, the Engineer reported, is the present route of the North Santiam Highway and an investigation conducted discloses that traffic conditions warrant the signal. He recommended that a traffic signal be installed, with the City to pay half the total estimated cost of $3,000, to furnish the electrical energy necessary to operate the signal, and to maintain it after installation. The Commission approved the installation as recommended.

The City of Salem also requested the installation of traffic signals at the intersections of Marion and Center Streets with Church Street in Salem. Marion and Center Streets, the Engineer stated, are one-way streets utilized to carry traffic for the Pacific Highway East. The intersections for which signals are requested are adjacent to other signalized intersections and are also adjacent to the new Meier and Frank store. As traffic volume on both the highway and city streets is very heavy, he recommended that fixed time traffic signals be installed at these two intersections at an estimated cost of $5,600, to be shared equally by the City and the State, with funds to be obtained from 1955 minor betterment traffic signal funds The Commission accepted his recommendation.

The City of Medford presented a request for traffic signals at the intersection of the Pacific Highway and Stewart Avenue at the southerly edge of Medford. The Engineer reported that this is a channelized four-way intersection with left-turn refuges. Traffic volumes are relatively high and considerable congestion exists at the present time. He recommended that a three-phase fully-actuated traffic signal be installed at this intersection at an estimated cost of $7,000. As the city limits of Medford are coincident with the center line of Stewart Avenue, both the County and the City are affected. The County has agreed to pay 25 percent of the cost of the signal, the City, 25 percent, and the State the usual 50 percent, with funds from 1955 minor betterment traffic signal projects. The Commission approved the installation.

Attention was given to a request from the Arlington Chamber of Commerce and others for erection of danger signs and illumination at the "Watchman Dip" Section on US 30 about 18 miles west of Arlington. The Engineer reported that the major problem is a sidehill cut about 700 feet in length where strong winds erode the sand, thereby loosening rocks which roll down onto the roadbed. Two boys were killed on February 10, 1955 as a result of their car being struck by a rolling rock. Considerable work, he stated, has been done to remedy this condition and large reflectorized signs, reading "Beware of Rocks

on Road", have been installed. He recommended that additional work be performed involving resloping of the upper portion of the cut slopes, seeding, mulching, and the placing of straw mats, at an estimated cost of $4,900, as a minor betterment project. He also stated that the request for illumination had been investigated, and it was found that illumination would not remove the danger and also that it would be very costly. He recommended that this request be denied. The Commission approved the recommendations as made by the Engineer.

The Commission gave attention to a resolution submitted by the Camas Valley Grange, No. 521, for improvement of the Coos Bay-Roseburg State Highway No. 42 as the most direct connection between the Pacific Highway and Coos Bay. The matter was discussed briefly and the request was ordered filed.

The Engineer presented to the Commission descriptions and maps showing 82.8 miles of state highway and 31.5 miles of county roads as proposed additions to the federal-aid secondary system. He pointed out that the 82.8 miles of highway routes are mostly old portions of US 99 and US 30 which will revert to secondary status when the reconstructed sections are opened to traffic. The 31.5 miles are various sections for which requests have been made to add them to the federal-aid county road secondary system.

The Engineer recommended that the following sections of highways be added to the FAS System:

DOUGLAS COUNTY:

FAS 553 (State Highway) - 22.4 miles, from a point north of Oakland to Shady Point, being the old route of the Pacific Highway.

FAS 675 (State Highway) - 8.07 miles, from the Umpqua Highway at Drain southerly along the old route of the Pacific Highway to a junction with the new Pacific Highway at Rice Hill.

LANE COUNTY:

FAS 673 (State Highway) - 20.07 miles, from the Pacific Highway at Goshen southerly along the old route of the Pacific Highway to the Pacific Highway at Divide.

FAS 674 (State Highway) - 1.62 miles, connecting the McKenzie and Pacific Highways south of Springfield.

MALHEUR COUNTY:

FAS 671 (State Highway) - 25.18 miles, from Olds Ferry southerly along the old route of the Old Oregon Trail to Ontario.

SHERMAN COUNTY:

FAS 313 (Extension) - 6.7 miles, carrying the route in a southerly direction to the city of Wasco.

FAS 665 - 5.2 miles, from the Sherman Highway northwest of Moro easterly to a county road junction.

FAS 666 - 3.6 miles, from the Sherman Highway at Moro southerly to a county road junction.

FAS 667 - 6.6 miles, from the Sherman Highway south of Grass Valley easterly to a county road junction.

FAS 668 - 4.0 miles, from the Sherman Highway at Kent easterly to a county road junction.

FAS 669 - 5.0 miles, from the Sherman Highway north of Kent westerly to a county road junction.

UMATILLA COUNTY:

FAS 672 (State Highway) - 5.46 miles, from the Washington-Oregon State line, southerly to the Oregon-Washington Highway at Milton-Freewater.

YAMHILL COUNTY:

FAS 100 - Route revised to follow the proposed new alignment northwest of Dayton. Present route to be deleted.

FAS 104 - 0.52 mile to a junction with the new route of FAS 100.

FAS 105 - Extending along the present route of FAS 100 to a junction with FAS 116 at Dayton.

FAS 116 - 0.5 mile along present route of FAS 586 to a junction with the new route of FAS 100.

FAS 670 - New route composed of a 0.5-mile section of existing FAS 104 and 0.91-mile section of existing FAS 100.

The Engineer also commented that the addition of all state highway routes, except those in Yamhill County, was requested by the Bureau of Public Roads. The Commission approved the additions as recommended by the Engineer.

A request from Multnomah County was considered for a 1.5-mile extension of Federal-aid Secondary No. 654 along 122d Avenue north to a connection with Sandy Boulevard at the easterly edge of Portland. The Engineer commented that the connection to Sandy Boulevard was requested by the Bureau of Public Roads in order to form a connection at either end with an existing federal-aid highway, and he recommended that it be approved. The Commission approved the extension.

The Commission gave attention to a request from the Coos County Court for an extension of a county road northerly from Lakeside to a connection with the newly constructed Oregon Coast Highway. The Engineer reported

that the County Court has what appears to be a good title to a county road right of way connecting with the Oregon Coast Highway. The County, however, has requested a slight change in the proposed access location in order to bring the access road to the new highway at a less hazardous position. He recommended that the access be granted as requested, contingent upon the County's release of any right to a connection at the old location and the granting by the County of complete access control between the Oregon Coast Highway right of way line and the right of way line of the Bonneville Power Administration. The Commission accepted his recommendation.

The request of District 13C, Polk County School Board, for construction of a footpath along the Monmouth-Independence Highway between the cities of Independence and Monmouth was considered. The Engineer recalled that in 1951 construction of a footpath had been denied as too costly but later the matter was revived when local citizens offered to acquire the right of way. The right of way, he stated, has now been acquired. There is considerable pedestrian traffic between the two cities, particularly because of the Central High School which is established approximately midway between. He recommended that a footpath be constructed between the cities of Monmouth and Independence, a distance of about two miles, at an estimated cost of $8,000, the project to be financed by funds from the minor betterment budget.

Attention was given to a request from the City of Beaverton for improvement and designation of Hall Street as the route of the Beaverton-Aurora Secondary Highway through Beaverton. For the past two years, the Engineer stated, there have been requests from the City of Beaverton for this improvement in lieu of improving the existing route over Watson Street. He recalled that in April, 1954 a delegation had advised the Commission that the City would contribute $35,000 toward the cost of the project but at that time the State had no secondary funds available to complete the job. Such secondary funds are now available and he recommended that $60,000 be allocated which, in conjunction with the City's contribution of $35,000, will complete the requested project. The Commission approved the Engineer's recommendation contingent upon the City of Beaverton contributing $35,000, and thereupon adopted the attached resolution relative thereto marked EXHBIT "I-4", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer reported that there is an allotment of $600,000 to complete the section on The Dalles-California Highway between the Willamette Highway Junction and the Diamond Lake Junction. Present estimates indicate an underrun of approximately $125,000 on this project which, with an additional $25,000, would complete the paving of US97 from Diamond Lake Junction to a point 8 miles southerly thereof which would connect with an existing contract, thus completing paving between Willamette Highway Junction and Algoma. He recommended inclusion of the 8 miles of paving work in the contract for the Willamette Highway Junction-Diamond Lake Section and the authorization of $25,000 additional funds to finance the project. The Commission approved his recommendation.

The Engineer recommended, and the Commission approved, construction of an 0-11 oil mat surface treatment on the Coos River Secondary Highway, easterly from the end of the existing oil surface at the old Enegren Ferry. It was his thought that traffic could be well served by construction of this type of surfacing at an estimated cost of $60,000 compared with a paving cost of $200,000. He pointed out that $20,000 had been previously approved for placing calcium chloride on this section

and, if the section is oiled, such funds will not be required for the calcium chloride treatment and would act as a credit toward the estimated $60,000 cost for oiling. The Commission approved the oiling project as recommended by the Engineer.

The Engineer reported that the following cities and towns have satisfied the legal requirements with respect to expenditure of State Tax Street Funds accrued to them during the first and last halves of 1954 as follows:

Funds accrued during first half of 1954:

Gearhart	$ 1,617.37	Weston	$ 1,933.44

Funds accrued during last half of 1954:

Arlington	$ 2,412.71	Long Creek	$ 1,012.92
Aumsville	988.30	Lowell	2,043.42
Butte Falls	1,308.35	Malin	2,082.10
Clatskanie	3,168.88	Maupin	1,097.32
Corvallis	57,001.12	Metolius	552.18
Culver	1,058.64	Mt. Vernon	1,586.20
Detroit	963.68	North Powder	1,417.38
Elkton	706.93	Paisley	752.65
Falls City	3,000.06	Phoenix	2,623.73
Gearhart	1,997.69	Sherwood	2,317.75
Harrisburg	3,031.71	Troutdale	1,807.77
Hines	3,228.67	Weston	2,388.09
Imbler	524.04	Yamhill	1,895.70
Cornelius	3,510.03		

The plans for the projects proposed by each, he said, have been examined and found satisfactory, and he recommended that they be approved. The Commission unanimously approved the plans as recommended by adopting the attached resolution relative thereto, marked EXHIBIT "D", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer also reported that the City of Cornelius has made a request to transfer a project for which the City has accumulated St ate Tax Street Funds as follows:

1952, First Half	$3,133.09
1953, Second Half	2,882.21
1954, First Half	3,509.04

The City, he stated, had originally saved this money to repair North Main Street, but they now wish to transfer it to a project for grading, surfacing, and oiling N. W. First Avenue and S. W. First Avenue, the work to be performed this summer. He recommended approval of the transfer. The Commission accepted his recommendation.

Authorization was requested by the Engineer to transfer the sum of $34,800 from maintenance to construction. He explained that at the March meeting bids had been taken for correction of a slide condition on the Oregon Coast Highway at the Douglas-Coos County Line which already is partially on a contract awarded by the State and partially on the Bureau of Public Roads contract. As the Bureau has no money to repair the slide, it is necessary for the State to make the repair. It was his thought that the work should be properly charged as a capital outlay, and he so recommended. The Commission accepted his recommendation.

Transfer of three projects in the 1957 Federal-aid Program to the 1956 program was requested by the Engineer so as to provide for immediate use of $1,200,000 of 1956 Federal money that has been held in reserve for payment of the bond principal. He explained that the $1,200,000 of 1957 Federal funds released by such transfer can then be taken up on bond payments after the 1957 funds are allotted and after the fall payments of bond principal have been made. The Commission approved the transfer of the following projects:

Interstate Projects:	
Myrtle Creek-Canyonville (Division 3)	$ 570,000
Urban Projects:	
Unit on Banfield Expressway (Division 1)	830,000
Primary Projects:	
Unit of the Lapine-Lenz Road Section (Division 4)	600,000
	$2,000,000

Reconstruction of a section of the Elkton-Sutherlin Secondary Highway was discussed. The Engineer explained that there is $257,700 in reserve in the Division No. 3 1956 Federal-aid Secondary Highway Program. The Commission, he recalled, had previously approved an allocation to the Elkton-Sutherlin Highway, but had not taken formal action until a section to be built had been decided upon. He recommended that the $257,700 be used to construct a section beginning at the westerly end of the existing improvement and extending as far as the money will go, probably about three miles. The Commission approved the project as recommended.

The Commission considered and upon recommendation of the Engineer, approved the following requests for extensions of time within which to complete highway contracts:

1. F. O. Laws, Contract No. 4261, for grading and paving West Hood River Connection on the Columbia River Highway in Hood River County, requested an additional extension of time from April 15, 1955 to June 15, 1955. A previous extension had been granted from October

15, 1954 to April 15, 1955 with the provision that the cost of engineering from October 15, 1954 to the actual completion date of the contract be assessed as penalty. Extension approved with this same provision.

2. F. O. Laws, Contract No. 4201, for slope grading on the Modoc Point-Barkley Springs Section on The Dalles-California Highway in Klamath County: requested an additional extension of time from January 31, 1955 to February 4, 1955. Extension approved as requested without penalty.

3. Albert C. Bubak, Contract No. 4310, for Big Eddy-Rufus Fencing Project on the Columbia River Highway in Wasco and Sherman Counties, requested an extension of time from March 31, 1955 to May 1, 1955. Extension approved as requested without penalty.

4. Valley Construction Company, Contract No. 4207, for construction of Row River Bridges on the Coast Fork Willamette River-Divide Section of the Pacific Highway in Lane County, requested an extension of time from March 31, 1955 to July 1, 1955. Extension approved as requested without penalty.

5. Tom Lillebo, Contract No. 4215, for constr uction of Main Street, 16th Street and Taylor Street Overcrossings of the Pacific Highway in Cottage Grove in Lane County, requested an extension from March 31, 1955 to June 30, 1955. Extension approved as requested without penalty.

6. Lee Hoffman, Contract No. 4130, for construction of Calapooya River Overflow structures on the Pacific Highway in Linn County, requested an additional extension of time from December 31, 1954 to June 30, 1955. Extension approved as requested without penalty.

7. Johnston & Bryant, Contract No. 4268, for construction of Woodburn Interchange Undercrossing on the Salem-Portland Expressway in Marion County, requested an extension of time from April 30, 1955 to May 30, 1955. Extension approved as requested without penalty.

8. Vernie Jarl, Contract No. 4227, for rock surfacing Hilgard Junction-Meadowbrook Section on the Ukiah-Hilgard Highway in Union County, requested an additional extension of time from February 28, 1955 to June 15, 1955. A previous extension had been granted from November 30, 1954 to February 28, 1955 with the provision that an engineering penalty is to be assessed after that date. Extension approved with the penalty to be assessed to the actual completion date.

9. Charles E. Wiedeman, Contract No. 4327, for construction of Yaquina River Bridge on the Elk City Road in Lincoln

County, requested an extension of time from May 31, 1955 to June 30, 1955. Extension approved as requested without penalty.

10. Witzig Construction Company, Contract No. 4256, for installation of traffic signals at Corvallis on the Pacific Highway West in Benton County, requested an additional extension of time from December 30, 1954 to February 11, 1955. Extension approved as requested without penalty.

11. George L. Rochat & Son, Contract No. 4251, for installation of illumination on the Salem By-pass on the Pacific Highway in Marion County, requested an additional extension of time from April 1, 1955 to May 31, 1955. Extension approved as requested without penalty.

(For further details regarding the extensions of time listed above, see copies of the contractors' requests and the Engineer's recommendations on file in the respective contracts in the Secretary's office.) *

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* FOOTNOTE: The action taken by the State Highway Commission upon the extensions of time within which to complete the highway contracts listed above was based upon the recommendation of the State Highway Engineer and his reports which considered but did not necessarily adopt either or any of the reasons given by the contractors in their requests for such extensions of time.

The Engineer reported that contracts Nos. 3853, 4169, 4199, 4201, 4222, 4251, 4252, 4256, 4268, 4281, 4306, 4309, 4310, 4319, 4328, 4339, 4351, and 4406 for construction of St ate Highway projects have been completed according to requirements of the contracts or modifications thereof and that said projects are ready for acceptance. After due consideration, the Commission accepted said contracts by adopting the attached resolution relative thereto, marked EXHIBIT "E", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

A request was considered from Mr. J. D. McMillan, Chief of Police at Gresham, requesting an extension of the existing speed zone west of Gresham. In connection with this request, the Engineer reported that it was deemed advisable to investigate all of that section of the Mt. Hood Highway between Portland and Gresham. As a result of that investigation, he recommended that the 35-mile per hour speed zone established September 28, 1950 be rescinded and that the following speed zones be established on the Mt. Hood Highway between Portland and Gresham: (1) From the east city limits of Portland (M. P. 5.31) to S. E. 92d Avenue (M. P. 5.81) 35 miles per hour; (2) from S. E. 92d Avenue (M. P. 5.81) to M. P. 7.24, 45 miles per hour, except that between M. P. 6.98 and M. P. 7.10 the indicated speed shall be 20 miles per hour during the hours of school crossings; (3) from M. P. 7.24 (50 feet west of S. E. 120th Avenue) to

M. P. 7.55, 30 miles per hour; (4) from a point 50 feet east of S. E. 127th Place (M. P. 7.55) to M. P. 9.14, 45 miles per hour, except that between M. P. 8.42 and M. P. 8.63, the indicated speed shall be 20 miles per hour during the hours of school crossings; (5) from M. P. 9.14 to the west city limits of Gresham at M. P. 11.97, 50 miles per hour except that between M. P. 9.86 and M. P. 10.12, the indicated speed shall be 20 miles per hour during the hours of school crossings. The Commission approved the speed zones as recommended by adopting the attached resolution relative thereto marked EXHIBIT "H-2", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

A speed zone on The Dalles-California Highway north of Bend was also considered by the Commission. The Engineer stated that an investigation had been made at the request of the Division Engineer, and, as a result of the facts disclosed by that investigation, he recommended that a 50-mile per hour speed zone be established on The Dalles-California Highway between the north entrance to the State Highway Shops at M. P. 137.39 and the north city limits of Bend at M. P. 140.14. The Commission accepted the recommendation by adopting a resolution relative thereto marked EXHIBIT "H-3", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Consideration was given to a request from Mr. E. L. Tedrick of the Union Creek Resort and Mr. J. H. Wood, Rogue River National Forest Supervisor, for a speed zone on the Crater Lake Highway in the Union Creek area. An investigation on this request was made, the Engineer stated, and it was found, in view of the prevailing speeds, the favorable accident record, and lack of roadside culture, that a reduced speed zone is not needed, and he recommended that the request be denied. The Commission accepted the recommendation.

A reduced speed zone was also requested by the Hon. Rodney Keating, Jackson County Judge, on the Pacific Highway between Medford and Phoenix. An investigation was made, the Engineer stated, and it was found that local people feel that the existing 45-mile per hour speed zone throughout this section is unreasonably low. In view of the accident rate on this section and the prevailing speeds, he recommended that Speed Limit Resolution No. 164, dated September 23, 1954, and a portion of Speed Limit Resolution No. 73, adopted October 11, 1951, be rescinded and the following speed zones be established: (1) From the south city limits of Medford at M. P. 312.06 to 0.14 mile north of the north city limits of Phoenix at M. P. 315.09, 50 miles per hour; (2) from M. P. 315.09 to the north city limits of Phoenix, 45 miles per hour, except that between M. P. 315.14 and M. P. 315.23, the indicated speed shall be 20 miles per hour during the hours of school crossings. The Commission approved the recommended speed limits by adopting the attached resolution relative thereto marked EXHIBIT "H-4", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer reported that an undesirable situation is developing on the Oakland Junction-Deady Section of the Pacific Highway at the Sutherlin Inter-

change by reason of parked vehicles. These vehicles apparently belong to employees of the lumber and logging industry and that parking, as practiced, obstructs the view, impairs sight-distance and creates roadside friction generally. He recommended that a "NO PARKING AT ANY TIME" regulation be established on both sides of the highway between Engineer's Station 1785+00 and Engineer's Station 1815+00. The Commission approved the recommendation by adopting the attached resolution relative thereto marked EXHIBIT "G-1", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer also reported that Mr. T. H. Edmunson who operates the Blue Spruce Motel south of Bend had requested an investigation into the matter of shoulder parking in front of his motel. An investigation was subsequently made by the Traffic Engineer, and it was found that trucks which park on the shoulders restrict sight-distance for vehicles leaving the motel, thereby creating a hazardous condition. He recommended that shoulder parking be prohibited on the west side of The Dalles-California Highway between M. P. 144.58 (Engineer's Station 1154+68, and M. P. 144.63 (Engineer's Station 1151+90). The Commission approved his recommendation by adopting the attached resolution relative thereto marked EXHIBIT "G-2", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The matter of prohibiting parking on that section of the Pacific Highway which by-passes Roseburg was also presented by the Engineer. He anticipated that when this section of highway is open to traffic, a dangerous situation will result because of shoulder parking along a section of the highway which overlooks the High School Athletic field, and a section which adjoins the County Fairgrounds. It was his feeling that motorists will stop along the shoulders to watch events at the athletic grounds and will park along the shoulders at the fairgrounds because of limited parking space within the fairgrounds. He therefore recommended that shoulder parking be prohibited on the Pacific Highway between the south end of the South Umpqua River Bridge at M. P. 196.75 and M. P. 197.01, and between M. P. 197.69 and M. P. 198.92. The Commission accepted his recommendation by adopting the attached resolution relative thereto marked EXHIBIT "G-3", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Consideration was given to a request from the Albany Timber Carnival Association for permission to use Waverly Lake Park for the annual timber carnival during the 4th of July weekend. The Engineer recalled that they had been allowed to use this area in years past, and their operations had been satisfactory. It was his recommendation that a permit be granted to the Association under the same terms as specified in the permit issued June 3, 1954, which required among other things, that the Association post a $500 bond to guarantee that all state highway property be cleaned up on or before July 22, 1955. Issuance of the permit was approved by the Commission.

The Engineer reported that a request had been received from Mr. John R. Gray, Umatilla County Engineer, for a change in the existing stop sign locations at the northerly junction of the Athena-Holdman Highway with the Havana-Helix Highway west of Athena. This is a three-way intersection, the Engineer explained

with the Havana-Helix Highway entering from the north, the Athena-Holdman Highway from the east, and the two highways having a common alignment to the south. At the present time, vehicles entering the intersection from the north are required to stop. The 1953 average daily traffic shows 420 vehicles from the north, 350 vehicles from the south, and 180 from the east. To properly take care of this traffic, he recommended that the resolution covering "THROUGH STOP HIGHWAYS" be amended to insert the following exception under the Athena-Holdman Highway, "Traffic on Road No. 334, the Athena-Holdman Highway, westbound, shall stop at its junction with Road No. 335, the Havana-Helix Highway, at M. P. 8.46", and that the following exception as contained in the resolution under the Havana-Helix Highway be rescinded: "Traffic on Road No. 335, the Havana-Helix Highway, southbound, shall stop at its junction with Road No. 334, the Athena-Holdman Highway, at M. P. 2.50". The Commission accepted his recommendation by adopting the attached resolution relative thereto marked EXHIBIT "K", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer recommended that the following sections of highways be designated as secondary highways:

1. Sams Valley Secondary Highway West No. 271, extending from the Rock Point Bridge on the relocated line of the Pacific Highway to Fourth Street in the town of Gold Hill.

2. Sams Valley Secondary Highway East No. 271, beginning at Fourth Street and extending along Second Avenue in the town of Gold Hill to a connection with the relocated Pacific Highway. The Commission approved the designations as recommended by adopting the attached resolution relative thereto marked EXHIBIT "I-2", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer also reported that the new section of the Columbia River Highway between Mosier and The Dalles has been completed and opened to public travel, and it is desired to designate the old route of the Columbia River Highway as a State Secondary Highway. He therefore recommended that the former route of the Columbia River Highway commencing at its junction with the relocated Columbia River Highway in the City of Mosier at M. P. 67.96 and extending easterly to a junction with the relocated Columbia River Highway near The Dalles at M. P. 80.61, a distance of 15.25 miles, be designated as the Mosier-The Dalles State Secondary Highway No. 292. The Commission approved his recommendation by adopting the attached resolution relative thereto marked EXHIBIT "I-3", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Secretary presented for the Commission's consideration a resolution authorizing Mr. I. A. DeFrance, Assistant Maintenance Engineer, and Mr. R. M. Smith, District Maintenance Superintendent, who is also Superintendent of the Astoria-Megler Ferries, to sign certain documents in behalf of the Highway Commission as required by the Collector of Customs, Bureau of Inter-

nal Revenue, relating to registration and annual renewals of registration for the Motor Vessels M. R. Chessman, Tourist No. 2 and Tourist No. 3. He explained that this resolution is to supersede one adopted June 8, 1953, authorizing Mr. DeFrance and Mr. Floyd Simon, who is now deceased, to sign such documents. The Commission authorized these men to sign the documents by adopting the attached resolution relative thereto, marked EXHIBIT "C-1", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

A request from the Chief of Police of the town of Rockaway was considered for permission to land planes on a section of the ocean beach at Rockaway on July 3, in connection with a fly-in breakfast sponsored by the City of Rockaway and the Veterans of Foreign Wars. The Engineer recommended that the request be denied due to the hazards involved to people on the beach. After some further discussion, the Commission instructed that the Chief of Police be notified of the provisions in the law which requires, among other things, the submission of a petition signed by the State Board of Aeronautics before being filed with the State Highway Commission.

Payment of a claim presented by State Farm Insurance Companies for damages to their client's automobile in the sum of $184.90 was considered. The Engineer explained that a state maintenance tree-felling crew had misjudged the felling of a small tree, with the result that it fell across the Warm Springs Highway, striking the car of Mr. Paul R. Want, of Woodburn. He recommended that the insurance company be reimbursed in the amount of $184.90 The Commission approved the payment.

The Engineer reported that the new route of the Pacific Highway West in the north part of Corvallis has been completed and the old section is no longer required for highway purposes, and under terms of an agreement previously entered into with Benton County, the old section can now be abandoned to the County, and he so recommended. The Commission approved his recommendation by adopting the attached resolution relative thereto, marked EXHIBIT "F", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Consideration was given to a letter from Mrs. Mary Squires, Secretary of the Astor Center Farm Bureau, suggesting that the section of the Oregon Coast Highway between the eastern city limits of Astoria and the city limits of Seaside be named "Lewis and Clark Way". The Engineer stated that the Memorials Committee of the Oregon Historical Society objects to the use of the word "Way" as it indicates the exact route of Lewis and Clark, which does not seem probable. He suggested the use of the work "Boulevard". In view of the objections of the Memorials Committee of the Oregon Historical Society concerning the use of the word "Way", and the fact that other organizations may be interested in the matter, the Commission declined to designate the name as requested.

The Commission approved out-or-state traveling expenses for the following people:

1. Mr. R. H. Baldock, State Highway Engineer, to attend the meeting of the Council of State Governments, in Billings, Montana, June 27 and 28, 1955, at an estimated cost of $100; also, to attend the meeting of the Executive Committee of the AASHO and a meeting of the National Highway Research Board, in San Francisco, July 19, 20, and 21, 1955, at an estimated cost of $105.

2. Mr. P. M. Stephenson, Bridge Engineer, to attend the meeting of the Bridge Committee of AASHO, in Salt Lake City, June 27 and 28, at an estimated cost of $115.

3. Mr. G. S. Paxson, Assistant State Highway Engineer, to attend Bridge Regional Meetings of AASHO, in Birmingham, New York City, St. Louis, and Salt Lake City, from June 14 to June 29, at an estimated cost to the State of $45. The Engineer explained that Mr. Paxson's expenses are being paid by the AASHO, except for those expenses in the western states.

4. Mr. J. Al Head and Mr. R. C. Blensly, Traffic Engineers, to attend the annual meeting of the Western Section of the Institute of Traffic Engineers, in San Diego, during the last week in June, at an estimated cost of $250.

5. Mr. R. C. Blensly, to Olympia, Wenatchee, and Seattle, in June, at an estimated cost of $40.

The Commission approved the Secretary's report of papers he had signed in behalf of the Commission during the period from April 8 through May 20, 1955.

A request of D. R. Johnson Lumber Company to lease highway property on the northerly side of the Tiller-Trail Secondary Highway, about two miles west of Tiller, was considered. The Engineer explained that they wished to lease the property for exploration and development as a mining claim as they feel that the area may contain uranium. Mr. Lewis E. Scott, Geologist for the Department, investigated the property but could not obtain any reaction with a Geiger counter. It was the Engineer's opinion that exploration or development work would probably handicap traffic because of the closeness of the road to the property, and he recommended, therefore, that the request be denied. The Commission accepted his recommendation.

The Commission also considered a request from John W. Krebs, of Cecil, Oregon, for State assistance in the extermination of obnoxious weeds and grasses on sections of the Old Oregon Trail, the Heppner Highway, and the John Day Highway. The Engineer recalled that the State had assisted in a similar operation during the past two years, and he recommended that assistance be granted in burning or spraying this year under the same terms and conditions that were in effect last year. The Commission approved the recommendation.

The Commission set the date for the next regular Commission meeting at June 30 and July 1, in the Imperial Hotel at Portland, and set tentative dates of August 11 and 12, September 22 and 23, and November 3 and 4 for following meetings. The Commission also approved dates of June 13 to 17, inclusive, for an inspection trip on the coast and west of the Cascades, and the dates of July 11 through 14 for an inspection trip in eastern and central Oregon.

Chairman Chandler commented that he planned to do some traveling this summer and would not be available for the August and September meetings. The Chief Counsel was instructed to make necessary arrangements with the Governor to excuse the Chairman for the two meetings. The Commission also discussed with the Engineer as to who should be invited to accompany the Commission on the June inspection trip.

The Commission discussed with the Engineer and the Chief Counsel problems to be presented by delegations scheduled to appear on the following day, but no action was taken at this time.

Chairman Chandler requested the Engineer to submit a report on the cost of improving a $2\frac{1}{2}$-mile section of the Santiam Highway south of Lebanon.

The Engineer reported that a log truck on May 6, 1955 had severely damaged a bridge over the Siletz River at M. P. 24.59 on the Siletz Secondary Highway and that it would be necessary to construct a temporary emergency bridge across the river. To protect the temporary bridge from undue damage and to provide safety for the traveling public, he recommended that a reduced speed of 10 miles per hour be imposed and that no more than one truck be allowed on any span at any one time. The Commission approved the recommendation and adopted the attached resolution relative thereto marked EXHIBIT "H-5", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Chairman Chandler inquired concerning progress made in getting electric power to service the lights in the Salt Creek Tunnel on the Willamette Highway. The Engineer stated that a request had been made to the U. S. Forest Service for permission to install a power line and that the Forest Service has so far refused to grant a permit for the line. The refusal, he stated, had been made by the local supervisor and upon taking the matter up with the Portland office, they agreed to a joint inspection of the route to be followed by the line. Also he contacted city officials in Oakridge in an effort to secure their support. He pointed out that there has been criticism of the Highway Department because of freezing conditions which sometimes occurs inside the tunnel when no freezing is apparent on the highway. If electric power is made available, it may be advisable to install heat units in the pavement to eliminate the danger of freezing.

Commissioner Reynolds called attention to a letter that he had received from the City of Pendleton urging the addition of a third lane to the highway from the Pendleton air field to the City of Pendleton in order to take care of the anticipated increase in traffic due to a large construction program contemplated on the air field. He suggested that the Engineer tell the Pendleton city officials that further consideration would be given their request when the traffic actually develops

but improvement would be considered on the basis of a four-lane section as a three-lane facility is exceedingly dangerous except as a climbing lane.

Commissioner Reynolds also brought up the matter of fire insurance on shop equipment in the State Highway shops. He pointed out that the state restoration reserve contains now approximately $1,000,000 which would be adequate to cover any loss by fire which might occur. At his suggestion, the Commission approved placing under the state restoration fund the shop equipment in highway shops valued at approximately $372,000. The restoration fund rate for insurance, he stated, is about 25 percent less than commercial rates.

Commissioner Reynolds also inquired as to what had been done regarding the installation of signs on the scenic drive section of the Columbia River Highway as requested by a resident of Hood River. The Engineer replied that the matter had been discussed with Mr. Widdows, Sign Engineer, and an investigation was underway. It was expected that a report could be presented at the next meeting. He pointed out that he felt that it was a bad precedent to install such signs and that the AASHO did not approve of such installation. He recommended that no action be taken until the full report could be presented. The Commission deferred action on the matter.

At 4:00 p.m. Commissioner Reynolds announced awards of contracts for which bids were received at the morning session, as follows:

"Liability Insurance for Steel Bridge in Portland: The Commission referred the low bid of Hansen & Rowland, Inc., Portland, in the sum of $795.33 to the Department of Finance and Administration with recommendation to award the contract to said low bidder.

"Grading and paving South River Road Junction (Milwaukie) Section of the Pacific Highway East in Clackamas County: The Commission awarded the contract to the low bidder, Central Paving Company, Independence, at their bid price of $9,982.

"Grading and paving Park Avenue-Gladstone Section of the Oatfield County Road in Clackamas County: The Commission elects to accept the bid of K. F. Jacobsen & Company, Inc., Portland, in the sum of $144,645 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Clackamas County is received and the sum of $32,700 is deposited by the County.

"Grading, paving, and construction of a concrete bridge on the Miles Crossing- Lewis & Clark River and Cooks Slough Sections on the Lewis & Clark River and Youngs River Loop County Roads, southeast of Astoria in Clatsop County: The Commission elects to accept the bid of Grimstad & Vanderveldt, Astoria, in the sum of $90,313 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Clatsop County is received and the sum of $20,450 is deposited by the County.

"Cleaning and painting all structural steel on the North Fork Quartz Creek

Bridge on the Sunset Highway in Clatsop County and the Necarney Creek Bridge on the Oregon Coast Highway in Tillamook County: The Commission awarded the contract to the low bidder, Tri-State Painting Company, Portland, at their bid price of $22,800.

"Oiling project on five county roads in the vicinity of Redmond, Sisters, and Bend in Deschutes County: The Commission elects to accept the bid of Babler Brothers, Inc., Portland, in the sum of $66,909 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Deschutes County is received and the sum of $15,000 is deposited by the County.

"Construction of reinforced concrete structure and the relocation of 640 feet of county road on the Weaver Overcrossing of Southern Pacific Company Tracks near Myrtle Creek on the Pacific Highway in Douglas County: The Commission elects to accept the bid of A. H. Saxton & Son, Corvallis, in the sum of $89,161.50 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Construction of a maintenance building at Reedsport in Douglas County: The Commission awarded the contract to the low bidder, Donald W. Thompson, North Bend, at his bid price of $11,676.

"Grading and surfacing Main Street-S. W. 2d Avenue at John Day in Grant County: The only bid which was submitted by Lankford Brothers, Nyssa, was rejected as being too high.

"Construction of Wagner Creek and Bear Creek Bridges on the Valley View Road near Talent in Jackson County: The Commission elects to accept the bid of Columbia Empire Constructors, Inc., and P. S. Lord Mechanical Contractors, Portland, in the sum of $91,258.40 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Jackson County is received and the sum of $20,500 is deposited by the County.

"Grading and paving the Applegate River Section of the Redwood Highway southwest of Grants Pass in Josephine County: The Commission elects to accept the bid of C. R. O'Neil, Pendleton, in the sum of $188,927.50 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Chiloquin (Klamath Avenue) Paving Project in Klamath County: The Commission awarded the contract to the low bidder, Asphalt Paving Company, Klamath Falls, at their bid price of $7,540.

"Jackson County Line-Keno Rock Production Project on the Green Springs Highway west of Klamath Falls in Klamath County: The Commission awarded the contract to the low bidder, M. C. Lininger & Sons, Medford, at their bid price of $39,040.

"Stone base and oiling Valley Falls and Salt Creek-Lakeview Sections of the Fremont Highway in Lake County: The Commission awarded the contract to the

low bidder, F. L. Somers, Medford, at their bid price of $102,705.

"Paving West Unit, Springfield-Walterville Section of the McKenzie Highway, east from Springfield in Lane County: The Commission awarded the contract to the low bidder, John R. Saxton, Idlewyld Park, at his bid price of $174,272.50.

"Cooks Ranch-Scott Lake Rock Production Project on the McKenzie Highway in the vicinity of Blue River and Belknap Springs in Lane County: The Commission awarded the contract to the low bidder, E. C. Hall Company, Portland, at their bid price of $42,720.

"Stone base and oiling and furnishing crushed material in stockpiles on the Chitwood Creek-Siletz Section of the Siletz Highway in Lincoln County: The Commission elects to accept the bid of Central Paving Company, Independence, in the sum of $76,081 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired.

"Grading and paving Queen Avenue (Albany) Section of the Corvallis-Eastside Highway in Albany, Linn County: The Commission awarded the contract to the low bidder, Warren Northwest, Inc., Portland, at their bid price of $60,926.30.

"Construction of a concrete bridge over Abiqua Creek on Meridian Road between Monitor and Silverton in Marion County: The Commission elects to accept the bid of Concrete Structures, Portland, in the sum of $19,975 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Marion County is received and the sum of $4,500 is deposited by the County.

"Construction of a concrete bridge over the Nehalem River on Miami Valley Road near Mohler in Tillamook County: The Commission elects to accept the bid of Columbia Empire Constructors, Inc. and P. S. Lord Mechanical Contractors, Portland, in the sum of $115,321 and directs the State Highway Engineer to award the contract to said bidder as soon as right of way is cleared.

"Emigrant Hill Guardrail and Snow Fence Project on the Old Oregon Trail Highway, east of Pendleton, in Umatilla County: The Commission awarded the contract to the low bidder, George E. Berry, Beaverton, at his bid price of $133,970.

"Union (Warren and Dearborn Streets) Grading and paving project in Union County: The Commission elects to accept the bid of Russell Olson Construction Company, Inc., Pendleton, in the sum of $16,951.50 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of the City of Union is received and the sum of $4,470 is deposited by the City."

An inquiry was made by Commissioner Reynolds if construction of off-ramps on the Banfield Expressway would hold up construction of the Express-

way proper. The Engineer replied that in his opinion, it would not and that it was planned to have the Expressway open to 42d Avenue this fall.

At the suggestion of Commissioner Reynolds, the Commission authorized an increase in the allotment for the La Grande truck route from $25,000 to $46,000.

The Commission signed the following agreements and other papers:

"Consent" re consent to vacate public street situate between the old and new locations of the Columbia River Highway near Rowena, Wasco County.

"Bargain and Sale Deed" re sale to Mr. and Mrs. Roscoe Hopper 1.54 acres of excess right of way on Jefferson County Line-Prineville Section of Madras-Prineville Secondary Highway, Crook County.

"Bargain and Sale Deed" re sale to Mr. and Mrs. Edward Blondell 0.4 acre of right of way on Deady-Shady Section of Pacific Highway, Douglas County.

"Land Use Permit" with Union Oil Company, granting permission to occupy portion of right of way on Beaverton-Hillsdale Highway.

"Agreement" with City of Corvallis re payment of $45,000 toward the acquisition of Corvallis Lumber Company property and the City of Corvallis to pay the difference.

"Throughway Agreement" with Douglas County covering the Weaver Overcrossing Structure on the Pacific Highway in Douglas County.

"Special City Allotment Projects" in the Cities of Milton-Freewater, Toledo, and Union.

"Finance & Maintenance Agreements" with Tillamook County covering the Nehalem River Bridge on FAS 615.

"Finance & Maintenance Agreements" with Baker County covering the Forest Boundary-Halfway Section of FAS 512.

"Finance & Maintenance Agreements" with Clatsop County covering the Miles Crossing-Lewis and Clark River Section and Cooks Slough Section of FAS 608 and 571 respectively in Clatsop County.

"Finance & Maintenance Agreements"

1. Clackamas County-Park Avenue-Gladstone Section of Oatfield Road.

2. Deschutes County-Atkinson & Euston Roads, Camp Polk Road, Plainview Road, Old Lower Bridge Road.

3. Jackson County-Wagner Creek Culvert and Bear Creek Bridge.

4. Marion County-Abiqua Bridge, Turner-Aumsville Section, Pen Annex Section, and two bridges over Mill Creek.

5. Polk County-Luckiamute River Section of Burns Corner-Suver Road.

"Release Agreement" with Union Pacific Railroad Company covering settlement of $54,905.63, being 50 percent of the Railroad Company's claim for damages to railroad facilities resulting from a slide between Cascade Locks and Wyeth.

"Agreement" with Longview Fibre Company covering a road crossing by the Company across the Van Duzer Corridor in Tillamook County.

"Agreement" with the City of Albany covering the improvement and widening of Queen Avenue in the City of Albany.

"Renewal of Lease" with the City of Tualatin covering land lying in the Southwest quarter (SW$\frac{1}{4}$) of Section 24, Township 2 South, Range 1 West, W. M., Washington County, containing 1.0 acre. This lease covering a period from May 16, 1955 for, during and until May 15, 1958.

"Agreement" with Nellie L. Fromm covering Modification of Judgment and Indenture of Access to her property on the Oregon Coast Highway at Highway Engineer's center line Station 395+10.

The meeting adjourned at 4:30 p.m. to reconvene the next morning at 9:00 a.m.

Portland, Oregon
May 26, 1955

The meeting of the State Highway Commission resumed at 9:00 a.m. in the Green Room of the Imperial Hotel with the following persons present and participating:

Ben R. Chandler, Chairman
Charles H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, Deputy State Highway Engineer
W. W. Stiffler, Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
R. L. May, Jr., Assistant Counsel

R. L. Porter, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

Bids for construction projects as follows were opened and read aloud by the Secretary who then announced that awards of contracts would be made at 3:45 p.m. in the same room:

PINE CREEK ROAD IN BAKER COUNTY
STONE BASE AND OILING

N. A. Toole Construction Company, Ontario	$ 55,014.00
H. G. Johnson, Portland *	60,294.50
Arthur Simonsen & Company, Baker	61,732.00

* Bidder will accept award of only one project.

CLATSOP COUNTY
CANNON BEACH STONE BASE AND PAVING

The United Contracting Company, Portland	$ 10,851.50
Grimstad & Vanderveldt, Astoria	12,217.50

DESCHUTES COUNTY
McKENZIE HIGHWAY GRADING AND PAVING

Durbin Brothers, Eugene	$159,941.00
Rogers Construction Company, Inc., Portland	167,284.00
Vernie Jarl, Gresham	168,892.00
Parker-Schram Company, Portland	173,935.00
E. C. Hall Company, Portland	185,078.00
Warren Northwest, Inc., Portland	186,132.50
Babler Brothers, Inc., Portland	187,533.00
C. R. O'Neil, Pendleton	191,913.50
J. N. Conley, Portland	212,998.00
J. W. Briggs, Bend	213,856.50
Earl L. McNutt Company, Eugene	243,554.50
F. L. Somers, Medford	258,642.00

GRANT AND UMATILLA COUNTIES
UMATILLA COUNTY LINE-LONG CREEK ROCK PRODUCTION PROJECT

E. H. Itschner Company, Molalla	$ 34,340.00

HARNEY COUNTY
BUCHANAN-STINKING WATER MOUNTAIN GUARDRAIL PROJECT

Vern Hoaglin, Beaverton	$ 3,360.00
Trussfab, Inc., Portland	3,408.00
George E. Berry, Beaverton	3,840.00
Lankford Brothers, Nyssa	3,900.00

LINCOLN COUNTY
BEVERLY BEACH STATE PARK OVERNIGHT CAMPING FACILITIES

Petersen Construction Company, Florence	$ 19,911.12
Schrader Construction Company, Portland	23,685.00
Gail L. Zysset, Salem	24,087.50
Bush & Sons, Cottage Grove	26,424.50
Salem Sand & Gravel Company, Salem	27,129.00

LINCOLN COUNTY
TOLEDO PAVING PROJECT

Western Paving & Construction Company, Albany	$ 9,921.00
Acme Construction Company, Eugene	10,275.00

MALHEUR COUNTY
I. O. N. AND CRANE-SCOTTS BUTTE HIGHWAYS

N. A. Toole Construction Company, Ontario	$ 69,899.00
C. E. Leseberg, Nyssa	70,721.00

MARION COUNTY
SALEM-TURNER-AUMSVILLE ROAD GRADING AND PAVING

Warren Northwest, Inc., Portland	$ 65,660.00
Central Paving Company, Independence	66,690.00
J. R. Taggart, Salem	69,562.50
H. G. Johnson, Portland	72,665.00

MARION COUNTY
MILL CREEK AND PEN ANNEX BRIDGES

Tom Lillebo, Reedsport	$ 61,484.00
Babler Brothers, Inc., Portland	67,130.00
Hamilton and Thoms, Eugene	71,867.50
Lockyear & White, Inc., Longview, Washington	75,434.00
United Builders, Inc., Beaverton	79,368.00
Orlando C. Bennard, Portland	84,465.00
Birkemeier Construction Company, Milwaukie	87,010.00
Schrader Construction Company, Portland	90,075.00

MARION COUNTY
HUBBARD, WOODBURN, HAYESVILLE INTERCHANGE ILLUMINATION

Electric Corporation, Salem	$ 29,180.00
Rochat Electric, Portland	30,870.00
Marion Electric, Salem	33,640.00
Trowbridge Electric Company, Roseburg	36,500.00
S. E. Lawrence, Oregon City	37,420.00
Witzig Construction Company, Corvallis	39,960.00

May 26, 1955

MULTNOMAH COUNTY
CASCADE HIGHWAY GRADE WIDENING AND PAVING

Parker-Schram Company, Portland	$ 93,338.60
Logan-Taylor Company, Portland	97,406.90
Oregon Asphaltic Paving Company, Portland	98,187.90

MULTNOMAH COUNTY
ROSS ISLAND BRIDGE EAST RAMP

Manson Construction & Engineering Company, Seattle, Wn.	$419,580.00
Lee Hoffman, Beaverton	435,470.00
General Construction Company, Portland	470,916.00
Peter Kiewit Sons' Company, Longview, Washington	482,620.00
Lord Brothers Contractors, Portland	493,842.00
Kuckenberg Construction Company, Portland	594,927.00

POLK COUNTY
LUCKIAMUTE RIVER BRIDGE

Tom Lillebo, Reedsport	$ 70,530.00
Charles E. Wiedeman, Dallas	70,835.00
C. J. Eldon, Portland	74,797.50
Schrader Construction Company, Portland	75,875.00
Hamilton & Thoms, Eugene	77,175.00
Babler Brothers, Inc., Portland	77,680.00
Johnston & Bryant, Newberg	80,437.50
L. B. Read, Portland	85,460.00

UMATILLA COUNTY
MILTON-FREEWATER PAVING PROJECT

Morrison & Lamping, Milton-Freewater	$ 15,666.00
Lankford Brothers, Nyssa	16,915.00
Russell Olson Construction Company, Inc., Pendleton	17,538.00

UNION COUNTY
GLOVER OVERCROSSING-ORODELL OVERCROSSING APPROACHES

La Grande Concrete Pipe Company, Island City	$ 17,494.00
Vernie Jarl, Gresham	18,675.00
Leslie Harris, Pendleton	18,930.00
Morrison & Lamping, Milton-Freewater	22,840.00

WALLOWA COUNTY
JOSEPH-WALLOWA LAKE HIGHWAY GRADING AND OILING

Morrison & Lamping, Milton-Freewater	$ 55,225.00
Vernie Jarl, Gresham	61,902.50
Leslie Harris, Pendleton	64,156.00

May 26, 1955

WASCO AND SHERMAN COUNTIES
DILLON-RUFUS GUARDRAIL PROJECT

Hutton-Kalkhoven, Portland	$ 80,680.00
A. C. Bubak, Woodburn	82,792.50
McWaters & Bartlett, Boise, Idaho	83,412.50
Anderson-Torretta, Walla Walla, Washington *	87,242.50
George E. Berry & C. R. O'Neil, Beaverton	88,060.00
T. W. Thomas, Portland	89,790.00
Cherveny Construction Company, Portland	90,100.00
Wulfert Company, Inc., San Leandro, California	92,882.50
United States Steel Corporation, Portland	93,282.50

*Will not accept this project if awarded the Emigrant Hill Guardrail and Snow Fence Job.

WASHINGTON COUNTY
TUALATIN VALLEY HIGHWAY GRADING AND SHOULDER PAVING

Porter W. Yett, Portland	$ 4,040.00
Oregon Asphaltic Paving Company, Portland	4,515.00

The Commission discussed the Engineer's reports on the completed surveys concerning which public hearings were held in Sheridan, Rickreall, and Dayton on May 24, 1955, as follows:

1. Salmon River Highway between a point approximately one mile east of Sheridan to Valley Junction, by-passing the cities of Sheridan and Willamina, Yamhill County.

2. Dolph Corner-Rickreall Section of the Willamina-Salem Highway, Polk County.

3. McMinnville Airport-Dayton Junction Section of the Three Mile Lane Secondary Highway, by-passing the city of Dayton, Yamhill County.

In connection therewith, the Commission gave consideration to arguments presented at the hearings by local groups. The Engineer recommended adoption of all three surveys as reported and that authority be granted to the Right of Way Department to proceed with negotiations for right of way. He pointed out that the Commission on November 9, 1951 formally adopted the survey for the Dolph Corner-Rickreall project so favorable action by the Commission at this time will simply be confirmation of the action previously taken. As a result of careful consideration of all the facts at hand, the Commission unanimously approved the surveys as recommended and authorized the right of way negotiations. The attached resolutions relative thereto marked EXHIBITS "J-3", "J-4", and "J-5" respectively, which resolutions by this reference are made a part hereof with like effect as though extended in full herein, were thereupon adopted by the Commission by unanimous vote upon motion of Commissioner

Reynolds which was duly seconded by Commissioner McIver. The following statement relative to the action taken was thereupon approved by the Commission and released to the press for immediate publication:

PRESS RELEASE BY THE OREGON STATE HIGHWAY COMMISSION

On May 24, the Oregon State Highway Commission held three public hearings, in accord with federal law, to obtain first-hand information about the proposed locations of state highways in the vicinity of Sheridan and Willamina, McMinnville and Dayton, Dallas and Rickreall. After listening to the evidence presented at the hearings and studying the engineering and economic data presented by the Engineering Staff, the Commission today made a decision with relation to the location of each of the projects.

With respect to the location of Oregon 18 near Sheridan and Willamina, the Commission decided on the selection of a direct line from a point about one mile east of Sheridan to a point near Wallace Bridge, by-passing the towns of Sheridan and Willamina, for the following reasons:

1. The bulk of the traffic has no reason to go through these towns and such movements cause this traffic an additional expense and loss of time as well as cause traffic congestion at peak-hour periods in each town.

2. It is the considered opinion of the Commission, based upon observation of by-passes of towns in Oregon as well as studies made elsewhere in the nation, that neither Sheridan nor Willamina will be handicapped to any serious degree by the loss of this traffic. On the other hand, the major monetary benefits to the road users, who after all pay for the highway, will be material by the building of the by-pass line. The present highway through Sheridan and Willamina will be maintained in satisfactory condition by the State Highway Commission to afford road service to these towns. In fact, at the present time the street in the town of Willamina is being widened by the State Highway Department.

3. By using the by-pass line, access to the highway can be controlled which protects the public investment and materially reduces accidents, with resultant property damage and loss of life.

The by-pass at Dayton was selected to provide for present and future traffic on a controlled access basis on a portion of a route which, when completed, will save three miles for north and south traffic on US 99W and reduce potential traffic hazards and congestion that would develop in Dayton's main street.

The Rickreall-Dolph Corner route of the Salem coast highway was selected after a careful engineering and economic analysis of various routes, some of which have been under investigation since 1950. The Commission feels that the route between Rickreall and Dolph Corner will give the road users the route that will provide them with the greatest monetary benefits.

May 26, 1955

The Commission feels keenly the need for building a road system not merely for today but for tomorrow so as to encourage and not to retard the growth of Oregon's economy which is so dependent upon motor transport in the movement of goods and services. Moreover, the Commission believes that, where possible, controlled access should be used to preserve the public investment in roads and to reduce accidents which cause loss of life and damage to property.

To this end, the Commission believes that it is better not to build a road at all than to fail to recognize the growth of traffic, the need to encourage the economy of Oregon by the reduction in the cost of movement of goods and services and the control of access to preserve the public investment and to prevent accidents. Attention is called to the fact that with controlled access no new business can develop alongside the proposed by-pass so that traffic must turn off and go into the town to secure service. As a result the private investment in the by-passed cities and towns will not be damaged by competition with new business alongside the new highway. The Commission's action is based upon engineering and economic facts and it believes that its selection will give the greatest benefit to the greatest number of people at the lowest cost.

The Commission approved and signed the following letter directed to the District Engineer of the Bureau of Public Roads requesting approval of the addition of the Dolph Corner-Rickreall Section to the Federal-aid highway system:

May 26, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

The State Highway Commission proposes now to add to the Federal-aid Primary Highway System in Oregon a route connecting the Pacific Highway East (F. A. Route 3) at Salem with the Salmon River Highway (F. A. Route 11) near Willamina, the general location of the route to be as indicated on the accompanying small scale map.

The proposed route has a length of 26.2 miles and carries an average daily traffic ranging from 6,800 immediately west of Salem to 1,500 at the Willamina end. It has become important during recent years as a part of a through connection from Salem to the Oregon Coast Highway and the ocean beaches.

For 21.77 miles, the route traverses existing improved roads. The remaining 4.43 miles are new location.

The following is suggested as a suitable description for the proposed designation:

> Route 47. From a point on Federal-aid primary route 11 southwest of Willamina to a point on Federal-aid primary route 3 at Salem.

Official approval of this proposed addition to the Federal-aid primary system is requested and will be appreciated.

Requests for changes in the Federal-aid secondary system to eliminate the overlapping of systems which this addition to the primary system will entail, will be submitted if and when the addition has your approval.

Oregon State Highway Commission

By /s/ Ben R. Chandler
As Chairman

By /s/ Chas. H. Reynolds
As Commissioner

By /s/ M. K. McIver
As Commissioner

The Commission discussed, approved, and signed an agreement with the city of Corvallis providing for the purchase of property from the Corvallis Lumber Company that is needed for a proposed future improvement of US 99W through this city, the agreement having been revised by the Chief Counsel in conformity with instructions given by the Commission on the previous day.

A delegation representing the Chambers of Commerce of Jackson, Josephine, Klamath, and Lake Counties came before the Commission concerning construction of a new highway between Klamath Falls and Medford via Lake of the Woods. The following people were present: Messrs. Paul Rynning, Chairman of the Highway Committee of the Chamber of Commerce, Medford; Charles McLean, Chairman of the Highway Committee of the Chamber of Commerce; Grants Pass; Francis Landrum, Chairman of the Highway Committee of the Chamber of Commerce, Klamath Falls; and John R. Howard, Director of Roads and Highways, Chamber of Commerce, Klamath Falls. Mr. Paul Rynning acted as spokesman and asked the Commission to conduct a resurvey for this route on secondary standards as it was his feeling that such standards would be sufficient

to take care of the traffic needs. He presented to the Commission a statement pointing out the advantages of this highway. He also pointed out that this is the only secondary road improvement that has been requested by Jackson County, and is not a new request. Mr. McLean stated that Josephine County is 100 per cent in favor of the new road. Mr. Landrum stated that the people of Klamath Falls are much in favor of the proposed construction and asked that the Commission make a reexamination of the proposed route which would be a much better facility than the Green Springs Highway. Mr. Howard stated briefly that the Counties of Jackson, Josephine, Klamath and Lake are all in favor of the proposed construction. Mr. Rynning commented that it appeared more feasible to construct the highway they have requested than to improve the Green Springs Highway. Chairman Chandler stated that the Commission would give careful consideration to the evidence submitted by the delegation, but it now appears that construction of this highway would probably have a very low priority.

Mr. Mel Davidson, Mayor of The Dalles; Mr. Virgil Kelly, Councilman; Mr. Joe McNutt, President of the Chamber of Commerce; Mr. Arthur Thresher, Manager, Pacific Power & Light Co.; Mr. Ed Chamber with the Harney Aluminum Co., and Mr. Rupert Kennedy, Chairman of the Highway Committee, The Dalles Chamber of Commerce, all of The Dalles, came before the Commission to urge realignment of US197 from The Dalles south to Eight Mile Creek. Mr. Kennedy who acted as spokesman for the delegation introduced the other members and stated that they were very much interested in securing a relocated highway section from The Dalles south to Eight Mile Creek. He pointed out that the new bridge across the Columbia and the dam provide a great tourist attraction. Mr. Davidson called attention to the great economic value to the traveling public and to the City of The Dalles by construction of the new highway section. Mr. McNutt stated that now that the dam and the bridge have been constructed, better access to them is needed from the south. Mr. Kennedy asked that an allocation be made for this improvement when anticipated additional Federal funds are available. Mr. Davidson called attention to the fact that the existing highway is too crooked for many large trucks to travel. Chairman Chandler advised the delegation that although the Commission recognizes that the project is important, there are no funds available for the improvement at this time.

A delegation representing the US Highway 20 Association came before the Commission to request improvement of the Albany-Corvallis Highway between Albany and Corvallis, and construction of a $2\frac{1}{2}$-mile section of four-lane pavement south of Lebanon from the end of the existing four-lane section to Sodaville Junction. The following people were present: Messrs. Kurt Kiesow and Frank Updike, Directors of US 20 Association, Toledo; James Howes, Secretary, US 20 Association, Newport; Robert Sipe, Director of US 20 Association, Albany; Don Donahue, Manager, Chamber of Commerce, Albany; McKenzie Alexander, Manager, Chamber of Commerce, Lebanon, and Fred Spores, Director of US 20 Association, Lebanon. Mr. Sipe who acted as spokesman pointed out that in promotion of developments on Highway 20, they had previously asked for a survey over Pioneer Mountain east of Toledo which is just now under way, and

the next points in their program consists of construction of a high level road between Albany and Corvallis to avoid flooding, and widening of the Santiam Highway east of Albany. He asked that a survey be made between Albany and Corvallis. Mr. Spores thanked the Commission for improvements made in and in the vicinity of Lebanon. He pointed out, however, that the traffic volume south of Lebanon is very high, and requested extension of the four-lane section from the south limits of Lebanon to Sodaville Junction.

Chairman Chandler stated that although these are worthy projects, the Commission has other problems in the same area, and he pointed out that some groups are interested in improving US99W rather than improving the Albany-Corvallis Highway. Following departure of the delegation, the matter was discussed briefly, and the Commission authorized a reconnaissance survey for the Albany-Corvallis Highway.

Mr. W. R. Whittenburg and Mr. Q. L. Rufener came before the Commission to request additional compensation arising out of their contract No. 4273 for construction on the Beals Corner-Dougherty Corner Section of the Woodworth County Road in Hood River County. Mr. Whittenburg pointed out that because of changes in the plans, the amount of excavation had been more than tripled, and also he felt that his request to use an alternate borrow pit had been refused arbitrarily. He asked compensation for the additional material on the basis of his actual cost. After some further discussion Chairman Chandler informed the contractors that the Commission feels that the quantities as shown in the contract should be paid for at the bid price, but compensation should be made for additional material on the basis of the contractors' actual cost. The Engineer stated that if the contractors would come to the office in Salem, a fair settlement would be arranged.

The Chief Counsel brought up the matter of hearings in connection with the case before the Supreme Court in Washington to test the validity of the contract and the bonds to be issued for construction of a second interstate bridge between Portland and Vancouver. The Washington bond Attorneys, he stated, are cautious and have requested Governor Patterson of Oregon to sign an affidavit and also a petition, and that a writ of mandate be signed by the Oregon Highway Commission. He recommended that the Commission adopt a resolution authorizing signing of the writ of mandate. The Commission approved the recommendation by adopting the attached resolution relative thereto marked EXHIBIT "C-2", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

At the request of the Chief Counsel the Highway Commission directed that for a period of one year the Commission would depart from its policy of requiring the use of local counsel in all jury cases, and instead authorized the Chief Counsel to use local counsel in such cases and to such extent as he deems to be in the best interest of the state.

A delegation representing the Reedsport Chamber of Commerce appeared before the Commission to urge improvement of the Umpqua Highway and the Elkton-Sutherlin Secondary Highway. The following people were

present: O. H. Hinsdale, Chairman, Roads, Lower Umpqua Chamber of Commerce, Roy Henderson, Mayor; Tom Lillebo, Contractor, all of Reedsport; Percy Croft, Chamber of Commerce, and Elmer Metzger, Douglas County Court, both of Roseburg; Ernest Seaton, Chamber of Commerce, Drain; Bob Hanson, President, Umpqua Improvement Association, Hugh McKinley, City Manager, and Russell J. Hubbard, farmer, all of Sutherlin. Mr. Hinsdale acted as spokesman and introduced the other members of the delegation. He requested improvement of the Umpqua Highway, particularly east of Scottsburg, and completion of the reconstruction of the Elkton-Sutherlin Highway. Chairman Chandler pointed out that considerable improvements have been made on both highways in the last few years, and present plans contemplate improvement of the Umpqua Highway as far east as Scottsburg. Also it is planned to reconstruct a three or four mile section on the Elkton-Sutherlin Highway in 1955. He also called attention to the fact that people in Roseburg and Coquille are very much interested in securing an improved route between these two Cities. Mr. Percy Croft commented that although Roseburg is interested in securing a better route to the coast, they are also in favor of improving the Umpqua Highway and the Elkton-Sutherlin Highway. Mr. Hinsdale pointed out that improvements are becoming necessary in that increasing sales of O & C timber lands are being made which involve hauling of logs on both highways. Mr. Hansen called attention to the formation of the Umpqua Improvement Association whose purpose is to unite various groups and actions to bring in outside industry. They have hopes of improving the harbor in Reedsport. In response to an inquiry by Mr. Hinsdale concerning the availability of Federal funds for these projects, Chairman Chandler stated that although the Commission does not know what Congress will do and consequently can make no plans for the use of extra Federal funds, it was his feeling that funds provided would probably be mostly for highways on the interstate system.

The meeting recessed at 12:00 noon and reconvened at 2:00 p.m. in the same place with the same persons present and participating.

A delegation from the City of Dallas came before the Commission concerning improvement of the highway between Salem and Dallas. The following people were present: Mr. Hollis Smith, Mayor; Mr. Otto B. Adolf, President, Chamber of Commerce; Mr. Lynn McCulley, City Auditor, and Mr. C. L. Marsters, City Attorney. Mayor Smith acted as spokesman and introduced the other members of the delegation. He presented a resolution adopted by the City Council of the City of Dallas, urging immediate improvement of the Salem-Dallas Highway and construction of an access road from Dallas to the Dolph Corner-Rickreall Section when this new section is constructed. He also presented a resolution from the Dallas Chamber of Commerce, a resolution from the Dallas Junior Chamber of Commerce, a resolution from the Dallas Lions Club, a resolution from the Dallas Rotary Club, a letter from Gerlinger Carrier Co., and a letter from the Willamette Valley Lumber Company, all endorsing these same improvements. He also called attention to plans for construction of a new mill in Dallas which will employ a considerable number of people many of whom will travel the Salem-Dallas Road.

Chairman Chandler stated that the Commission today had adopted the survey for relocation of the section of the Willamina-Salem Highway between Rickreall and Dolph Corner and that to complete this section of the road would take all the available funds for this area for several years. Improvement of the present road, he stated, is a question of money and there is none now available.

Mr. R. E. Koozer, Ashland City Councilman and Chairman of the Highway Committee of the Chamber of Commerce, and Mr. Harry Morris, Chairman of the Ashland City Council, appeared before the Commission concerning construction of a highway between Medford and Klamath Falls via Lake of the Woods. Mr. Koozer stated that the City of Ashland wishes to protest the building of this road via Lake of the Woods if it is on a primary highway standard. People in the Ashland area, he stated, are interested in the improvement of or relocation of the Green Springs Highway and he asked that this matter be given early consideration. Mr. Morris stated that he could see no particular reason for constructing the Lake of the Woods Highway and that in his opinion any money available should be spent on improving the Green Springs Highway.

Chairman Chandler stated that at the present time there are no plans for improvement of either one of the roads and that he anticipated it would be some considerable time before any work is undertaken.

A delegation from Astoria, Warrenton, Seaside and Portland came before the Commission regarding reconstruction of the Oregon Coast Highway between Astoria and Seaside. The following people were present: Messrs. Robert Lovell, President, Chamber of Commerce, Astoria; Chas. DeFoe, Secretary, Chamber of Commerce; Dan Thiel, Highway Chairman, Chamber of Commerce, Dr. John Rankin, Citizen; Messrs. William Larson; Clarence Singleton; Nick Kussman, Paul Hein, all citizens of Astoria; E.R. Baldwin, City Manager, Warrenton, Dale Sanders, Seaside, and Francis E. Harrington, Attorney, Clatsop County, Motel Association, Portland. Mr. Lovell acted as spokesman and introduced the other members of the delegation. He pointed out that the present highway between the two cities of Astoria and Seaside is obsolete and during periods of the day is badly congested with traffic. He commented that there is a difference of opinion within Clatsop County as to the route that should be used when the highway is reconstructed but it was not his intention at this time to make any recommendation as to which route should be used, but this expression of opinion would come at a later date. He added that a decision in Clatsop County has been delayed due to a high school bond issue and also due to the findings concerning feasibility of a bridge across the Columbia River at Astoria.

Chairman Chandler stated that a careful study had been made concerning various highway locations between Astoria and Seaside and the Commission was about ready to make up its mind on the matter as soon as the communities involved can reach a decision. Commissioner Reynolds inquired of the delegation if they had any objection to the work starting at the Seaside end. Mr. Lovell stated that he thought they could obtain an expression of opinion from the people who were concerned within 90 days. Another mem-

ber of the delegation pointed out that traffic congestion is extremely bad at Miles Crossing and it was his feeling that the Highway Engineer should select the route which would best serve the public as there is considerable difference of opinion locally as to the advantages of one route over the other.

Mr. Harrington stated that he represented the Motel Association in Seaside and they favored the Lewis and Clark Valley route, but before any decision is made in the matter he stated that the Seaside people would like to be heard. Mr. Larson pointed out that the existing bridges are narrow and act as bottlenecks and that a new highway should be constructed for four-lanes of traffic. It was his feeling that the Lewis and Clark Valley route was best. Mr. Baldwin, Warrenton City Manager, stated that they hoped to be able to present their views within 90 days, but it was his feeling that the Smith Point route would be a better one. Chairman Chandler concluded the interview by stating that no decision would be made in the meeting today and the Commission would wait for some expression from the communities involved.

US Highway 126 Association came before the Commission to request an extension of US126 from Eugene to Florence via the Eugene-Richardson Secondary Highway. The following people were present: Messrs. Jack Larson, Chairman, Highway Committee of Chamber of Commerce; Hartley Kneeland, Chairman, Springfield Greeters Club of Chamber of Commerce; Robert Straub, Lane County Commissioner; Ersel Zimmerman, Greeters Club of Chamber of Commerce and Springfield Realty Board, all of Springfield; Velma Kepler, Business and Professional Women's Club and Greeters Club, Springfield; Messrs. Virgil Estes, Businessmen's Association, Glenwood; Don Houghton, Chamber of Commerce, Florence; Richard Apling, President of Highway 126 Association, Vida; Willis Brewster, Treasurer of Highway 126 Association, McKenzie Bridge; Mrs. Willis Brewster, Assistant Postmaster, McKenzie Bridge, and Mrs. Ruth Mills, Secretary, Highway 126 Association, Leeburg. Mr. Larson, who headed the delegation, introduced Mr. Richard Apling. Mr. Apling stated that the Association felt that the Highway should be extended to the coast from Eugene. He also requested an early opening for the McKenzie Pass Section of the McKenzie Highway. It was his feeling that the Highway Department had not made an adequate snow survey and that two shifts should be placed in operation to open the highway at an early date. Mr. Kneeland pointed out that a great many people who live in the McKenzie Valley and those in Springfield and Eugene benefit by having the McKenzie Highway open as soon as possible.

Chairman Chandler requested the Engineer to explain to the delegation about extension of US Route 126. The Engineer pointed out that, before any highway can be designated as a U.S. Route, it must be constructed to certain required standards, including paving. As the highway from Eugene west has not been constructed to these standards, there is no possibility of its being assigned a U.S. highway route number; also, the road is not included as a part of the state highway system.

Mr. Kneeland then inquired as to why other states seemed to have their mountain passes opened earlier than in Oregon. Chairman Chandler stated that on the McKenzie Pass there are a number of deep cuts which cannot be opened until the snow has melted to a certain depth. He commented that as soon as the road via Clear Lake and Belknap Springs is constructed there will then be a year-round route over the Cascades via Hoag Pass on the Santiam Highway. Mr. F. E. Andrews of the Bureau of Public Roads, who was present, pointed out that construction of the road via Clear Lake has been delayed because of Linn County's failure to sign an agreement to maintain the section of road in Linn County after it has been constructed. It seems, he stated, that Linn County feels that the timber hauled out over the road would go into the Lane County area. He suggested that if the delegation desired early completion of the road, they try to get the Linn County Court to cooperate.

Concerning the amount of snow in the McKenzie Pass, the Engineer stated that a snow survey has been made and that there is much more snow on the summit than there was last year. He also stated that it will take about 20 days to open the Pass after plowing operations begin. Chairman Chandler stated that the Pass would be opened as soon as possible.

A group of people from Oswego, Milwaukie, Oregon City, and Portland came before the Commission concerning construction of a new bridge across the Willamette River between Oswego and Oak Grove. State Senator Monroe Sweetland, who acted as spokesman, called attention to the heavy population living in these two areas, amounting to some 50,000 to 60,000 people. He asked the Commission to take preliminary steps to get the bridge started, including a survey for location and other details. Mr. Stidd stated that the City of Oswego is vitally interested in and much in favor of the proposed bridge. Mr. Crampton stated that all service and community clubs that he knew of in the area endorsed the bridge. Mr. Fleming of Oak Grove, stated that his community was also in favor of the bridge. Mr. Jones, Clackamas County Commissioner, and Mr. Wallace Telford, Clackamas County Judge, stated that the County Court is also in favor of the bridge and asked that a survey be made.

Chairman Chandler stated that the project had been brought to the Commission's attention in the past but no specific action had been taken. He called attention to the fact that a survey is now being made of the Portland area to determine traffic needs for the next 20 years but the amount of work involved in this survey is great and it is not known when the report will be ready. Senator Sweetland inquired if the report would be made available to interested parties, to which the Engineer replied that it was planned to prepare a preliminary report and give it to those who are interested for their comments and criticism.

Mr. T. R. Williams, Manager of the Astoria Navigation Company, came before the Commission regarding additional payment for extra expenses incurred by the Navigation Company in compliance with the Coast Guard's recent ruling requiring extra pilots in connection with the Astoria

ferry operation. He stated that the Coast Guard seem to have difficulty in making up their minds on how many crewmen are required on the ferries, and they now say that the Tourist No. 2 and Tourist No. 3 Ferries need additional pilots and that the deck hands can be reduced. It was his thought that the bid submitted for operation of the ferries did not include additional crew personnel. He offered the suggestion that more strenuous objections should be offered when the Coast Guard made similar requests. He also called attention to the fact that the labor unions involved are protesting the laying off of the deck hands and that the matter is now under arbitration and, if the Board of Arbitration decides against the Company, he would be back before the Commission again. He stated that the outcome of the arbitration should be known by June 10 or thereabouts and that it was agreeable to him to defer action until that time. After some further discussion, the Commission deferred action on the matter until the outcome of the arbitration has been determined.

The Commission discussed with the Engineer bids received at the morning session, and at 3:45 p.m., Commissioner McIver announced awards of contracts as follows:

"Stone base and oiling Forest Boundary-Halfway Section of the Pine Creek Road east of Baker in Baker County: The Commission elects to accept the bid of N. A. Toole Construction Co., Ontario, in the sum of $55,014 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Baker County is received and the sum of $12,350 is deposited by the County.

"Stone base and paving Cannon Beach (Second Street-First Street) Section of the Oregon Coast Highway (Alternate Route) in Clatsop County: The Commission elects to accept the bid of United Contracting Co., Portland, in the sum of $10,851.50 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired.

"Grading and oiling Deschutes River Section of the McKenzie Highway west of Redmond in Deschutes County: The Commission elects to accept the bid of Durbin Brothers, Eugene, in the sum of $159,941 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Umatilla County Line-Long Creek Rock Production Project on the Pendleton-John Day Highway in Grant and Umatilla Counties: The Commission awarded the contract to the only bidder, E. H. Itschner Co., Molalla, at their bid price of $34,340.

"Buchanan-Stinking Water Mountain Guardrail Project on the Central Oregon Highway east of Burns in Harney County: The Commission awarded the contract to the low bidder, Vern Hoaglin, Beaverton, at his bid price of $3,360.

"Expansion of existing overnight camping facilities in Beverly Beach State Park south of Depoe Bay on the Oregon Coast Highway in Lincoln County: The Commission awarded the contract to the low bidder, Petersen Construction Co., Florence, at their bid price of $19, 911.12.

"Toledo ("A" Street) Paving Project in Lincoln County: The Commission awarded the contract to the low bidder, Western Paving & Construction Co., Albany, at their bid price of $9,921.

"Oiling, etc. Rome-Maintenance Station Section of the I.O.N. and Crane-Scotts Butte Highways in Malheur County: The Commission awarded the contract to the low bidder, N. A. Toole Construction Co., Ontario, at their bid price of $69,899.

"Grading and paving Turner-Aumsville Section of the Salem-Turner-Aumsville Road, southeast of Salem in Marion County: The Commission elects to accept the bid of Warren Northwest, Inc., in the sum of $65,660 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Marion County is received and the sum of $14,800 is deposited by the County.

"Construction of Mill Creek and Pen Annex Bridges in Marion County: The Commission elects to accept the bid of Tom Lillebo, Reedsport, in the sum of $61,484 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Marion County is received and the sum of $13,800 is deposited by the County.

"Illumination installations at Hubbard, Woodburn and Hayesville Interchanges on the Portland-Salem Expressway in Marion County: The Commission awarded the contract to the low bidder, Electric Corp., Salem, at their bid price of $29,180.

"Grade widening and paving Killingsworth Street-Sandy Boulevard Section of the Cascade Highway (N.E. 82nd Ave.), in Portland in Multnomah County: The Commission awarded the contract to the low bidder, Parker-Schram Co., Portland, at their bid price of $93,338.60.

"Construction of reinforced concrete and structural steel connecting ramp between east end of Ross Island Bridge and McLoughlin Boulevard on Pacific Highway East in Portland, Multnomah County: The Commission elects to accept the bid of Manson Construction & Engineering Co., Seattle, Washington, in the sum of $419,580 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received and $245,850 is deposited by Multnomah County.

"Construction of a bridge over Luckiamute River on the Burns Corner-Suver Road; also construction of 0.20 mile of highway roadbed in Polk County: The Commission elects to accept the bid of Tom Lillebo, Reedsport, in the sum of $70,530 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Polk County is received and the sum of $15,800 is deposited by the County.

"Milton-Freewater (South Main Street & S.E. 15th Avenue) Paving Project in Umatilla County: The Commission elects to accept the bid of Morrison & Lamping, Milton-Freewater, in the sum of $15,666 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of the City of Milton-Freewater is received and the sum of $3,100 is deposited by the City.

"Grading and stone base on Glover Overcrossing-Orodell Overcrossing Approaches on the Old Oregon Trail Highway northwest of La Grande in Union County: The Commission awarded the contract to the low bidder, La Grande Concrete Pipe Co., Island City, at their bid price of $17,494.

"Grading and oiling Wallowa Lake Lodge-Power House Section of the Joseph-Wallowa Lake Highway south of Enterprise; also bridge construction and furnishing crushed materials in stock piles, in Wallowa County: The Commission awarded the contract to the low bidder, Morrison & Lamping, Milton-Freewater, at their bid price of $55,225.

"Dillon-Rufus Guardrail Project on the Columbia River Highway east of The Dalles in Wasco and Sherman Counties: The Commission awarded the contract to the low bidder, Hutton-Kalkhoven, Portland, at their bid price of $80,680.

"Intermittent grading and paving of shoulders of roadbed on the Beaverton Section of the Tualatin Valley Highway in Washington County: The Commission awarded the contract to the low bidder, Porter W. Yett, Portland, at his bid price of $4,040."

The State Parks Superintendent stated that he had talked to Mr. Ruby, who is a member of the Columbia Gorge Commission, and Mr. Ruby had stated that there are eight areas which should be considered for acquisition. He requested authority to investigate these areas and to present a report on them to the Commission. The authority was granted as requested, subject to the condition that the Columbia Gorge Commission shall submit its request in writing.

There being no further business to come before the Commission, the meeting adjourned at 4:10 p.m.

State Highway Engineer

Chairman

Commissioner

Secretary

Commissioner

May 26, 1955

EXHIBITS "A" through "L"

Minutes of

May 25 and 26, 1955

EXHIBIT "A"

Minutes of May 25 and 26, 1955

RESOLUTION

WHEREAS, in connection with the future improvement of the highway herein designated, and for the convenience and benefit of the public, it is and has been necessary to acquire property for rights of way, quarry sites, gravel or other material sites, sites for the storage of materials, and properties for other purposes authorized by statute as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE BE IT RESOLVED that the following described properties are hereby declared to be necessary for State highway, park, and other uses under the jurisdiction of the Commission, and that the several options or bases of settlement hereinafter enumerated be, and the same hereby are approved and accepted, and that the attorney for the Commission be, and he hereby is, instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon, by and through its State Highway Commission. The said properties hereby ordered and authorized to be acquired are as follows:

UNIT 2 - T. H. BANFIELD EXPRESSWAY

22934 - White, Floyd W. et al (Grant)
Right of Way and Slope Easement
Option expires October 25, 1955

380 sq. ft. at $0.20 per sq. ft.	$ 76.00	
Easement, 576 sq. ft. and Damage to remainder	924.00	
Amount to be paid owners - chrg to Right of Way		$ 1,000.00

Grantor to remove plants, trees, flowers and shrubs by June 1 or they become State property.

Access completely restricted to Banfield Expressway. Grantors' present access to 31st Street reserved.

Access controlled - none allowed -

EXHIBIT "A" (cont.)

HARBOR DRIVE-CITY LIMITS UNIT-HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND-SALEM EXPRESSWAY

22538 - Harkless, Filomina (Petrina) et al (Smith)
Right of Way
Option expires October 18, 1955

1933 sq. ft. at $0.20 per sq. ft.	$ 380.00
House, 880 sq. ft. at $5.25 per sq. ft.	4,620.00
Amount to be paid owners - chrg to Right of Way	$ 5,000.00

Entire taking -

22548 - Brunson, Wesley and Evelyn M. (Smith)
Right of Way
Option expires October 25, 1955

5000 sq. ft. at $0.173 per sq. ft.	$ 865.00
House, 790 sq. ft. at $6.50 per sq. ft.	5,135.00
Amount to be paid owners - chrg to Right of Way	$ 6,000.00

Entire taking -

22418 - Johnson, Sally (Smith)
Right of Way
Option expires November 11, 1955

10,300 sq. ft. at $0.104+ per sq. ft.	$ 1,080.00
Amount to be paid owner - chrg to Right of Way	$ 1,080.00

Entire taking -

22544 - McCray, Annie E. McCarthy and Elmer E. (Smith)
Right of Way
Option expires November 10, 1955

5000 sq. ft. at $0.20 per sq. ft.	$ 1,000.00
Duplex, 843 sq. ft. at $7 per sq. ft.	5,875.00
Amount to be paid owners - chrg to Right of Way	$ 6,875.00

Entire taking -

EXHIBIT "A" (cont.)

CITY LIMITS-BARBUR BOULEVARD UNIT-HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND-SALEM EXPRESSWAY

22559 - Anderson, Harry G. and Eileen M. (Smith)
Right of Way
Option expires June 4, 1955

25,224 sq. ft. at $0.07 1/8 per sq. ft.	$1,781.71
Moving expense allowance	3,867.00
Amount to be paid owners - chrg to Right of Way	$ 5,648.71

Grantors to remove house, shrubs and other appurtenances within 120 days or by November 15, 1955 or they become state property.

Entire taking -

MULTNOMAH COUNTY LINE-BEAVERTON SECTION - BEAVERTON-HILLSDALE HIGHWAY

21941 - Allwen, Edward and Esther SUPPLEMENTAL REPORT (Smith)
Utility Connection
Option expires November 10, 1955

Relocating underground power and telephone service	$ 450.00
Amount to be paid owners - chrg to Right of Way	$ 450.00

Previous approval of 9-23-54 on Edward Allwen. $3,800 option did not include this which was made necessary by relocating service pole.

BEAVERTON-REEDVILLE UNIT-BEAVERTON-FOREST GROVE SECTION - TUALATIN VALLEY HIGHWAY

22846 - Jones, Clara B. (Black)
Right of Way
Option expires November 8, 1955

5662 sq. ft. at $0.10 per sq. ft.	$ 566.20
Amount to be paid owner - chrg to Right of Way	$ 566.20

Access 161+20 (present drive), Northerly side, unrestricted

Access controlled -

EXHIBIT "A" (cont.)

BEAVERTON-REEDVILLE UNIT-BEAVERTON-FOREST GROVE SECTION - TUALATIN VALLEY HIGHWAY (cont.)

22884 - Walton, O. L. and Goldie M. (Stuntz)
Right of Way
Option expires November 4, 1955

8200 sq. ft. at $0.15 per sq. ft.	$1,230.00	
Parking area	240.00	
Service Station	2,000.00	
Store building, 1100 sq. ft. at $5.50 per sq. ft.	6,050.00	
Living quarters, 832 sq. ft. at $2.38 per sq. ft.	1,980.00	
Amount to be paid owners - chrg to Right of Way		$11,500.00

Grantor to vacate buildings and have neon signs and air compressor removed within 30 days from notice.

THINGS TO BE DONE BY THE STATE

Construct approach roads, 232+60 and 233+65.

Access 232+60 and 233+65, North side, unrestricted.

Access controlled -

22831 - Montgomery, Ina E. (Stuntz)
Right of Way
Option expires November 6, 1955

9758 sq. ft. at $0.12 per sq. ft.	$1,171.00	
Concrete work, trees, lawn, shrubs, driveway	540.00	
Proximity damage	6,889.00	
Amount to be paid owner - chrg to Right of Way		$ 8,600.00

Grantor to remove porch steps 30 days from notice.

THINGS TO BE DONE BY THE STATE

Construct approach, 116+80, to connect with existing driveway. Access 115+43, 116+80, North side, unrestricted. No obligation to construct at 115+43.

Access controlled -

EXHIBIT "A" (cont.)

BEAVERTON-REEDVILLE UNIT-BEAVERTON-FOREST GROVE SECTION - TUALATIN VALLEY HIGHWAY (cont.)

22823 - Poulin, Orville and Pearl (Stuntz)
Right of Way
Option expires November 11, 1955

2613 sq. ft. at $0.12 per sq. ft.	$ 310.00
House, 1105 sq. ft. at $8.50 per sq. ft.	9,392.50
Barber shop, lump sum (181 sq. ft.)	552.50
Garage, 707 sq. ft., lump sum	375.00
Walks, lawn, driveway and fence	730.00
Amount to be paid owners - chrg to Right of Way	$11,360.00

Grantor to vacate right of way within 30 days of notice.

THINGS TO BE DONE BY THE STATE

Construct approach road, 101+40.

Access 101+40, North side, unrestricted.

Access controlled -

22822 - McDonald, Ruth (Stuntz)
Right of Way
Option expires October 8, 1955

14,301 sq. ft. at $0.12½ per sq. ft.	$ 1,720.00
House, 649 sq. ft. at $2.62 per sq. ft.	1,700.00
Allowance for moving plants, shrubs and trees	80.00
Amount to be paid owner - chrg to Right of Way	$ 3,500.00

Grantor to vacate within 30 days of notice. Grantor may retain plants and shrubs if removed before June 1, 1955.

Entire taking -

22829 - Fuller, Marion H. (Stuntz)
Right of Way
Option expires November 4, 1955

0.11 acre, at $7000 per acre	$ 770.00
Proximity damage to improvements	6,790.00
Damage to land	319.00

EXHIBIT "A" (cont.)

BEAVERTON-REEDVILLE UNIT-BEAVERTON-FOREST GROVE SECTION - TUALATIN VALLEY HIGHWAY (cont.)

22829 - Fuller, Marion H. (cont.)

Amount to be paid owner - chrg to Right of Way $ 7,870.00

Grantor to remove porch within 30 days from notice.

THINGS TO BE DONE BY THE STATE

Construct approach road, 112+60 to connect with existing driveway.
Access: 112+60, North side, unrestricted.

Access controlled -

22844 - Pooley, B. R. and Grace A. (Black)
Right of Way
Option expires November 3, 1955

5227 sq. ft. at $0.10 per sq. ft.	$	522.70
Lawn, 4000 sq. ft. at $0.05 per sq. ft.		200.00
Allowance for moving shrubs, lump sum		65.00
Purchase balance of trees and shrubs, lump sum		100.00
Allowance for moving sign and rewire, lump sum		40.00
40' gravel driveway and curbs, lump sum		70.00
Drain tile, 30 feet at $2 per ft.		60.00
Damage, lump sum		200.00

Amount to be paid owner - chrg to Right of Way $ 1,257.70

Access, 160 +00 (present driveway), North side, unrestricted.

Access controlled -

22874 - Breidenstein, Robert O. and Marjorie Ellen (Stuntz)
Right of Way, 2 blks W. of Main St., Reedville
Option expires November 3, 1955

1445 sq. ft. at $0.12 per sq. ft.	$	170.00
Lawn and driveway		40.00
Damage		120.00

Amount to be paid owners - chrg to Right of Way $ 330.00

EXHIBIT "A" (cont.)

BEAVERTON-REEDVILLE UNIT-BEAVERTON-FOREST GROVE SECTION - TUALATIN VALLEY HIGHWAY (cont.)

22874 - Breidenstein, Robert O. and Marjorie Ellen (cont.)

THINGS TO BE DONE BY THE STATE

Construct approach road to connect with existing driveway, 212+29. Access 212+29, North side, unrestricted.

Access controlled -

22877 - Babb, Leta and Campbell, Wilbur and Verneta Ruth (Stuntz)
Right of Way
Option expires October 24, 1955

3049 sq. ft. at $0.12- per sq. ft.	$ 360.00	
Flowers, shrubs & driveway	100.00	
Allowance to move fruit stand	520.00	
Damage	1,020.00	
Amount to be paid Leta Babb		$ 1,380.00
Amount to be paid Wilbur and Verneta Ruth Campbell		620.00
GRANT TOTAL - chrg to Right of Way		$ 2,000.00

Grantor to move fruit stand opposite Sta. 215+40 at least 18 feet back within 60 days from date of acceptance.

THINGS TO BE DONE BY THE STATE

Construct road approach, 215+34. No obligation to construct at 216+13.

Access: 215+34 and 216+13, North side, unrestricted.

Access controlled -

22880 - Byerley, John Merle and Martha Eva (Stuntz)
Right of Way
Option expires October 19, 1955

24,000 square feet at $0.04+ per sq. ft.	$ 1,000.00	
House, about 800 sq. ft. at $4.25 /sq. ft.	3,400.00	
Well, electric pump and tank	100.00	
Amount to be paid owners - chrg to Right of Way		$ 4,500.00

Grantors to vacate premises within 30 days of notice.

Entire taking -

EXHIBIT "A" (cont.)

BEAVERTON-REEDVILLE UNIT-BEAVERTON-FOREST GROVE SECTION - TUALATIN VALLEY HIGHWAY (cont.)

22867 - Imlay, Charles Towers Jr. and Marine Audrey (Stuntz)
Right of Way
Option expires October 26, 1955

0.01 acre, lump sum	$ 100.00	
Amount to be paid owners - chrg to Right of Way		$ 100.00

THINGS TO BE DONE BY THE STATE

Construct approach road to connect with existing driveway, 200+82

Access: 200+82, North side, unrestricted.

Access controlled -

22868 - Marl, William and Martha (Stuntz)
Right of Way
Option expires October 24, 1955

4356 sq. ft. at $0.12+ per sq. ft.	$ 520.00	
Lawn, driveway & allowance to move fence, trees, shrubs	350.00	
Severance damage	1,060.00	
Amount to be paid owners - chrg to Right of Way		$ 1,930.00

Grantor may retain trees and shrubs if removed within 30 days.
Fence to be moved by Grantor within 30 days.

THINGS TO BE DONE BY THE STATE

Construct approach road 203+15. No obligation to construct at 203+80.

Access: 203+15 and 203+80, North side, unrestricted.

Access controlled -

22808 - Weik, Hugh L. and Isabel (Grant)
Right of Way
Option expires October 24, 1955

8712 sq. ft. at $0.11+ per sq. ft.	$ 960.00
House, 1846 sq. ft. at $1 per sq. ft.	1,846.00
Trees, shrubs, allowance for rearranging farm bldgs.	194.00

EXHIBIT "A" (cont.)

BEAVERTON-REEDVILLE UNIT-BEAVERTON-FOREST GROVE SECTION - TUALATIN VALLEY HIGHWAY (cont.)

22808 - Weik, Hugh L. and Isabel (cont.)

Amount to be paid owners - chrg to Right of Way $ 3,000.00

Access, 14+90, unrestricted.

Access controlled -

22834 - Lewis, James and Margaret (Black)
Right of Way
Option expires October 21, 1955

2613 sq. ft. at $0.12 per sq. ft.	$	313.56
Lawn & shrubs		86.44

Amount to be paid owners - chrg to Right of Way $ 400.00

THINGS TO BE DONE BY THE STATE

Construct approach from hwy. to right of way line.

Access 139+82, North side, unrestricted.

Access controlled -

22835 - Bleakney, Luke M. and Lula C. (Black)
Right of Way
Option expires October 24, 1955

8712 sq. ft. at $0.10 per sq. ft.	$	871.20
Lawn, trees, shrubs		200.00
Damage, lump sum		400.00

Amount to be paid owners - chrg to Right of Way $ 1,471.20

THINGS TO BE DONE BY THE STATE

Construct approaches from hwy to right of way line

Access: 140 +30 and 141 +05 (present driveways) North side, unrestricted.

Access controlled -

EXHIBIT "A" (cont.)

BEAVERTON-REEDVILLE UNIT-BEAVERTON-FOREST GROVE SECTION-TUALATIN VALLEY HIGHWAY (cont.)

22838 - Nault, Albert J. and Anna M. (Black)
Right of Way
Option expires October 25, 1955

4000 sq. ft. at $0.20 per sq. ft.	$ 800.00	
14,295 sq. ft. at $0.12 per sq. ft.	1,715.40	
Lawn, trees, shrubs, etc.	184.60	
Damage	2,800.00	
Amount to be paid owners - chrg to Right of Way		$ 5,500.00

Grantor to build own approaches to hwy.

Access 148+70 and 150 +25, North side, unrestricted.

Access controlled -

S. E. FLAVEL STREET-SOUTHERN PACIFIC COMPANY OVERCROSSING - CASCADE HIGHWAY

22687 - Beverly, Bernice; and Rasmussen, R. J. and Dorothy (Smith)
Right of Way
Option expires October 24, 1955

6534 sq. ft. at $0.15 per sq. ft.	$ 980.10	
Office & shop bldg., 1040 sq. ft. at $2 per sq. ft.	2,080.00	
Parking area	500.00	
Damage	4,500.00	
Amount to be paid Bernice Beverly		$ 5,000.00
Amount to be paid R. J. and Dorothy Rasmussen		3,060.10
GRANT TOTAL - chrg to Right of Way		$ 8,060.10

Grantors to vacate bldg within 30 days after acceptance.

THINGS TO BE DONE BY THE STATE

Remove bldg. within 60 days after acceptnace. State to construct 25' driveway entrances at 413+15 and 414+48.

Access 413+15 and 414+48, East side, unrestricted.

Access controlled -

EXHIBIT "A" (cont.)

S. E. FLAVEL STREET-SOUTHERN PACIFIC COMPANY OVERCROSSING - CASCADE HIGHWAY (cont.)

22701 - Henderson, William C. and Ina M. (Smith)
Right of Way
Option expires November 11, 1955

0.03 acre, lump sum	$ 450.00	
Amount to be paid owners - chrg to Right of Way		$ 450.00

THINGS TO BE DONE BY THE STATE

Construct 20' blacktop approach at 468+10 from hwy to r/w line. Access 468+10, Easterly side, unrestricted.

Access controlled -

22697 - Ewing, D. R. and Alta B. (Smith)
Right of Way
Option expires November 10, 1955

4000 sq. ft. at $0.175 per sq. ft.	$ 700.00	
Amount to be paid owners - chrg to Right of Way		$ 700.00

THINGS TO BE DONE BY THE STATE

Reestablish present driveway entrances with black top surface. Access: 439+12 and 440+30, Easterly side, unrestricted.

Access controlled -

22695 - Randall, Ruby and Floyd C. (Smith)
Right of Way
Option expires October 4, 1955

2178 sq. ft. at $0.25 per sq. ft.	$ 544.50	
Service Station bldg. and attached house	8,000.00	
Blacktop paving	530.00	
Damage	2,100.00	
Amount to be paid owners - chrg to Right of Way		$11,174.50

Grantor to remove service station equipment within 30 days from notice or it will become state property.

EXHIBIT "A" (cont.)

S. E. FLAVEL STREET-SOUTHERN PACIFIC COMPANY OVERCROSSING - CASCADE HIGHWAY (cont.)

22695 - Randall, Ruby and Floyd C. (cont.)

THINGS TO BE DONE BY THE STATE

Remove service station bldg within 75 days from notice. Construct two 30' driveway entrances at 435+75.9 and 436+65.
Access: 435+75.5 and 436+65, East side, unrestricted.

Access controlled -

22695 - Doehle, Fred and Gladys (Smith)
Lease interest
Agreement signed May 16, 1955

Lease interest on Randall property $ 1,050.00

Amount to be paid Lessees - chrg to Right of Way $ 1,050.00

Lessees to vacate property and buildings within 30 days from notice.

CANNON BEACH SECTION - OREGON COAST HIGHWAY

23152 - Janey M. Walker Estate (Benson)
Slope Easement
Easement signed May 12, 1955

500 sq. ft. Easement, lump sum $ 10.00

Amount to be paid owner - chrg to Right of Way $ 10.00

Access not controlled -

ADAMS STREET-McMINNVILLE SECTION - PACIFIC HIGHWAY WEST

22196 - Voll, John F. and Mabel L. (Benner)
Right of Way
Option expires October 19, 1955

375 sq. ft. lump sum $ 100.00

Amount to be paid owners - chrg to Right of Way $ 100.00

Access not controlled -

EXHIBIT "A" (cont.)

SALEM BYPASS-JEFFERSON JUNCTION SECTION - PACIFIC HIGHWAY EAST

23269 - Alford, Max L. and Helena (Benner)
Right of Way
Option expires November 2, 1955

0.07 acre, lump sum	$ 100.00	
Amount to be paid owner - chrg to Right of Way		$ 100.00

Access controlled - none allowed except to frontage road -

22118 - White, Leo and Zelma (Benner)
Right of Way
Option expires November 8, 1955

0.52 acre at $1000 per acre	$ 520.00	
Damage	780.00	
Amount to be paid owners - chrg to Right of Way		$ 1,300.00

Access controlled - none allowed except to frontage road -

22108 - Feller, Louise CORRECTION REPORT (Benner)
Right of Way
Release and approval of deed description signed 5-10-55

Lump sum additional payment for approx 1.5 acres described in option and deed but not included in consideration due to mis-interpretation of description.	$ 850.00	
Amount to be paid owner - chrg to Right of Way		$ 850.00

Previous approval, 10-28-54

5.15 acres	$ 2,097.00	
175 rods fence at $4 per rod	700.00	
Allowance for drilling well, new septic tank, etc.	763.00	
Severance and proximity damage	940.00	
Total previous approval paid for deed		$ 4,500.00

Access controlled - none allowed except to frontage road -

EXHIBIT "A" (cont.)

STAYTON-STOUT CREEK UNIT-SALEM-STOUT CREEK SECTION - NORTH SANTIAM HIGHWAY

22653 - Strickland, Gordon and Mary E. (Gemmell)
Right of Way
Option expires November 5, 1955

8.90 acres at $200 per acre	$ 1,780.00	
Revamping irrigation setup	200.00	
Fencing allowance, 90 rods at $4 per rod	360.00	
Damage	500.00	
Amount to be paid owners - chrg to Right of Way		$ 2,840.00

THINGS TO BE DONE BY THE STATE

Fence Northerly r/w line; install 16' wide gate at 971+00. Construct farm crossing 971+00 and access approach 971+00 on South. Access: 971+00, Southerly side, production and transportation to market of farm products of remaining land, and private residential use, only

Access controlled -

SILETZ BAY-DEPOE BAY UNIT-SILETZ BAY-MINER CREEK SECTION - OREGON COAST HIGHWAY

22427 - Brockway, Bert G. and Eunice L. (Black)
Right of Way
Option expires November 5, 1955

10,406 sq. ft. at $0.12 per sq. ft.	$ 1,248.72	
Amount to be paid owners - chrg to Right of Way		$ 1,248.72

Access controlled - none allowed -

BEAR CREEK-SCOTTS POINT SECTION - SILETZ HIGHWAY

23032 - Columbia River Paper Mills (Black)
Right of Way
Option expires October 27, 1955

0.79 acre, lump sum	$ 50.00	
Timber and wood, lump sum	25.00	
Amount to be paid owner - chrg to Right of Way		$ 75.00

Access not controlled -

EXHIBIT "A" (cont.)

POOR FARM ROAD-PACIFIC HIGHWAY EAST SECTION - CORVALLIS EAST SIDE HIGHWAY

23227 - Perfect, Golda (Gemmell)
Right of Way
Option expires November 3, 1955

0.77 acre	$ 150.00	
Fencing allowance, 25 rods at $4 per rod	100.00	
Amount to be paid owner - chrg to Right of Way		$ 250.00

Access not controlled -

CROW-GILLESPIE CORNER SECTION - TERRITORIAL HIGHWAY

22498 - Blazer, Paul W. and Helen S. (Reeder)
Agreement for removal of bridge
Agreement signed May 2, 1955

Allowance for removal and replacement of log bridge	$ 200.00	
Amount to be paid owners - chrg to Right of Way		$ 200.00

JUDKINS POINT-GOSHEN SECTION - PACIFIC HIGHWAY

18163 - Travis, Gordon S. and Verna (Reeder)
Right of Way
Option expires November 3, 1955

0.11 acre at $1000 per acre	$ 110.00	
Damage	190.00	
Amount to be paid owners - chrg to Right of Way		$ 300.00

THINGS TO BE DONE BY THE STATE

Remove and replace necessary fencing along the right of way.

Access controlled - none allowed -

SHADY-BOOTH RANCH UNIT-SHADY-CANYONVILLE SECTION - PACIFIC HWY.

23025 - Berney, Louis A. and Margaret (Holt)
Right of Way - Access Road
Option expires November 3, 1955

EXHIBIT "A" (cont.)

SHADY-BOOTH RANCH UNIT-SHADY-CANYONVILLE SECTION - PACIFIC HIGHWAY (cont.)

23025 - Berney, Louis A. and Margaret (cont.)

0.42 acre at $1000 per acre	$ 420.00	
Amount to be paid owners - chrg to Right of Way		$ 420.00

Access not controlled -

MYRTLE CREEK-UMPQUA BEND SECTION - PACIFIC HIGHWAY

22071 - Hamilton Estate (Holt)
Right of Way, Gravel Bar and Access Road
Option expires November 5, 1955

19 acres at $500 per acre	$ 9,500.00	
29.5 acres at $200 per acre	5,900.00	
1.34 acres, lump sum	100.00	
Damage (loss of 1¼ mi. river frontage)	1,500.00	
Amount to be paid owners - chrg to Right of Way		$ 9,000.00
- chrg to Gravel Site		8,000.00
GRAND TOTAL -		$17,000.00

THINGS TO BE DONE BY THE STATE

Fence right of way

Access controlled - none allowed -

ROCKY POINT-BRUSH CREEK SECTION - OREGON COAST HIGHWAY

22062 - Fromm, Nellie L. (Norlin)
Right of Way (slide area)
Option expires November 2, 1955

1.0 acre, lump sum	$ 150.00	
Amount to be paid owner - chrg to Right of Way		$ 150.00

THINGS TO BE DONE BY THE STATE

Fence right of way

Access controlled -

EXHIBIT "A" (cont.)

WILDERVILLE-JEROME PRAIRIE UNIT-HAYES HILL-GRANTS PASS SECTION - REDWOOD HIGHWAY

22989 - Parkhill, James Calvin and Edith (Holt)
Right of Way
Option expires October 26, 1955

0.65 acre at $500 per acre	$ 325.00
1.5 acres at $400 per acre	600.00
Grapes and fruit trees	75.00
Damage	250.00

Amount to be paid owners - chrg to Right of Way $ 1,250.00

THINGS TO BE DONE BY THE STATE

Fence right of way. Reconstruct existing approach Sta. 459+18, Westerly side

Access: 459+18, Westerly, private and residential use.

Access controlled -

23003 - Bones, Ben R. (Holt)
Right of Way
Option expires November 3, 1955

5.23 acres at $497+ per acre $ 2,500.00

Amount to be paid owner - chrg to Right of Way $ 2,500.00

THINGS TO BE DONE BY THE STATE

Reconstruct existing approach to existing Redwood Highway.

Access controlled - none allowed -

23001 - Anderson, Charles W. et al (Holt)
Right of Way
Option expires November 1, 1955

0.13 acre, lump sum $ 200.00

Amount to be paid owners - chrg to Right of Way $ 200.00

Access controlled -

EXHIBIT "A" (cont.)

WILDERVILLE-JEROME PRAIRIE UNIT-HAYES HILL-GRANTS PASS SECTION - REDWOOD HIGHWAY (cont.)

22988 - Lowry, Fred Elton and Leone (Holt)
Right of Way
Option expires November 6, 1955

3.49 acres at $430- per acre	$ 1,500.00	
Loss of irrigation water	3,500.00	
Amount to be paid owners - chrg to Right of Way		$ 5,000.00

Grantor release State from damage claims by reason of loss of irrigation water.

THINGS TO BE DONE BY THE STATE

Fence right of way. Reconstruct existing road approaches.
Access: 455+70 and 456+60, Easterly side, private, residential use.

Access controlled -

22983 - Koenig, Edward F. and Mary C. (Holt)
Right of Way
Option expires November 9, 1955.

10.02 acres at $250 per acre	$ 2,505.00	
41 MBF Douglas Fir at $20 per MBF	820.00	
17 MBF Ponderosa Pine at $10 per MBF	170.00	
2 MBF Sugar Pine at $10 per MBF	20.00	
23 cords fuel wood at $1 per cord	23.00	
Severance Damage	1,000.00	
Amount to be paid owners - chrg to Right of Way		$ 4,538.00

THINGS TO BE DONE BY THE STATE

Fence North right of way. Construct private approaches at 416+00, Southerly side and 413+50 and 429+50, Northerly side; tie to existing roadways.
Access: 416+00, Southerly; 413+50 and 429+50, Northerly all for private and residential use.

Access controlled -

EXHIBIT "A" (cont.)

WILDERVILLE-JEROME PRAIRIE UNIT-HAYES HILL GRANTS PASS SECTION - REDWOOD HIGHWAY (cont.)

22990 - Walker, Millard Pete and West, Margaret Dee Walker (Holt)
Right of Way
Option expires October 13, 1955

0.62 acre at $100 per acre	$ 62.00	
1.38 acres at $200 per acre	276.00	
0.63 acre at $500 per acre	315.00	
Amount to be paid owners - chrg to Right of Way		$ 653.00

Access controlled - none allowed - Conf. of phone approval by Mr. McIver, 4-29-55.

22991 - Robinson, Everett E. and Marion C. (Holt)
Right of Way
Option expires May 26, 1955

6.75 acres at $150 per acre	$ 1,012.50	
Amount to be paid owners - chrg to Right of Way		$ 1,012.50

THINGS TO BE DONE BY THE STATE

Fence right of way.

Access controlled - none allowed - Conf. of phone approval by Mr. McIver, 5-3-55

23000 - Davison, John E. and Lucille W. (Holt)
Right of Way
Option expires October 26, 1955

0.51 acre, lump sum	$ 200.00	
Damage	200.00	
25 rods fence at $4 per rod	100.00	
Amount to be paid owners - chrg to Right of Way		$ 500.00

Grantor to do necessary fencing.

THINGS TO BE DONE BY THE STATE

Reconstruct existing approach, 516+20, Northerly side.

Access controlled -

EXHIBIT "A" (cont.)

PELICAN CITY-SOUTH 6th STREET SECTION - KLAMATH FALLS-MALIN HWY

23446 - Fehlen, John and Arleta (Cozad)
Right of Way
Option expires June 25, 1955

3.27 acres at $1,250- per acre	$ 2,080.00	
Allowance for removing buildings and leveling land	1,400.00	
Amount to be paid owners - chrg to Right of Way		$ 5,480.00

Grantor to remove building from right of way.

THINGS TO BE DONE BY THE STATE

Provide service road within 30 days after Deed is executed.

Access controlled -

SPRAY-KIMBERLY SECTION - JOHN DAY HIGHWAY

23024 - High, F. N. and McCarty, C. A. et al (Cozad)
Gravel and Stockpile
Option expires October 24, 1955

7.50 acres grazing at $20 per acre	$ 150.00	
8.00 acres tillable at $248+ per acre	1,990.00	
8.60 acres gravel bar at $100 per acre	860.00	
Amount to be paid owners - chrg to Gravel Site		$ 3,000.00

Access not controlled - Conf. of phone approval by Mr. Reynolds, 5-3-55.

HERMISTON-STANFIELD SECTION - UMATILLA-STANFIELD HIGHWAY

2340 - Edmiston, Everett and Janet (Brainerd)
Right of Way
Option expires November 4, 1955

2614 sq. ft. at $0.03 per sq. ft.	$ 78.42	
Fence, 13 rods at $3.50 per rod	45.50	
350 ft. of 8" concrete pipe & installation at $1.38 / ft	483.00	
Amount to be paid owners - chrg to Right of Way		$ 606.92

Grantor to reestablish fencing and put in pipe line for lawn irrigation.

EXHIBIT "A" (cont.)

HERMISTON-STANFIELD SECTION - UMATILLA-STANFIELD HIGHWAY (cont.)

2340 - Edmiston, Everett and Janet (cont.)

Access 331+80, North side, private residential use on grantors' remaining land only. No obligation to construct.

Access controlled -

MEACHAM-HILGARD SECTION - OLD OREGON TRAIL HIGHWAY

22794 - Fry, Charles R. and Smith, Lillian G. (Brainerd)
Right of Way
Option expires July 3, 1955

80 acres at $15 per acre	$ 1,200.00	
Amount to be paid owners - chrg to Right of Way		$ 1,200.00

Entire taking -

CANNON BEACH SECTION - OREGON COAST HIGHWAY

23150 - Sroufe, J. H. (Benson)
Slope Easement
Easement signed May 14, 1955

250 sq. ft. in 5' slope easement, lump sum	$ 10.00	
Amount to be paid owner - chrg to Right of Way		$ 10.00

Access not controlled -

STAYTON-STOUT CREEK UNIT-SALEM-STOUT CREEK SECTION - NORTH SANTIAM HIGHWAY

22654 - Silbernagel, Aloysius and Beatrice (Gemmell)
Right of Way
Option expires November 15, 1955

9.6 acres at $150 per acre	$ 1,440.00	
Fencing allowance, 100 rods at $4 per rod	400.00	
Severance damage	300.00	
Amount to be paid owners - chrg to Right of Way		$ 2,140.00

EXHIBIT "A" (cont.)

STAYTON-STOUT CREEK UNIT-SALEM-STOUT CREEK SECTION - NORTH SANTIAM HIGHWAY (cont.)

22654 - Silbernagel, Aloysius and Beatrice (cont.)

THINGS TO BE DONE BY THE STATE

Construct farm crossing 986+40. Fence Northerly right of way line.

Access: 986+40, Southerly side, 25' wide, Production and transportation to market of farm produce of grantors' remaining land and private residential use only.

Access controlled -

LA GRANDE-LADD CANYON SECTION - OLD OREGON TRAIL HIGHWAY

16113 - Bonneville Power Administration (DeSouza)
Right of Way
Easement deed dated May 4, 1955

1.36 acres	$ 725.00	
Amount to be paid owner - chrg to Right of Way		$ 725.00

Grantor reserves right to rebuild electric lines over highway r/w

Access, 25' at Southeast corner of property, unrestricted; but if sold, access shall be for residential or agricultural use only.

Access controlled -

WILDERVILLE-JEROME PRAIRIE UNIT-HAYES HILL-GRANTS PASS SECTION - REDWOOD HIGHWAY

23010 - Hughey, Harold and Irma (Holt)
Right of Way
Option expires October 20, 1955

10 acres at $800 per acre	$ 8,000.00	
Barn, 360 sq. ft. at $1.50 per sq. ft.	540.00	
Tool shed	140.00	
Machine shed, 1640 sq. ft. at $0.50 per sq. ft.	820.00	
Well, well house, pump and pressure tank	1,000.00	
Amount to be paid owners - chrg to Right of Way		$10,500.00

EXHIBIT "A" (cont.)

WILDERVILLE-JEROME PRAIRIE UNIT-HAYES HILL-GRANTS PASS SECTION - REDWOOD HIGHWAY (cont.)

23010 - Hughey, Harold and Irma (cont.)

Grantor to vacate premises within 60 days of notice.

Entire taking -

BEAVERTON-REEDVILLE UNIT-BEAVERTON-FOREST GROVE SECTION-TUALATIN VALLEY HIGHWAY

22875 - Churchley, Clarence D. and Wilma A. (Stuntz)
Right of Way
Option expires November 3, 1955

4482 sq. ft. at $0.12 per sq. ft.	$ 538.00	
Yard improvements	200.00	
Proximity damage	1,650.00	
Amount to be paid owners - chrg to Right of Way		$ 2,388.00

THINGS TO BE DONE BY THE STATE

Construct road approaches at 213+60 to connect with existing driveway, and at 214+35.
Access 213+60 and 214+35, North side, unrestricted.

Access controlled -

MYRTLE CREEK-UMPQUA BEND SECTION - PACIFIC HIGHWAY

21029 - Burns, John T. and Vega E. (Norlin)
Right of Way
Option expires November 9, 1955

Approx. 2 acres, large house, garage and 2 wells	$ 9,350.00	
Amount to be paid owners - chrg to Right of Way		$ 9,350.00

Grantors to vacate property within 60 days after approval by Comm.

Entire taking -

EXHIBIT "A" (cont.)

MESSNER-IRRIGON SECTION - COLUMBIA RIVER HIGHWAY

19235 - Union Pacific Railroad Company (DeSouza)
Right of Way

Quitclaim of approx. 46 ac. of abandoned R. R. r/w between Messner and Irrigon (one-half of R. R. r/w between R. R. mile point 170 and 175+) Plus existing R. R. r/w fence	$ 730.00	
Amount to be paid owner - chrg to Right of Way		$ 730.00

Subject to: Two public road crossings, P. T. & T. Co. underground cable - Electric line. And also title is subject to reversionary rights of the U. S. & N. P. Co.

Access not controlled -

SALEM BYPASS-JEFFERSON JUNCTION SECTION - PACIFIC HIGHWAY EAST

22124 - Wollander, W. A. and Klare (Benner)
Right of Way
Option expires November 18, 1955

2.5 acres at $500 per acre	$ 1,250.00	
1.0 acre at $1,000 per acre	1,000.00	
1.0 acre at $250 per acre	250.00	
Damage: lost of direct access to hwy.	1,000.00	
Amount to be paid owners - chrg to Right of Way		$ 3,500.00

Access controlled - none allowed except to frontage road -

ADAMS STREET-McMINNVILLE SECTION - PACIFIC HIGHWAY WEST

22305 - Reinhard, Irwin R. and Bernice B. (Benner)
Right of Way
Option expires October 3, 1955

0.7 acre at $1,000 per acre	$ 700.00	
Allowance for dozing & clearing new access to creek bank, to re-establish present use	100.00	
Fence, 12½ rods at $4 per rod	50.00	
Amount to be paid owners - chrg to Right of Way		$ 850.00

EXHIBIT "A" (cont.)

ADAMS STREET-McMINNVILLE SECTION - PACIFIC HIGHWAY WEST (cont.)

22305 - Reinhard, Irvin R. and Bernice B. (cont.)

THINGS TO BE DONE BY THE STATE

Construct 30' entrance, Westerly side, to connect to present driveway at 148+71.

Access not controlled -

GLOVER-ORO DELL SECTION - OLD OREGON TRAIL HIGHWAY

23399 - Bennett, Henry F. and Alice L. (Brainerd)
Right of Way
Option expires November 10, 1955

0.29 acre, lump sum	$ 50.00	
Reestablish fence, 28 rods at $3.50 per rod	98.00	
Establish 2 fence jacks at $2.50 each	5.00	
Amount to be paid owners - chrg to Right of Way		$ 153.00

Grantor to reestablish fencing.

Access not controlled -

23401 - McCoy, Ella T. (Brainerd)
Right of Way
Option expires November 10, 1955

0.07 acre, lump sum	$ 25.00	
Amount to be paid owner - chrg to Right of Way		$ 25.00

THINGS TO BE DONE BY THE STATE

Reestablish fencing.

Access not controlled -

MEACHAM-HILGARD SECTION - OLD OREGON TRAIL HIGHWAY

22798 - Rugg, Lowell et al (Brainerd)
Right of Way
Option expires November 9, 1955

EXHIBIT "A" (cont.)

MEACHAM-HILGARD SECTION - OLD OREGON TRAIL HIGHWAY (cont.)

22798 - Rugg, Lowell et al (cont.)

9.72 acres at $25 per acre	$ 243.00	
Amount to be paid owners - chrg to Right of Way		$ 243.00

THINGS TO BE DONE BY THE STATE

Fence right of way and maintain said fence.

Access controlled - none allowed -

22791 - Marshall, Conley L. and Joanne (Brainerd)
Right of Way
Option expires October 14, 1955

1.22 acres at $10 per acre	$ 12.20	
Timber, 15 cords Lodgepole Pine / acre at $1 / cord stumpage	18.30	
Amount to be paid owners - chrg to Right of Way		$ 30.50

THINGS TO BE DONE BY THE STATE

Fence right of way and maintain said fence.

Access controlled - none allowed -

BEAVERTON-REEDVILLE UNIT-BEAVERTON-FOREST GROVE SECTION - TUALATIN VALLEY HIGHWAY

22827 - Hale, W. V. and Erna F. (Stuntz)
Right of Way
Option expires November 12, 1955

8200 sq. ft. at $0.12 per sq. ft.	$ 984.00	
Restaurant, 1464 sq. ft. at $10 per sq. ft.	14,640.00	
House, 506 sq. ft. at $9.24 per sq. ft.	4,676.00	
Land improvements: black top, sign posts	3,500.00	
Amount to be paid owners - chrg to Right of Way		$23,800.00

EXHIBIT "A" (cont.)

BEAVERTON-REEDVILLE UNIT-BEAVERTON-FOREST GROVE SECTION - TUALATIN VALLEY HIGHWAY (cont.)

22827 - Hale, W. V. and Erna F. (cont.)

Grantor to vacate bldgs and r/w within 30 days of notice. Grantor may remove water heater, booster and dishwashing mach., soda fountain and personal property within 30 days or it becomes State property.

THINGS TO BE DONE BY THE STATE

Construct 25' road approaches, 108+70 and 109+70. State to remove bldgs. Keep accesses passable at all times.
Access: 108+70 and 109+70, North side, unrestricted.

Access controlled -

22865 - A. M. Jannsen Drilling Co. (Stuntz)
Right of Way
Option expires November 16, 1955

4356 sq. ft. lump sum	$ 871.00
Allowance for moving neon sign	154.00
Amount to be paid owners - chrg to Right of Way	$ 1,025.00

Grantors to remove neon sign within 30 days from notice.

THINGS TO BE DONE BY THE STATE

Construct approach roads, 25' wide, 198+75 left and 198+10, 198+85, right; omit curb in front of door at 199+10, left.
Access 198+10 and 198+85, North side; 198+75 and 199+10, South side, unrestricted.

Access controlled -

22873 - Jensen, Laurets P. and Marie (Stuntz)
Right of Way
Option expires November 16, 1955

10,000 sq. ft. at $0.135 per sq. ft.	$ 1,350.00
House, 1191 sq. ft. at $5 per sq. ft.	5,955.00
Wash house	45.00
Garage	60.00
Fence, trees, lawn shrubs, cement walks	950.00

EXHIBIT "A" (cont.)

BEAVERTON-REEDVILLE UNIT-BEAVERTON-FOREST GROVE SECTION - TUALATIN VALLEY HIGHWAY (cont.)

22873 - Jensen, Laurets P. and Marie (cont.)

Amount to be paid owners - chrg to Right of Way $ 8,360.00

Grantor to vacate within 30 days from notice.

Entire taking -

22866 - Imlay, Charles T. and Gertrude E. (Stuntz)
Right of Way
Option expires November 17, 1955

2613 sq. ft. at $0.12- per sq. ft.	$ 310.00	
House, 1208 sq. ft. at $6+ per sq. ft.	7,250.00	
Garage, 494 sq. ft. at $2+ per sq. ft.	990.00	
Driveway, lawn, flowers, trees and shrubs	490.00	
Damage	320.00	
Amount to be paid owners - chrg to Right of Way		$ 9,360.00

Grantor to vacate within 30 days from notice.

THINGS TO BE DONE BY THE STATE

Construct approach roads, 200+90 and 201+75, 200+15, right side, 24' wide.

Access: 200+90, 201+75 and 200+15, North side, unrestricted.

Access controlled -

WILDERVILLE-JEROME PRAIRIE UNIT-HAYES HILL-GRANTS PASS SECTION - REDWOOD HIGHWAY

22996 - Neil, Ada Louise (Holt)
Right of Way
Option expires November 16, 1955

7.6 acres at $657+ per acre	$ 5,000.00	
Severance damage	5,000.00	
Amount to be paid owner - chrg to Right of Way		$10,000.00

Grantor reserves well and an easement thereto.

EXHIBIT "A" (cont.)

WILDERVILLE-JEROME PRAIRIE UNIT-HAYES HILL-GRANTS PASS SECTION - REDWOOD HIGHWAY (cont.)

22996 - Neil, Ada Louise (cont.)

THINGS TO BE DONE BY THE STATE

If construction interferes with well, state will drill another of like quality, volume and purity. Fence Northerly r/w line.

Access controlled - none allowed -

22999 - Davison, Roy W. et al (Holt)
Right of Way
Option expires November 15, 1955

0.44 acre, lump sum	$ 200.00	
Amount to be paid owners - chrg to Right of Way		$ 200.00

Entire taking -

22982 - Olson, Mack A. and Lucille G. (Holt)
Right of Way
Option expires November 18, 1955

0.40 acres, homesite	$ 500.00	
House, 352 sq. ft. at $4.50 per sq. ft.	1,584.00	
Tool shed, 140 sq. ft. at $1+ per sq. ft.	150.00	
Carport, 180 sq. ft. at $1 per sq. ft.	180.00	
Amount to be paid owners - chrg to Right of Way		$ 2,414.00

Grantor to vacate within 60 days of notice.

Entire taking -

23004 - Laughead, Joseph W. and Lillian A. (Holt)
Right of Way
Option expires November 18, 1955

0.02 acre, lump sum	$ 25.00	
Amount to be paid owners - chrg to Right of Way		$ 25.00

Entire taking -

EXHIBIT "A" (cont.)

BEAVERTON-REEDVILLE UNIT-BEAVERTON-FOREST GROVE SECTION - TUALATIN VALLEY HIGHWAY

22836 - Grenia, Rylvia (Black)
Right of Way
Option expires November 11, 1955

6969 sq. ft. at $0.10 per sq. ft.	$ 696.90
Allowance for moving 80 ft. 4" drain tile at $2 / ft.	160.00
Proximity damage	1,013.10
Driveway, trees, lawn shrubs	130.00

Amount to be paid owner - chrg to Right of Way $ 2,000.00

Access: 143+06 and 143+90, North side, unrestricted.

Access controlled -

22805 - Drew, C. L. and Leona May (Grant)
Right of Way
Option expires November 12, 1955

21,780 sq. ft. at $0.11 per sq. ft.	$ 2,395.80
Trees and shrubs on r/w	1,804.20
Driveway	100.00

Amount to be paid owners - chrg to Right of Way $ 4,300.00

Access: 3+70, 5+25 and 6+75, Northerly side, unrestricted.

Access controlled -

22853 - Schainck, James C. and Daisy (Black)
Right of Way
Option expires November 19, 1955

3050 sq. ft. at $0.10 per sq. ft.	$ 305.00
Lawn, fence, driveway, shrubs	200.00
Proximity damage	3,630.00

Amount to be paid owners - chrg to Right of Way $ 4,135.00

Access: 171+45 (present drive), North side, unrestricted.

Access controlled -

EXHIBIT "A" (cont.)

BEAVERTON-REEDVILLE UNIT-BEAVERTON-FOREST GROVE SECTION - TUALATIN VALLEY HIGHWAY (cont.)

22882 - Gattuccio, Mary (Stuntz)
Right of Way
Option expires November 18, 1955

19,200 sq. ft. at $0.10+ per sq. ft. $ 2,000.00

Amount to be paid owner - chrg to Right of Way $ 2,000.00

Entire taking -

DESCHUTES RIVER SECTION - McKENZIE HIGHWAY

22951 - Galloway, Carl O. and Rova D. (Gemmell)
Right of Way
Option expires November 19, 1955

approx. 9.0 acres $ 250.00

Amount to be paid owners - chrg to Right of Way $ 250.00

Access: 64+50, Southerly side, production and transportation to market of farm products of grantors' remaining land, and private, residential use only.

Access controlled -

GLOVER-ORO DELL SECTION - OLD OREGON TRAIL HIGHWAY

23400 - Beeks, Ernest (Brainerd)
Right of Way
Option expires November, 1955

0.45 acre, lump sum $ 100.00
44 rods fence at $3 per rod 132.00

Amount to be paid owner - chrg to Right of Way $ 232.00

Access not controlled -

HARBOR DRIVE-CITY LIMITS UNIT-HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND-SALEM EXPRESSWAY

23580 - Foster, Kenneth and Ilyne (Smith)
Right of Way
Option expires November 12, 1955

EXHIBIT "A" (cont.)

HARBOR DRIVE-CITY LIMITS UNIT-HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND-SALEM EXPRESSWAY (cont.)

23580 - Foster, Kenneth and Ilyne (cont.)

7215 sq. ft. at $0.20+ per sq. ft.	$ 1,500.00	
House, 1065 sq. ft. at $6.50+ per sq. ft.	6,890.00	
Garage, 235 sq. ft. at $1.70+ per sq. ft.	400.00	
Sidewalks and driveway	150.00	
Amount to be paid owners - chrg to Right of Way		$ 8,940.00

Entire taking -

ROWENA-THE DALLES SECTION - COLUMBIA RIVER HIGHWAY

17471 - Bredemeyer, Edward N.; Patton, Paul L. (Cozad)
Right of Way
Option expires November 9, 1955

900 sq. ft. at $0.075 per sq. ft.	$ 67.50	
State deeds to Mr. Patton approx. 16,646 sq. ft. at $0.075 per sq. ft.		$ 1,248.45

Mr. Patton has submitted a check for $1,180.95 to pay difference

Convey to the optionors above that 16,646 sq. ft. as an exchange part of the settlement, upon the grounds and for the reason that the said property in the opinion of the commission, is no longer needed, required, or useful for highway purposes, and the value of the property to be acquired by the State is not less than the value of the property to be relinquished by the State, and the cash to be paid to the State.

Access controlled - none allowed except to frontage road. -

BEAVERTON-REEDVILLE UNIT-BEAVERTON-FOREST GROVE SECTION - TUALATIN VALLEY HIGHWAY

22869 - Frank, John et al (Stuntz)
Right of Way
Option expires November 18, 1955

Parcel 1:		
5000 sq. ft. at $0.15 per sq. ft.	$ 750.00	
House, 768 sq. ft. at $3.78+ per sq. ft.	2,905.00	
Garage, lump sum	25.00	
Yard Improvements	360.00	

EXHIBIT "A" (cont.)

BEAVERTON-REEDVILLE UNIT-BEAVERTON-FOREST GROVE SECTION - TUALATIN VALLEY HIGHWAY (cont.)

22869 - Frank, John et al (cont.)

Parcel 1 total -		$ 4,040.00
Parcel 2:		
4335 sq. ft. at $0.13+ per sq. ft.	$ 560.00	
Damage	390.00	
Parcel 2 total -		950.00
Amount to be paid owners - chrg to Right of Way		$ 4,990.00

Grantors to vacate within 30 days from notice.

THINGS TO BE DONE BY THE STATE

Construct approach roads 211+04 and 211+92 Right.

Access 211+04 and 211+92, North side, unrestricted.

Parcel 1 - entire taking Parcel 2 - access controlled -

LIME-PORTER FERRY SECTION - OLD OREGON TRAIL HIGHWAY

23453 - Gay, E. F. and Ebba (Brainerd)
Stockpile site
Option expires November 23, 1955

0.82 acre, lump sum	$ 200.00	
Amount to be paid owners - chrg to Stockpile site		$ 200.00

BARBUR BOULEVARD-WHITE SCHOOL SECTION - PORTLAND-SALEM EXPRESSWAY

22382 - Berger, Anselm H. and Mary Ann (Black)
Gravel Pit
Option expires July 12, 1955

3.62 acres at $350 per acre	$ 1,267.00	
Standing timber and wood, lump sum	133.00	
Amount to be paid owners - chrg to Gravel Site		$ 1,400.00

EXHIBIT "A" (cont.)

BARBUR BOULEVARD-WHITE SCHOOL SECTION - PORTLAND-SALEM EXPRESSWAY (cont.)

22382 - Berger, Anselm H. and Mary Ann (cont.)

Grantor may remove any trees and logs lying on above property within 30 days from notice.
Grantor may place surface rock and brush from remaining land on above property for a period of 30 days after notice.

Access not controlled -

22383 - Guyton, Dale S. and Marian W. (Black)
Quarry Site
Option expires July 20, 1955

Exchange of Roadway Easements.
Grantor to deed to State approx. 0.5 acre in exchange for State giving, grading, and graveling 30' x 700' roadway easement.

Also State to furnish and install approx. 700' of 1" water pipe estimated at $650.00.

23346 - Thornton, Corinne (Black)
Right of Way for Access Road 22383
Option expires November 3, 1955

0.3 acre at $500 per acre $ 150.00

Amount to be paid owner - chrg to Quarry Site $ 150.00

Access not controlled -

EXHIBIT "B-1"

Minutes of May 25 and 26, 1955

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission is the owner of a parcel of land in Jackson County, Oregon lying along adjacent to the Pacific Highway described as follows:

A parcel of land lying in water lots 23, 24 and 25 of Phoenix, situated in Section 9, township 38 south, range 1 west, W. M., Jackson County, Oregon, and being a portion of that property conveyed by that deed to the State of Oregon, by and through its State Highway Commission, recorded in Book 369, Page 388, of Jackson County Record of Deeds. The said parcel being described as follows:

Beginning at the most Easterly corner of said Lot 24; thence northwesterly along the northeasterly lines of lots 24 and 25 to the most northerly corner of said lot 25; thence southwesterly 220 feet more or less along the northwesterly line of said lot 25 to a line which is parallel to and 50 feet northeasterly of the relocated center line of the Pacific Highway which center line is hereinafter described; thence southeasterly along said parallel line to the center line of said lot 23; thence northeasterly along the center line of said lot 23 to a point which is 274.42 feet northeasterly of the intersection of said center line of lot 23 with the northeasterly line of Main Street; thence along the boundaries of said State property, north 49° West 30.67 feet and north 53° east 20 feet more or less to the point of beginning.

The relocated center line of the Pacific Highway above referred to is described as follows:

Beginning at Engineer's center line Station 358+47.26, said Station being 141.77 feet north and 3178.56 feet west of the southwest corner of dlc No. 82, said township and range; thence on a spiral curve right (the long cord of which bears north 67° 01' 55" west) 200 feet; thence on a 954.93 foot radius curve right (the long cord of which bears north 52° 31' 40" west) 350.14 feet to Station 363+97.4. The parcel of land to which this description applies contains 0.72 acres.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes.

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $2,000.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

EXHIBIT "B-1" (cont.)

NOW THEREFORE, BE IT RESOLVED, that the Secretary of the Commission be and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et. Seq.

AND BE IT FURTHER RESOLVED that this Miscellaneous Resolution No. 140 be entered in the minutes and records of the Commission as of the 25th day of May, 1955.

EXHIBIT "B-2"

Minutes of May 25 and 26, 1955

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission is the owner of a parcel of land lying along and adjacent to the Sunset Highway described as follows:

A parcel of land lying in the Isaac M. Evans D. L. C. #62 and situated in Section 7, Township 1 North, Range 2 West, W. M., Washington County, Oregon, and being a portion of that tract of land described in those certain deeds to The State of Oregon, by and through its State Highway Commission recorded in Book 207, Page 263, and Book 206, Page 662 of Washington County Records of Deeds; the said parcel being that portion of said D. L. C. #62 lying southerly of a line which is parallel to and 170 feet southerly of the center line of the Sunset Highway, and being more particularly described as follows:

Beginning at the Southwest corner of said D. L. C. #62; thence North 10° 04' West along the Westerly line of said D. L. C. 1550 feet, more or less, to a line which is parallel to and 170 feet southerly of the center line of the Sunset Highway; thence south 61° 50' East parallel to said center line 2600 feet, more or less, to the southerly line of said D. L. C. #62; thence south 81° 25' West along said southerly line 2045 feet, more or less, to the point of beginning, containing 36.5 acres.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes.

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $6,550.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW THEREFORE, BE IT RESOLVED, that the Secretary of the Commission, be and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.070 Et. Seq.

AND BE IT FURTHER RESOLVED that this Miscellaneous Resolution No. 141 be entered in the minutes and records of the Commission as of the 25th day of May, 1955.

May 25, 1955

EXHIBIT "B-3"

Minutes of May 25 and 26, 1955

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission is the owner of a parcel of land lying along and adjacent to the Pacific Highway West described as follows:

A parcel of land lying in the southeast quarter of Section 30, Township 2 South, Range 1 West, W. M., Washington County, Oregon, and being a portion of that property described in that deed to the State of Oregon, by and through its State Highway Commission, recorded in Book 359, Page 646, of Washington County Records of Deeds; the said parcel being that portion of said property lying Northwesterly of a line which is parallel to and 70 feet northwesterly of the center line of the Southbound Lane of the Pacific Highway West as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 425+89.72, said Station being 1296.46 feet North and 1153.32 feet East of the South quarter corner of said Section 30; thence on a 14,323.94 foot radius curve left (the long cord of which bears south 45° 30' 52.5" West) 313.54 feet; thence on a spiral curve left (the long cord of which bears south 44° 21' 15" west) 400 feet; south 44° 05' 15" West 412.6 feet to Station 437+15.86, said center line crossing the northeasterly and southwesterly lines of said property approximately at Station 427+85 and 434+63, respectively, containing 10.7 acres.

A parcel of land lying in the southeast quarter of Section 30, Township 2 South, Range 1 West, W. M., Washington County, Oregon, and being a portion of that property described in that deed to above named, recorded in Book 360, Page 91, of Washington County Records of Deeds; the said parcel being that portion of said property lying northwesterly of a line which is parallel to and 70 feet northwesterly of the center line of the Southbound lane of the Pacific Highway West as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line station 433+03.26, said Station being 790.75 feet north and 650.01 feet East of the south quarter corner of said Section 30; thence south 44° 05' 15" West 412.6 feet; thence on a spiral curve right (the long chord of which bears south 44° 21' 15" West) 400 feet; thence on a 14,323.94 feet radius curve right (the long cord of which bears south 45° 34' 30" West) 343.75 feet to Station 444+59.61, said center line crossing the Northeasterly and Westerly lines of said property approximately at Station 434+63 and 442+41 respectively, containing 6.2 acres.

WHEREAS, after consideration, the Commission finds and declares that

EXHIBIT "B-3" (cont.)

the said property is no longer needed, required or useful for highway purposes.

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $7,230.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW THEREFORE, BE IT RESOLVED, that the Secretary of the Commission, be and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.070 Et. Seq.

AND BE IT FURTHER RESOLVED that this Miscellaneous Resolution No. 142 be entered in the minutes and records of the Commission as of the 25th day of May, 1955.

EXHIBIT "C-1"

Minutes of May 25 and 26, 1955

RESOLUTION

WHEREAS, the Highway Commission operates a ferry service between Astoria, Oregon and Megler, Washington, to connect the portion of highway US 101 located in Oregon with the portion of said highway located in Washington, and

WHEREAS, the Highway Commission in furnishing said ferry service utilizes three motor vessels, the M. R. Chessman, Tourist No. 3 and Tourist No. 2, and

WHEREAS, the laws of the United States require the registration of said vessels with the Collector of Customs, with annual renewals of said registration, and

WHEREAS, it is cumbersome, inconvenient and burdensome for the Highway Commission to make an annual special trip to the Customs House in Astoria to sign and execute the documents necessary to register the said vessels, and

WHEREAS, it is deemed necessary and in the public interest that the Highway Commission be relieved of the above mentioned burdensome duties, and that the same be delegated to responsible employees of the State Highway Department, as hereinafter set forth,

NOW, THEREFORE, be it and it hereby is resolved by the State Highway Commission as follows:

1. That Mr. R. M. Smith, District Maintenance Superintendent, and Mr. I. A. DeFrance, Assistant Maintenance Engineer, both of whom are employees of the Oregon State Highway Department, are delegated and authorized to sign and execute, either jointly or individually, as the case may be, for and on behalf of the State Highway Commission all documents necessary and required by the Office of Collector of Customs, or any other federal agency for the continued registration of the following motor vessels, the M. R. Chessman, Tourist No. 3, and Tourist No. 2.

2. This resolution supersedes a prior resolution of June 8, 1953 on the same subject and shall be entered in the minutes and records of the Highway Commission on this 25th day of May, 1955.

EXHIBIT "C-2"

Minutes of May 25 and 26, 1955

RESOLUTION

WHEREAS, the State Highway Commission of the State of Oregon and the State Highway Commission of the State of Washington have determined after extensive study and research of problems pertaining to roads and bridges between the states that there is a critical need for the construction, maintenance and operation of a second interstate bridge, including approaches thereto in both states, across the Columbia River between Portland, Oregon, and Vancouver, Washington, adjacent to the existing interstate bridge and the alteration or reconstruction of said existing bridge, to accomodate the present and ever-increasing volume of traffic between said states; and

WHEREAS, in order to accomplish the above objectives an agreement was entered into under date of August 9, 1954, by and between the State of Oregon, by and through its State Highway Commission, and the State of Washington, by and through its State Highway Commission, and the Washington Toll Bridge Authority and an amended agreement was entered into by and between the same parties under date of April 27, 1955; and

WHEREAS, under the terms and provisions of said agreements the State of Oregon, by and through its State Highway Commission, is obligated to do and perform certain things and to submit itemized statements of the cost and expense of such things to the Washington Toll Bridge Authority and the Authority is obligated to promptly reimburse Oregon for the total amount of each such itemized statement; and

WHEREAS, pursuant to the above agreement an itemized statement has been submitted to the Washington Toll Bridge Authority and demand has been made upon Cliff Yelle as Auditor of the State of Washington for the issuance of a warrant in payment thereof, which demand has been refused by said Auditor; and

WHEREAS, the refusal of the Auditor of the State of Washington to issue said warrant will seriously impair and delay the planning, designing and constr uction of said proposed interstate bridge and the alteration or reconstruction of the existing interstate bridge; and

WHEREAS, it is necessary and desirable that appropriate legal proceedings be instituted to require the Auditor of the State of Washington to issue warrants of the State of Washington in payment of expenditures made by the State of Oregon, by and through its State Highway Commission, under authority of the contracts referred to above; now therefore,

BE IT RESOLVED by this Commission as follows:

1. That the State of Oregon, by and through its State Highway Commission, join with the State of Washington, by and through its State Highway Com-

mission, and the Washington T.[illegible] Bridge Authority in instituting appropriate legal proceedings in the Supreme Court of the State of Washington to require the Auditor of the State of Washington to issue warrants in payment of expenses incurred and disbursements made by said Commission pursuant to said agreement made and entered into between said parties for the construction of a new bridge across the Columbia River and the alteration or reconstruction of the existing bridge across the Columbia River between Portland, Oregon and Vancouver, Washington.

2. That the Honorable Paul L. Patterson, Governor and Ex Officio Chairman of the Oregon State Highway Commission under ORS 381.805, and Ben R. Chandler, Chairman of the Oregon State Highway Commission, be and they hereby are authorized and directed to execute for and on behalf of the Oregon State Highway Commission an "Application for Writ of Mandate", a copy of which application is attached hereto and by this reference made a part hereof.

3. That the Chief Counsel of the Commission be and he hereby is authorized and directed to participate in said legal proceedings and to cooperate with and assist the Washington State Highway Commission and the Washington Toll Bridge Authority and their attorneys in all proceedings attendant upon the filing of said Application for Writ of Mandate.

4. That this resolution be entered in full in the minutes and records of the Commission this 26th day of May, 1955.

EXHIBIT "D"

Minutes of May 25 and 26, 1955

RESOLUTION

WHEREAS, pursuant to the provisions of ORS 366.810, there have been by the Oregon State Highway Commission appportioned to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

FUNDS ACCRUED DURING FIRST HALF OF 1954

Gearhart	$ 1,617.37	Weston	$ 1,933.44

FUNDS ACCRUED DURING LAST HALF OF 1954

Arlington	$ 2,412.71	Long Creek	$ 1,012.92
Aumsville	988.30	Lowell	2,043.42
Butte Falls	1,308.35	Malin	2,082.10
Clatskanie	3,168.88	Maupin	1,097.32
Corvallis	57,001.12	Metolius	552.18
Culver	1,058.64	Mt. Vernon	1,586.20
Detroit	963.68	North Powder	1,417.38
Elkton	706.93	Paisley	752.65
Falls City	3,000.06	Phoenix	2,623.73
Gearhart	1,997.69	Sherwood	2,317.75
Harrisburg	3,031.71	Troutdale	1,807.77
Hines	3,228.67	Weston	2,388.09
Imbler	524.04	Yamhill	1,895.70
Cornelius	3,510.03		

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said

EXHIBIT "D" (cont.)

cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 25th day of May, 1955.

EXHIBIT "E"

Minutes of May 25 and 26, 1955

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of State Highway projects have been completed according to the terms and provisions of said contracts and that said jobs are now ready for acceptance:

"Contract No. 3853 with Rogers Construction, Inc., for paving on the Boones Ferry Road-Willamette River Unit, Barbur Blvd. -White School Section of the West Portland-Hubbard (Portland-Salem Expressway) Highway in Washington and Clackamas Counties, completed November 30, 1954.

"Contract No. 4169 with George E. Berry for construction of the Malheur River Bridge on the Central Oregon Highway in Malheur County, completed April 29, 1955.

"Contract No. 4199 with C. E. Leseberg for grading and oil mat surfacing on the Hy-Line County Road Section in Malheur County, completed October 29, 1954.

"Contract No. 4201 with F. O. Laws for slope grading on the Modoc Point-Barkley Springs Section of The Dalles-California Highway in Klamath County, completed February 4, 1955.

"Contract No. 4222 with United Pacific Construction, Inc., for construction of park facilities in Wallowa Lake Park in Wallowa County, completed May 3, 1955.

"Contract No. 4251 with George L. Rochat & Son for illumination installation on the Salem By-Pass Section of the Pacific Highway in Marion County, completed May 9, 1955.

"Contract No. 4252 with Charles R. Schmiedeskamp for construction of 74th Avenue Undercrossing on the T. H. Banfield Expressway in Multnomah County, completed May 19, 1955.

"Contract No. 4256 with Witzig Construction Company for installation of traffic signals in the City of Corvallis on the Pacific Highway West in Benton County, completed February 11, 1955.

"Contract No. 4268 with Johnston & Bryant for construction of Woodburn Interchange Undercrossing on the Portland-Salem Expressway, completed May 11, 1955.

"Contract No. 4281 with L. G. Sperling for construction of a maintenance building at Long Creek in Grant County, completed April 12, 1955.

EXHIBIT "E" (cont.)

"Contract No. 4306 with Den Herder & Strobel for construction of facilities and roadway for Honeyman Park camping expansion, completed April 15, 1955.

"Contract No. 4309 with Hutton-Kalkhoven for construction of guardrail on the Big Eddy-Dillon Section of the Columbia River Highway in Wasco County, completed April 27, 1955.

"Contract No. 4310 with A. C. Bubak for fencing on the Big Eddy-Rufus Section of the Columbia River Highway in Wasco and Sherman Counties, completed April 28, 1955.

"Contract No. 4319 with Trowbridge Electric Company for construction of traffic signals at Albany in Linn County, completed April 22, 1955.

"Contract No. 4328 with C & W Crushing Company for grading and oil mat surfacing on the Locust Grove-Mud Hollow Canyon Section of the Fulton Canyon-Wasco County Road in Sherman County, completed May 6, 1955.

"Contract No. 4339 with J. C. Compton Company for furnishing crushed materials in stockpile on the Eagle Point-Lake Creek Section of the Little Butte Highway in Jackson County, completed April 19, 1955.

"Contract No. 4351 with Lind & Marr for construction of McDowell Creek Bridge on County Road No. 1286 in Linn County, completed May 3, 1955.

"Contract No. 4406 with Trussfab, Inc., for construction of guardrail on the Molalla Junction-Marquam Section of the Cascade Highway in Clackamas County, completed May 17, 1955.

THEREFORE BE IT RESOLVED that the work covered by State Highway contracts for the construction of said State Highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

BE IT FURTHER RESOLVED that this Contracts Completed Resolution No. 42 shall be entered in the minutes and records of the Commission as of the 25th day of May, 1955.

EXHIBIT "F"

Minutes of May 25 and 26, 1955

RESOLUTION

WHEREAS, the relocated North Corvallis Section of the Pacific Highway West located in Benton County, the southerly terminus of which is at Highway Engineer's Survey Station 0+00 and the northerly terminus of which is at Highway Engineer's Survey Station 138+74.55 on the relocated highway, has been completed and is now open for public travel; and

WHEREAS, due to the relocation of the aforesaid section a portion of the old right of way is no longer needed for state highway purposes and may be eliminated from the boundaries of the relocated highway; and

WHEREAS, Benton County and the State Highway Commission entered into an agreement under date of April 22, 1955, relating to the disposition to be made of the portion that may be eliminated, therein and hereinafter referred to as Unit "A"; and

WHEREAS, said agreement provided that Unit "A" would be abandoned by the State Highway Commission as part of the Pacific Highway West and would be maintained thereafter by said County as a county road under the jurisdiction and control of said County; and

WHEREAS, it is the judgement of the Highway Commission that certain portions of the former right of way of the North Corvallis Section of the Pacific Highway West, together with other real property acquired by the State for roadway right of way and other public purposes, as is shown colored in green on the map attached hereto marked Exhibit "A" and by this reference made a part hereof, is needed and valuable for right of way purposes and public use; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon its records the disposition made of the portion or unit of the right of way of said highway referred to herein as Unit "A" and effected by reason of the said relocation;

NOW, THEREFORE, based upon the power and authority vested in this Commission by the State of Oregon, IT IS HEREBY ORDERED that the portion or unit of the former right of way, which by reason of the relocation of the said Pacific Highway is no longer within the boundaries of the new right of way, is identified as Unit "A" and described as follows:

Unit "A"

Beginning on the former route of the Pacific Highway West from a line extending westerly at right angles to the centerline of the relocated Pacific Highway West at Highway Engineer's

EXHIBIT "F" (cont.)

Survey Station 123+50 in the northwest quarter of the southwest quarter (NW¼ SW¼) of Section 24, Township 11 South, Range 5 West, W. M.; thence outherly via the former route of the Pacific Highway West to the northerly city boundary of the City of Corvallis in the southwest quarter of the southeast quarter (SW¼ SE¼) of Section 26, Township 11 South, Range 5 West, W. M.

IT IS FURTHER ORDERED that pursuant to the aforesaid agreement, Unit "A" is hereby duly abandoned as part of the Pacific Highway West and the State Highway System and all of the right, title and interest which the State has in the right of way of Unit "A" herein described hereby passes to and vests in the said Benton County.

IT IS FURTHER ORDERED that the right of way of the former and of the relocated North Corvallis Section of the Pacific Highway West, together with the real property acquired by the State for roadway right of way and other public purposes, shown colored in green on Exhibit "A" attached hereto, shall be retained and held by the St ate. *

IT IS FURTHER ORDERED that this Resolution No. 302 be entered in the minutes and records of the Oregon State Highway Commission as of the 25th day of May, 1955, and the Secretary is ordered to mail a duly certified copy hereof to the County Court of Benton County.

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*FOOTNOTE:

The map mentioned in tnis resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 302. under the heading "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "G-1"

Minutes of May 25 and 26, 1955

RESOLUTION

WHEREAS, the Pacific Highway (US99) is one of the major state primary highways and is likewise a federal highway, which, throughout its entire length, carries a large volume of traffic; and,

WHEREAS, it appears that at the Sutherlin interchange on the Oakland Junction-Deady Section in Douglas County, vehicles, particularly those of lumber and logging industry workers, are parked on both sides of the said highway for extended periods of time; and

WHEREAS, parking of said vehicles on the shoulders of said highway tends to obstruct the view, impairs sight-distance, and creates roadside friction generally to such an extent, that in the opinion of the Highway Commission, an undesirable situation is developing and a hazard is created not only to through traffic but to pedestrians and to the owners and drivers of said parked vehicles; and

WHEREAS, in the opinion of the Commission, public travel and public safety require that the use of the shoulders on either side of said highway within said area for the parking of vehicles should be prohibited.

NOW THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. The Commission does hereby find and declare, based upon investigation, reports and recommendations by members of its staff, that the parking of vehicles along either shoulder of the Pacific Highway between Engineers Station 1785+00 and Station 1815+00 creates a hazard not only to through traffic but to pedestrians and to persons owning and using said parked vehicles.

2. That in the opinion of this Commission, the right of way of said highway at said location is not of sufficient width to permit parking of vehicles thereon and at the same time provide the degree of safety and convenience, which, in the opinion of the Commission, should be provided pedestrians and the motoring public.

3. That the Commission does further find and declare that the parking of vehicles on either side of the right of way of said highway within said termini should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points between said termini as in his judgment are necessary to accomplish the purpose of this resolution and the action of the Commission as herein declared, on which signs

shall be printed in plain letters the words, "NO PARKING AT ANY TIME".

5. That a certified copy of this resolution be sent to the Superintendent of the Department of State Police.

6. That this No Parking Resolution No. 128 be entered in the minutes and records of the State Highway Commission as of the 25th day of May, 1955.

EXHIBIT "G-2"

Minutes of May 25 and 26, 1955

RESOLUTION

WHEREAS, The Dalles-California Highway No. 4 is a state primary highway and likewise a federal highway which throughout its entire length carries a large volume of traffic; and

WHEREAS, it appears that in front of the Blue Spruce Motel on the westerly side of US97, south of Bend, vehicles are parked on the west side of the highway for extended periods of time; and

WHEREAS, the parking of vehicles on the west shoulder of said highway tends to restrict and impair the use of the traveled portion of the highway to such an extent that, in the opinion of the Highway Commission, a hazard is created not only to the traveling public but to persons entering and leaving said motel; and

WHEREAS, in the opinion of the Commission public travel and public safety require that the use of the shoulder on the west side of said highway within said area for the parking of vehicles should be prohibited.

NOW THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. The Commission does hereby find and declare, based upon investigation, reports and recommendations by members of its staff, that the parking of vehicles along the west side of The Dalles-California Highway between M.P. 144.58 (Engineer's Station 1154+68) and M.P. 144.63 (Engineer's Station 1151+90) creates a hazard not only to the traveling public but to persons entering and leaving said Motel.

2. That in the opinion of this Commission, the right of way of said highway at said location is not of sufficient width to permit parking of vehicles thereon and at the same time provide the degree of safety and convenience which, in the opinion of the Commission, should be provided the motoring public.

3. That the Commission does further find and declare that the parking of vehicles on the west side of the right of way of said highway within said termini should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points between said termini as in his judgment are necessary to accomplish the purpose of this resolution and the action of the Commission as herein declared, on which signs shall be printed in plain letters the words, "NO PARKING ON HIGHWAY SHOULDER".

EXHIBIT "G-2" (cont)

5. That a certified copy of this resolution be sent to the Superintendent of the Department of State Police.

6. That this No Parking Resolution No. 129 be entered in the minutes and records of the State Highway Commission as of the 25th day of May, 1955.

EXHIBIT "G-3"

Minutes of May 25 and 26, 1955

RESOLUTION

WHEREAS, the Pacific Highway is a state primary highway and is likewise a federal highway which throughout its entire length carries a large volume of traffic; and

WHEREAS, it is anticipated that when said highway by-passing Roseburg in Douglas County is opened to traffic that a dangerous traffic situation will result because of shoulder parking on two sections of this highway; namely, south of the South Umpqua River Bridge overlooking the high school athletic field and at the county fairgrounds; and

WHEREAS, the parking of vehicles on the shoulders of the highway at said locations will tend to restrict and impair the use of the traveled portion of the highway to such an extent that, in the opinion of the Highway Commission, a hazardous condition will be created not only to the traveling public but to the owners and drivers of said parked vehicles; and

WHEREAS, in the opinion of the Commission public travel and public safety require that the use of the shoulders on either side of said highway within said area for the parking of vehicles should be prohibited.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. The Commission does hereby find and declare, based upon investigation, reports, and recommendations by members of its staff, that the parking of vehicles along either side of the Pacific Highway between the south end of the South Umpqua River Bridge at M.P. 196.75 (Engineer's Station 2535+00) and M.P. 197.01 (Engineer's Station 2549+00) and between M.P. 197.69 (Engineer's Station 2585+00) and M.P. 198.92 (Engineer's Station 2650+00) will create a hazard to the traveling public and to persons owning and using said parked vehicles.

2. That in the opinion of this Commission, the right of way of said highway at said location is not of sufficient width to permit parking of vehicles thereon and at the same time provide the degree of safety and convenience which, in the opinion of the Commission, should be provided pedestrians and the motoring public.

3. That the Commission does further find and declare that the parking of vehicles on either side of the right of way of said highway within said termini shall be prohibited.

4. That the State Highway Engineer be and he hereby is instructed

to erect signs at said termini and at such points between said termini as in his judgment are necessary to accomplish the purpose of this resolution and the action of the Commission as herein declared, on which signs shall be printed in plain letters the words, "NO PARKING ON HIGHWAY SHOULDERS".

5. That a certified copy of this resolution be sent to the Superintendent of the Department of State Police.

6. That this No Parking Resolution No. 130 be entered in the minutes and records of the State Highway Commission as of the 25th day of May, 1955.

EXHIBIT "H-1"

Minutes of May 25 and 26, 1955

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: JUNCTION CITY-EUGENE HIGHWAY

Highway number 223 Route number

M. P. 9.36	(Ferndale Drive)	to	M.P. 9.65 (Azalea Drive)	40 M.P.H.
M. P. 9.65	(Azalea Drive)	to	M.P. 12.65 (north city limits of Eugene)	30 M.P.H.

EXCEPT BETWEEN

M. P. 9.69 and M.P. 9.88 at Santa Clara School and between M.P. 11.48 and M.P. 11.74 (River Road School), the indicated speed shall be 20

miles per hour during the hours of school crossings, as per the provisions of Subsection 1. a., of ORS 483. 104.

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous orders heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein, particularly Speed Limit Resolution No. 11, adopted by the State Highway Commission on May 15, 1947, Speed Limit Resolution No. 30, adopted by the State Highway Commission on September 21, 1949, and Speed Limit Resolution No. 38, adopted by the State Highway Commission on April 25, 1950, which are in conflict with the provisions of this order hereby are vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 188 be entered in the minutes and records of the Commission as of the 25th day of May, 1955.

EXHIBIT "H-2"

Minutes of May 25 and 26, 1955

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter;

NOW THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of Highway: Mt. HOOD HIGHWAY

Highway number 26 Route number _____

M.P. 5.31 (east city limits of Portland)	to M.P. 5.81 (S.E. 92nd Ave.)	35 M.P.H.
M.P. 5.81 (S.E. 92nd Ave)	to M.P. 7.24 (50 feet west of S.E. 120th Ave.)	45 M.P.H.

EXCEPT BETWEEN

EXHIBIT "H-2" (cont)

M. P. 6.98 (100 feet east of S. E. 115th Avenue and a point 50 feet west of S. E. 118th Avenue (M. P. 7.10) the indicated speed shall be 20 MILES PER HOUR during the hours of school crossings in accordance with provisions of Subsection 1. a., of ORS 483.104.

M. P. 7.24 (50 feet west of S. E. 120th Ave.)	to	M. P. 7.55 (50 feet east of S. E. 127th Place)	30 M. P. H.
M. P. 7.55 (50 feet east of S. E. 127th Place)	to	M. P. 9.14 (200 feet east of 157th Ave.)	45 M. P. H.

EXCEPT BETWEEN

A point 300 feet west of S. E. 144th Avenue (M. P. 8.42) and a point 0.12 mile East of S. E. 145th Avenue (M. P. 8.63) the indicated speed shall be 20 MILES PER HOUR during the hours of school crossings in accordance with provisions of Subsection 1. a., of ORS 483.104.

M. P. 9.14 (200 feet east of S. E. 157th Ave,)	to	M. P. 11.97 (west city limits of Gresham)	50 M. P. H.

EXCEPT BETWEEN

A point 0.13 mile west of S. E. 174th Avenue (M. P. 9.86) and a point 0.13 mile East of S. E. 174th Avenue (M. P. 10.12) the indicated speed shall be 20 MILES PER HOUR during the hours of school crossings as provided in Subsection 1. a., of ORS 483.104.

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein, particularly Speed Limit Resolution No. 43, adopted by the State Highway Commission on September 28, 1950, which is in conflict with the provisions of this order, hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 189 be entered in the minutes and records of the Commission as of the 25th day of May, 1955.

EXHIBIT "H-3"

Minutes of May 25 and 26, 1955

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: THE DALLES-CALIFORNIA

Highway number 4 Route number US97

Location of Termini		Established speed
M. P. 137.39 (north entrance to Oregon State Highway Shops)	to M. P. 140.14 (north city limits of Bend)	50 M. P. H.

EXHIBIT "H-3" (cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 190 be entered in the minutes and records of the Commission as of the 25th day of May, 1955.

EXHIBIT "H-4"

Minutes of May 25 and 26, 1955

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway PACIFIC HIGHWAY (Jackson County)

Highway number 1 Route number US99

M.P. 312.06	(south city limits of Medford)	to M.P. 315.09	(0.14 mile north of the north city limits of Phoenix)	50 M.P.H.

EXHIBIT "H-4" (cont)

M.P. 315.09	(0.14 mile north of the north city limits of Phoenix)	to the north city limits of Phoenix	45 M.P.H.

EXCEPT BETWEEN

M.P. 315.14 and M.P. 315.23 the indicated speed shall be 20 MILES PER HOUR during the hours of school crossings as per the provisions of Subsection 1.a., of ORS 483.104.

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein, particularly Speed Limit Resolution No. 164, adopted by the State Highway Commission on September 23, 1954, and a portion of Speed Limit Resolution No. 73 pertaining to a 45-mile per hour speed zone on that section immediately south of the south city limits of Medford, adopted by the State Highway Commission on October 11, 1951, which are in conflict with the provisions of this order hereby are vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 191 be entered in the minutes and records of the Commission as of the 25th day of May, 1955.

EXHIBIT "H-5"

Minutes of May 25 and 26, 1955

RESOLUTION

WHEREAS, under the provisions of ORS 483.532 the Highway Commission, with respect to state highways under its jurisdiction, is authorized to prohibit the operation thereon of any or all vehicles of any class or kind, may impose limitations as to any gross weight or any dimension of any vehicle or combination of vehicles, may reduce the authorized speed of any vehicle and impose any other restrictions that in the judgment of said Highway Commission is necessary to protect any highway or section thereof from being unduly damaged; and

WHEREAS, the Siletz State Secondary Highway No. 181 from Kernville south through the city of Siletz to the Corvallis-Newport Highway is a State Secondary Highway under the jurisdiction and control of the Highway Commission; and

WHEREAS, the highway bridge crossing the Siletz River at the southern boundary of the city of Siletz, said crossing being at M. P. 24.59 of the Siletz State Secondary Highway No. 181, was severely damaged and rendered unfit for use of state highway traffic on May 6, 1955; and

WHEREAS, to meet the emergency created it has been necessary to eliminate the said highway bridge and to construct a temporary emergency bridge across the Siletz River; and

WHEREAS, it is, in the judgment of the Highway Commission, necessary for the safety and convenience of the traveling public and to promote the safe and expeditious flow of traffic as well as to protect the temporary emergency bridge from undue damage, to impose restrictions upon the use of such structure;

NOW THEREFORE, IT IS HEREBY RESOLVED AND ORDERED by the Highway Commission that:

1. The speed at which a vehicle may be driven upon the temporary emergency bridge crossing the Siletz River at M. P. 24.59 of the Siletz State Secondary Highway No. 181 shall not exceed the rate of ten (10) miles per hour.

2. Not more than one truck shall be driven or allowed to proceed upon, by the person in charge thereof, any span of the temporary emergency bridge crossing the Siletz River at M. P. 24.59 of the Siletz State Secondary Highway No. 181 at any one time.

3. The State Highway Engineer be, and he hereby is directed

to erect at appropriate places in sufficient number adequate signs giving notice of the restrictions hereinabove made upon highway traffic traveling over the temporary emergency bridge.

4. That any previous order heretofore made by the Highway Commission with respect to the Siletz State Secondary Highway No. 181 which is in conflict with the provisions of these orders are hereby vacated and annulled.

5. That this resolution be entered in the minutes and records of the Highway Commission as of the 25th day of May, 1955, as Speed Limit Resolution, File No. 192, and the Secretary of the Highway Commission is directed to forward duplicate originals of these orders to the Secretary of State, and that a duly certified copy hereof be filed with the Public Utilities Commissioner and the Superintendent of State Police.

EXHIBIT "I-1"

Minutes of May 25 and 26, 1955

RESOLUTION

WHEREAS, ORS 381.205 provides that each county, city, town or port of this State adjoining or bordering on any interstate river or stream of water may construct, reconstruct, purchase, rent, lease or otherwise acquire, improve, operate and maintain bridges over any interstate river or stream of water to any adjoining State.

WHEREAS, Wasco County, Oregon, which borders on the Columbia (an interstate) River has constructed and opened to traffic a bridge, together with an approach and connecting road on the Oregon side of the river, approximately one mile east of The Dalles, Oregon, which bridge extends over and across said Columbia River between Wasco County, Oregon, and Klickitat County, Washington, and forms a connection between the Columbia River Highway in Wasco County, Oregon, and U. S. Highway 830 in Klickitat County, Washington.

WHEREAS, ORS 381.295 specifies that the connecting road and approaches to any bridge mentioned in ORS 381.205, on the Oregon side of the interstate river, together with the bridge to the center of the channel of the river, shall be part of the Oregon State Highway system.

NOW THEREFORE, BE IT, AND IT HEREBY IS ORDERED AND RESOLVED by this Commission pursuant to and in conformance with ORS 381.295 as follows:

1. That The Dalles bridge, located one mile east of The Dalles, Oregon, and extending over and across the Columbia River between Wasco County, Oregon, and Klickitat County, Washington, from its Oregon terminus to the center of the channel of the Columbia River, together with the approach and connecting road on the Oregon side of said river, is officially declared to be and designated as a part of the Oregon State Highway system. Said connecting road and approach extends from an intersection with the Columbia River Highway at a point approximately one mile east of The Dalles, Oregon, to the southerly terminus of The Dalles bridge.

2. That the said connecting road and approach, together with the bridge to the center of the channel of the stream, is designated as The Dalles Bridge Highway, the route of which is described as follows:

> The Dalles Bridge Highway runs from a junction with the Columbia River Highway one mile east of The Dalles, Oregon, to the Oregon-Washington State line on The Dalles Bridge.

EXHIBIT "I-1" (cont)

3. That the purpose of this resolution is to comply with the provisions of ORS 381. 295 and the State of Oregon, by and through its State Highway Commission, does not assume or agree to pay the interest or principal of the bridge construction bonds, or to maintain or operate the said bridge, approaches or connecting road either before or after the bridge is toll-free.

4. That this Resolution shall be entered in the minutes and records of the Commission as of the 25th day of May, 1955, as Primary Highway Designation Resolution, File No. 19.

EXHIBIT "I-2"

Minutes of May 25 and 26, 1955

RESOLUTION

WHEREAS, on November 13, 1931, the Highway Commission, by agreement with the County Court of Jackson County, selected and designated the Sams Valley Road, then under the jurisdiction of said County Court, as a State Secondary Highway; and

WHEREAS, the said Sams Valley Road has been designated on the records of the Highway Commission as Sams Valley Secondary Highway No. 271; and

WHEREAS, the said Sams Valley Secondary Highway No. 271, extended from Crater Lake Highway in Section 15, Township 35 South, Range 1 West, W.M., to the City of Gold Hill in Section 22, Township 36 South, Range 3 West, W.M., which latter portion of the highway is indicated in green on the map attached hereto, marked Exhibit "A", and by this reference made a part hereof; and *

WHEREAS, on January 21, 1954, the Highway Commission, by resolution, designated as part of the Sams Valley Secondary Highway No. 271, that portion of roadway shown in blue on Exhibit "A" attached hereto, and described as follows:

> Beginning at State Highway Engineer's Station 638+50 of the former route of the Pacific Highway in the Northwest quarter of the Northwest quarter (NW¼ NW¼) of Section 20, Township 36 South, Range 3 West, W.M., thence Easterly via the former route of the Pacific Highway to State Highway Engineer's Station 514+00 of said former Pacific Highway located at the intersection of 4th Street and 2nd Avenue in the City of Gold Hill, in the Northwest quarter of the Northwest quarter (NW¼ NW¼) of Section 22, Township 36 South, Range 3 West, W.M., *

and

WHEREAS, on January 21, 1954, the Highway Commission, by resolution, designated as a road connection between Sams Valley Secondary Highway No. 271 and the relocated Pacific Highway that roadway described as follows:

> Beginning at State Highway Engineer's Station 514+00 of the former route of the Pacific Highway in the Northwest quarter of the Northwest quarter (NW¼ NW¼) of Section 22, Township 36 South, Range 3 West, W.M.; thence Easterly

via the former route of the Pacific Highway to State Highway Engineer's Station 492+25 of the former route of the Pacific Highway in the Northwest quarter of the Northeast quarter (NW¼ NE¼) of Section 22, Township 36 South, Range 3 West, W.M.

and

WHEREAS, by a Throughway Agreement with the County Court of Jackson County, dated July 24, 1952, the State constructed a traffic interchange on the relocated Pacific Highway Southeasterly of the City of Gold Hill which interchange, together with the aforesaid road connection and a portion of the Old State County Road as shown colored in yellow on Exhibit "A" attached hereto has acted as an Easterly link between the said relocated Pacific Highway and the Sams Valley Secondary Highway No. 271 in Gold Hill; and*

WHEREAS, the Highway Commission deemed it expedient and necessary for the State, and in the best interests of the traveling public, that such Easterly link be named and designated as part of the Sams Valley Secondary Highway No. 271.

NOW THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission that:

1. That portion of roadway which is part of the Sams Valley Secondary Highway No. 271, shown colored in blue on Exhibit "A" attached hereto and described as follows:

Beginning at State Highway Engineer's Station 638+50 of the former route of the Pacific Highway in the Northwest quarter of the Northwest quarter (NW¼ NW¼) of Section 20, Township 36 South, Range 3 West, W.M.; thence Easterly via the former route of the Pacific Highway to State Highway Engineer's Station 514+00 of said former Pacific Highway located at the intersection of 4th Street and 2nd Avenue in the City of Gold Hill, in the Northwest quarter of the Northwest quarter (NW¼ NW¼) of Section 22, Township 36 South, Range 3 West, W.M., *

is hereby designated and shall hereafter be known as Sams Valley Secondary Highway West, No. 271.

2. That portion of roadway which has been the road connection between the relocated Pacific Highway and the Sams Valley Secondary Highway No. 271 in Gold Hill, together with a portion of the Old Stage County Road and the interchange, shown colored in yellow on Exhibit "A" attached hereto and described as follows:

EXHIBIT "I-2" (cont)

Beginning at State Highway Engineer's Station 514+00 of the former route of the Pacific Highway in the Northwest quarter of the Northwest quarter (NW¼ NW¼) of Section 22, Township 36 South, Range 3 West, W.M., said Station being at the intersection of 2nd Avenue and 4th Street in the City of Gold Hill; thence Easterly via the former route of the Pacific Highway to State Highway Engineer's Station 492+25 of said former Highway; thence Southerly via a portion of the Old Stage County Road and the State constructed interchange road of the relocated Pacific Highway, a distance of 1.02 miles, *

is hereby classified as a State Secondary Highway and is hereby designated and shall hereafter be known as Sams Valley Secondary Highway East, No. 271,

3. That this Resolution be entered in the minutes and records of the Highway Commission this 25th day of May, 1955, as Secondary Highway Designation Resolution, File No. 30.

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* FOOTNOTE: The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 30, under the heading "Secondary Highway Designation" Resolutions, and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "I-3"

Minutes of May 25 and 26, 1955

RESOLUTION

WHEREAS, the Mosier-The Dalles Section of the relocated Columbia River Highway in Wasco County has been completed and opened to public travel; and

WHEREAS, the Highway Commission is desirous of making the former route of the Columbia River Highway a State Secondary Highway; and

WHEREAS, it is the purpose of the State Highway Commission to take official action and impress upon its records the disposition made of that portion or unit of the former right of way of the Columbia River Highway, as well as to name and designate State Secondary Highways and their termini;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Highway Commission that:

1. The portion of the former route of the Columbia River Highway commencing at its junction with the relocated Columbia River Highway in the City of Mosier easterly to its junction with the same relocated Columbia River Highway near The Dalles, is hereby reclassified as a State Secondary Highway and is hereby identified and shall hereafter be known as the Mosier-The Dalles State Secondary Highway No. 292, with a route and termini as follows:

> Beginning at milepost 67.96 of the relocated Columbia River Highway in the City of Mosier; thence easterly via the former route of the Columbia River Highway to milepost 80.61 of the relocated Columbia River Highway near The Dalles, in Section 29, Township 2 North, Range 13 East, W.M., and being a distance of 15.25 miles.

2. This Resolution be entered in the minutes and records of the Highway Commission the 25th day of May, 1955, as Secondary Highway Designation Resolution, File No. 31.

EXHIBIT "I-4"

Minutes of May 25 and 26, 1955

RESOLUTION

WHEREAS, on December 6, 1933, the Highway Commission, by resolution, selected and designated as a secondary highway certain county roads in Clackamas, Marion, and Washington Counties, then under the jurisdiction of the County Courts of the respective counties, which roads, then described as:

Washington County:

Market Road N . 23, beginning at Beaverton and extending southerly to Tigard and thence by Market Road No. 24 to the Clackamas county line, approximately 12 miles,

and

Clackamas County:

Being all of Market Road No. 27, beginning at the Marion county line and extending in a northerly direction via Wilsonville toward Tigard to the Washington county line, a distance of approximately 5.6 miles,

and

Marion County:

Beginning at Aurora and extending in a northerly direction by way of Market Road No. 59 to the Marion-Clackamas county line, approximately 2.9 miles,

were selected and designated on the records of the Highway Commission as the Beaverton-Aurora Secondary State Highway No. 141; and

WHEREAS, on December 6, 1933, the Highway Commission, by resolution, selected and designated as a secondary highway a certain county road in Washington county, then under the jurisdiction of the County Court of said county, which road, then described as:

Market Road No. 4, beginning at Beaverton and extending in a southwesterly direction to an intersection with the Hillsboro-Scholls-Newberg road near Campbell Bridge, approximately 10 miles,

was selected and designated on the records of the Highway Commission

as the Farmington Secondary State Highway No. 142; and

WHEREAS, the Beaverton-Aurora Secondary State Highway No. 141 extends northerly in the city of Beaverton from the south city limits over Watson Street to 12th Street, thence continuing northerly along the said Watson Street to a junction with the Beaverton-Hillsdale Primary State Highway No. 40 at Broadway, in the said city of Beaverton; and

WHEREAS, the Farmington Secondary State Highway No. 142 extends easterly in the city of Beaverton from the westerly city limits over Farmington Road to Watson Street where it terminates at a juncture with the Beaverton-Aurora Secondary State Highway No. 141; and

WHEREAS, the Highway Commission deems it necessary in the best interests of the traveling public that the route and the terminus of the Beaverton-Aurora Secondary State Highway No. 141 in Beaverton be altered, as well as extending the Farmington Secondary State Highway No. 142 and altering the terminus of said highway in Beaverton.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission that:

1. The Beaverton-Aurora Secondary State Highway No. 141 shall retain its present designation and classification as a secondary highway, but its route and terminus in the city of Beaverton shall be altered. The new terminus of the said Beaverton-Aurora Secondary State Highway shall be at the junction of the Tualatin Primary State Highway No. 29 and North Hall Street in the city of Beaverton and the new route of the said highway in the said city shall extend from the above designated terminus southerly along North Hall Street and continue southerly along Hall Street to its intersection with Watson Street and 12th Street, then continue southerly along Watson Street to the south city limits of the city of Beaverton, all as shown colored in yellow on the map attached hereto, marked Exhibit "A", and by this reference made a part hereof. *

2. The Farmington Secondary State Highway No. 142 shall retain its present designation and classification as a secondary highway, but its route in the city of Beaverton shall be extended and its terminus altered. The Farmington Secondary State Highway No. 142 shall be extended from its existing terminus, at the intersection of Farmington Road and Watson Street in the city of Beaverton, northerly along Watson Street to Broadway and a junction with the Beaverton-Hillsdale Primary State Highway No. 40 and the new terminus in the city of Beaverton shall be at the intersection of Broadway and Watson Street where the said Farmington Secondary State Highway No. 142 forms a junction with the Beaverton-Hillsdale Primary State Highway No. 40, all as shown colored in blue on the map attached hereto, marked Exhibit "A". *

EXHIBIT "I-4" (cont)

3. Watson Street, in the city of Beaverton, extending from Farmington Road southerly to 12th Street, as is shown colored in red on the attached Exhibit "A", shall cease to be the route of the Beaverton-Aurora Secondary State Highway No. 141 or of any State Highway. *

4. That this resolution be entered in the minutes and records of the Highway Commission this 25th day of May, 1955, as Secondary Highway Designation Resolution, File No. 32.

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* FOOTNOTE: The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 32, under the heading "Secondary Highway Designation" Resolutions, and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-1"

Minutes of May 25 and 26, 1955

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the East Unit, Hamilton-Long Creek Section of the Kimberly-Long Creek Secondary Highway in Grant County, and to make a complete and final survey of the route and location of the Deschutes River Section of the McKenzie Highway in Deschutes County, and in connection therewith to prepare maps showing the route and location of each of said highway sections and to file said maps, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said surveys and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said surveys, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That the survey of the East Unit, Hamilton-Long Creek Section on the Kimberly-Long Creek Secondary Highway, beginning at Highway Engineer's Station 1525+00, approximately four miles east of the town of Hamilton, and extending in an easterly direction to a connection with the Pendleton-John Day Highway at Highway Engineer's Station 1848+79.14 in the town of Long Creek, together with the map, which, for identifiaction purposes, bears map file No. 1R-5-726 and the date of May, 1955, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That the survey of the Deschutes River Section of the McKenzie Highway, beginning at Highway Engineer's Station 5+00, approximately 1.5 miles west of the Deschutes River, and extending in an easterly direction to Highway Engineer's Station 108+00, a short distance east of the community of Cline Falls, together with the map, which for identification purposes bears map file No. 1R-5-649 and the date of May, 1955, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

EXHIBIT "J-1" (cont)

3. That when said highway sections are permanently constructed, the same shall be done in accordance with said surveys and locations unless otherwise directed or ordered by the Commission.

4. That the approval and adoption of said surveys shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the construction, reconstruction, or improvement of the highways along and over said surveys. Said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right of Way Department to proceed promptly with the acquisition of rights of way pursuant to the normal and approved method.

5. That this resolution be entered in the minutes and records of the Commission as of the 25th day of May, 1955, as Survey Resolution No. 121.

EXHIBIT "J-2"

Minutes of May 25 and 26, 1955

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Moro-Kent Section of the Sherman Highway in Sherman County, and in connection therewith to prepare a map showing the route and location of said section and to file said map, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said survey and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That the survey of the Moro-Kent Section of the Sherman Highway, beginning at Highway Engineer's Station 474+00 in the town of Moro, and extending in a southerly direction to Highway Engineer's Station 1640+00, near the town of Kent, together with the map which, for identification purposes, bears map file No. 1R-5-722 and the date of May, 1955, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That when said highway section is permanently constructed, the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That the approval and adoption of said survey shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the construction, reconstruction, or improvement of the highway along and over said survey. Said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right of Way Department to proceed promptly with the acquisition of rights of way pursuant to the normal and approved method.

4. That heretofore by resolution of this Commission dated Novem-

EXHIBIT "J-2" (cont)

ber 3, 1948, said section of the Sherman Highway between Moro and Kent was designated as a throughway within the meaning and purpose of ORS 374.005, commonly known as the "Throughway Law", and, for the reasons stated therein, the above-named section of said highway should be so designated and it is hereby directed that the construction of the same shall be accomplished pursuant to and within the meaning and scope of said law except any portion of said section which had more than ten commercial businesses abutting thereon catering to the motoring public in any one mile as of the date said section of highway was designated as a throughway.

5. That this resolution be entered in the minutes and records of the Commission as of the 25th day of May, 1955, as Survey Resolution No. 122.

EXHIBIT "J-3"

Minutes of May 25 and 26, 1955

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Valley Junction-Sheridan Section of the Salmon River Highway in Polk and Yamhill Counties, and in connection therewith to prepare a map showing the route and location of said section and to file said map, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said survey and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That the survey of the Valley Junction-Sheridan Section of the Salmon River Highway, beginning at Highway Engineer's Station 25+00 on the existing highway approximately one-quarter mile east of the community of Valley Junction, and extending in an easterly direction by-passing the towns of Willamina and Sheridan, to Highway Engineer's Station 605+00 at a connection with the existing highway approximately one mile east of the town of Sheridan, together with the map, which, for identification purposes, bears map file No. 1-R-5-732 and the date of May, 1955, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That when said highway section is permanently constructed, the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That the approval and adoption of said survey shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the construction, reconstruction, or improvement of the highway along and over said survey. Said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right of Way Department to proceed promptly with the acquisition of rights of way pursuant to the normal and approved method.

EXHIBIT "J-3" (cont)

4. That heretofore by resolution of this Commission dated November 3, 1948, said section of the Salmon River Highway between Valley Junction and Sheridan was designated as a throughway within the meaning and purpose of ORS 374.005, commonly known as the "Throughway Law", and, for the reasons stated therein, the above-named section of said highway should be so designated and it is hereby directed that the construction of the same shall be accomplished pursuant toand within the meaning and scope of said law except any portion of said section which had more than ten commercial businesses abutting thereon catering to the motoring public in any one mile as of the date said section of highway was designated as a throughway.

5. That this resolution be entered in the minutes and records of the Commission as of the twenty-sixth day of May, 1955, as Survey Resolution No. 123.

EXHIBIT "J-4"

Minutes of May 25 and 26, 1955

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Dolph Corner-Rickreall Section of the Willamina-Salem Highway in Polk County, and in connection therewith to prepare a map showing the route and location of said section of highway and to file said report and record with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed the said survey and has submitted the same for the approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, maps and other engineering data, it is the judgment of the Commission that the same should be approved and filed;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting as follows:

1. That the survey of the Dolph Corner-Rickreall Section of the Willamina-Salem Highway, beginning at a point on the Dallas-Coast Secondary Highway at Dolph Corner, 2.93 miles north of Dallas, (Engineer's Station 622+00), and ending at a point on the Salem-Dallas Highway in the westerly part of the town of Rickreall, (Engineer's Station 857+00), together with the map which, for identification purposes, bears the number 7B-9-15, and the date October, 1951, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission at Salem, Oregon.

2. That when said section of said highway is permanently constructed the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That the approval and adoption of said survey shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Departments all necessary descriptions and other required data of real properties needed for and in connection with the construction, reconstruction or improvement of a highway along and over said survey. Said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right of Way Departments to proceed promptly with the acquisition of rights of way pursuant to the normal and approved method.

4. That the survey of the section or unit of said Highway has been

made within the meaning and purpose of Chapter 4, Oregon Laws 1947, commonly known as the Throughway Law, and was likewise made within the scope and purpose of the resolution approved and adopted by the Highway Commission November 3, 1948. Therefore, the construction of said state highway shall be accomplished pursuant to the provisions of said law and said resolution.

5. That this resolution be entered in the minutes and records of the Commission as of the 26th day of May, 1955, as Survey Resolution No. 62A, and shall be considered as confirmation of the action previously taken by this Commission by resolution on November 9, 1951.

EXHIBIT "J-5"

Minutes of May 25 and 26, 1955

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the McMinnville Airport-Dayton Junction Section of the Three Mile Lane Secondary Highway in Yamhill County, and in connection therewith to prepare a map showing the route and location of said section and to file said map, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said survey and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That the survey of the McMinnville Airport-Dayton Junction Section of the Three Mile Lane Secondary Highway, beginning at Highway Engineer's Station 155+00, at the McMinnville Airport, and extending in an easterly direction to Highway Engineer's Station 378+43.44, approximately 0.3 mile west of the Pacific Highway West, together with the map, which for identification purposes bears map file No. 1R-3-1075 and the date of April, 1955, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That when said highway section is permanently constructed, the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That the approval and adoption of said survey shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the construction, reconstruction, or improvement of the highway along and over said survey. Said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right of Way Department to proceed promptly with the acquisition of rights of way pursuant to the normal and approved method.

EXHIBIT "J-5" (cont)

4. That this resolution be entered in the minutes and records of the Commission as of the twenty-sixth day of May, 1955, as Survey Resolution No. 124.

EXHIBIT "K"

Minutes of May 25 and 26, 1955

RESOLUTION

WHEREAS, the State Highway Commission is authorized to designate main traveled or through highways or sections thereof by placing at the entrances thereto from intersecting highways signs or markers, notifying drivers of vehicles to stop before entering or crossing such designated highway or highways, and the State Highway Commission is further authorized to designate particular intersections and place such stop signs or markers at one or more entrances thereto; and

WHEREAS, the Commission heretofore on the 21st day of September, 1949, adopted a resolution by which certain state highways and sections thereof were declared to be and were designated as main or through highways, and the State Highway Engineer was instructed to properly mark the same; and

WHEREAS, by said resolution of September 21, 1949, the Highway Commission declared the Athena-Holdman Secondary Highway, No. 334 and the Havana-Helix Secondary Highway, No. 335, to be throughways with certain specified exceptions; and

WHEREAS, since the adoption of said resolution of September 21, 1949, a traffic engineering investigation has been made which reveals that traffic conditions have changed on said highways, indicating that a change in location of stop signs is required; and

WHEREAS, based upon the findings of said investigation, the State Highway Engineer has recommended to the Commission a modification of the order contained in the aforementioned resolution of September 21, 1949;

NOW, THEREFORE, based upon the results of said traffic engineering investigation and upon the recommendation of the State Highway Engineer, THIS COMMISSION DOES HEREBY FIND, DECLARE, RESOLVE AND ORDER, as follows:

1. That a portion of said resolution of September 21, 1949, be amended to insert the following under the Athena-Holdman Highway No. 334:

> Traffic on Road No. 334, Athena-Holdman Highway, westbound, shall stop at its junction with Road No. 335, Havana-Helix Highway, at M.P. 8.46.

2. That the following provision contained in said resolution of September 21, 1949, under the Havana-Helix Highway, No. 335, be rescinded:

EXHIBIT "K" (cont)

Traffic on road No. 335, Havana-Helix Highway, southbound, shall stop at its junction with the Athena-Holdman Highway, No. 334, at M.P. 2.50.

3. That the State Highway Engineer be and he hereby is instructed to place or cause to be placed and thereafter maintain the necessary signs and markers to accomplish the traffic control and regulation contemplated by this resolution. Such signs as may be erected at said intersection shall conform to the types and standards heretofore approved by the Commission.

4. That this resolution shall be entered in the minutes and records of the Commission as of the 25th day of May, 1955, as Through Highways Resolution No. 22, and a duly certified copy thereof delivered to the U. S. Bureau of Public Roads and like copies to be delivered to the County Clerk of Umatilla County and to the Superintendent of the Department of State Police, for their information.

24947

EXHIBIT "L-1"

Minutes of May 25 and 26, 1955

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Corvallis East Side Highway; and,

WHEREAS, for the purpose of widening, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said Corvallis East Side Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

EXHIBIT "L-1" (cont.)

2. That the widening, improvement and maintenance of the said Corvallis East Side Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 25th day of May, 1955, as Condemnation Resolution No. 554.

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*FOOTNOTE:

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 554, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

24949

EXHIBIT "L-2"

Minutes of May 25 and 26, 1955

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Reedville-Beaverton Section of the Tualatin Valley Highway; and,

WHEREAS, for the purpose of widening, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said Reedville-Beaverton Section of the Tualatin Valley Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

EXHIBIT "L-2" (cont.)

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said Tualatin Valley Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; provided, however, that there shall be reserved unto the respective owners, their heirs and assigns, for service of the said remaining land, such access reservations as are noted as to each parcel or parcels on the said attached list marked Exhibit "A".*

3. That the widening, improvement and maintenance of the said Reedville-Beaverton Section of the Tualatin Valley Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to the said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 25th day of May, 1955, as Condemnation Resolution No. 555.

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*FOOTNOTE:

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 555, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "L-3"

Minutes of May 25 and 26, 1955

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways, or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public, and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to establish, construct and maintain the Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be located, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is

EXHIBIT "L-3" (Cont)

necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, hgihway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the establishment, construction and maintenance of the said Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said Portland-Salem Expressway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property.

3. That the establishment, construction and maintenance of the said Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire

title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 25th day of May, 1955, as Condemnation Resolution No. 725.

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*FOOTNOTE.

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 725, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "L-4"

Minutes of May 25 and 26, 1955

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to locate, construct, improve and maintain the Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be located, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part

of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of locating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the location, construction, improvement and maintenance of the said Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said Portland-Salem Expressway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property.

3. That the location, construction, improvement and maintenance of the said Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

EXHIBIT "L-4" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 25th day of May, 1955, as Condemnation Resolution No. 726.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 726, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

24957

EXHIBIT "L-5"

Minutes of May 25 and 26, 1955

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravelpits; storage sites; stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads; highway drainage; drainage tunnels, or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Sage Hen Hill-Hines Section of the Central Oregon Highway; and,

WHEREAS, for the purpose of widening, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from said highway should be controlled,

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said Sage Hen Hill-Hines Section of the Central Oregon Highway, certain interests in or fee simple title to certain parcels of real property. The said parcel of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, is more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

EXHIBIT "L-5" (Cont)

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said widened and improved Central Oregon Highway and all of the contiguous real property of the owners remaining after the appropriation of the real property; provided, however, that there shall be reserved unto the owners, their heirs and assigns, for service of the said remaining land, such access reservations as are noted as to each parcel or parcels on the said attached list marked Exhibit "A". *

3. That the widening, improvement and maintenance of the said Sage Hen Hill-Hines Section of the Central Oregon Highway and the highway facilities for which the said parcel of property, or interest therein, is required and being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcel of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcel of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 25th day of May, 1955, as Condemnation Resolution No. 772.

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*FOOTNOTE:

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 772, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "L-6"

Minutes of May 25 and 26, 1955

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites, or for the acquisition or manufacture of road-building materials, approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels, or for the elimination or prevention of hazardous points of entry from adjacent property to state highways, or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Weston-Weston Mountain Section of the Weston-Elgin Highway; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system,and the relocation, construction, improvement and maintenance of the said Weston-Weston Mountain Section of the Weston-Elgin Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That the relocation, construction, improvement and maintenance

EXHIBIT "L-6" (Cont)

of the Weston-Weston Mountain Section of the Weston-Elgin Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 25th day of May, 1955, as Condemnation Resolution No. 790.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 790, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "L-7"

Minutes of May 25 and 26, 1955

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to improve and maintain the relocated Oregon Coast Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said relocated Oregon Coast Highway shall be improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, for the purpose of improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the interest in the real property hereinafter described is necessary, and that access to and from the said highway should be controlled.

EXHIBIT "L-7" (Cont)

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the improvement and maintenance of the said relocated Oregon Coast Highway, as a throughway, certain interest in certain parcels of real property. The certain interests in certain parcels of real property needed and required, and the specific use to be made thereof or which in the best interests of the State and the owner should be acquired, are in particular described in the attached list marked Exhibit "A" under the name of the record owner or reputed owner and the Commission's file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access between the said relocated Oregon Coast Highway and all of the contiguous remaining real property of the owner; except that there shall be granted unto the owner, her heirs and assigns, for service of the said remaining land, such rights of access as are noted on the attached list marked Exhibit "A". *

3. That the improvement and maintenance of the said relocated Oregon Coast Highway and the highway facilities for which the certain interests in certain parcels of real property is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 25th day of May, 1955, as Condemnation Resolution No. 817.

EXHIBIT "L-7" (Cont)

*FOOTNOTE:

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 817, under the heading "Real Property Condemnation Resolutions", and said description, map and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

First Inspection Trip (1955)
June 13 to 17, inclusive

The State Highway Commission made its first inspection trip in 1955 during the period June 13 to 17. The trip, covering a total of approximately 1,063 miles, was made by Greyhound Bus, equipped with a public address system, which proved to be a very satisfactory form of transportation. There follows a list of the people who composed the Commission group:

STATE HIGHWAY DEPARTMENT

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, Deputy State Highway Engineer
H. B. Glaisyer, Secretary
C. W. Enfield, Chief Counsel
C. H. Armstrong, State Parks Superintendent
J. D. Walker, Division Engineer (Portland to Newport)
Tom Edwards, Division Engineer, Roseburg (Newport to Eugene)
Les Farnum, Chauffeur
Gene Kinney, Photographer

LEGISLATIVE HIGHWAY INTERIM COMMITTEE

Sen. Warren A. McMinimee, Chairman, Tillamook (Astoria to Newport)
Rep. Robert L. Elfstrom, Vice Chairman, Salem (Dorchester House to Coos Bay)
Sen. Charles W. Bingner, LaGrande
Rep. E. A. Littrell, Medford (Portland to Grants Pass)
Sen. Walter C. Leth, Monmouth (Tillamook to Newport)
Rep. Fred Meek, Portland (Portland to Coos Bay)

PARKS ADVISORY COMMITTEE

William M. Tugman, Reedsport
J. W. Forrester, Pendleton
Frank Jenkins, Klamath Falls

U.S. BUREAU OF PUBLIC ROADS AND U.S. FOREST SERVICE

Frank E. Andrews, Division Engineer, Portland
J. F. Cameron, Assistant Division Engineer, Portland
C. G. Polk, District Engineer, Salem
W. L. MacDonald, U. S. Forest Highway Engineer, Portland

June 13 to 17, 1955

NEWSPAPERS

Paul Harvey, Associated Press, Salem (Portland to Coos Bay)
Don Sterling, Jr., Oregon Journal, Portland
Mervin Shoemaker, The Oregonian, Portland

OREGON COAST ASSOCIATION

Verne Ayers, Manager, Newport (Astoria to Brookings)
William Manion, Vice President, Port of Astoria, Seaside (Astoria to Brookings)

COUNTY COURTS

Judge O. E. Effenberger, Tillamook (Astoria to Tillamook)
Charles Ross, Chairman Highway Committee, Oregon Coast Association, Tillamook (Astoria to Tillamook)

The purpose of the trip was to inspect highway construction and state parks. The Commission departed from the Benson Hotel, Portland, at 8:00 a.m. on June 13, and drove down the Lower Columbia River Highway to Astoria where the Commission and its group were guests of the Astoria Chamber of Commerce for luncheon. Following luncheon, the Commission viewed highways and parks along the Oregon Coast Highway as far as Tillamook where an overnight stop was made. Tillamook County was the host for dinner that evening.

On Tuesday, June 14, the trip was resumed down the Oregon Coast Highway. U.S. Highway 20 Association was host for lunch at the Beach Club, Agate Beach. An overnight stop was made at Coos Bay where the group was the dinner guest of the Oregon Coast Association and the City of Coos Bay. The trip continued down the coast on the morning of June 15. Luncheon was served that day by citizens of Gold Beach and Wedderburn at the Del Rogue Club in Wedderburn. Following luncheon, the Commission drove to the Smith River in California, thence over the Redwood Highway to Grants Pass for an overnight stop. The City Council of Grants Pass was host for dinner on that evening.

On Thursday, June 16, the Commission inspected highways and parks along the Pacific Highway between Grants Pass and Medford, thence returned to Roseburg where luncheon was served by the Roseburg Chamber of Commerce at Susan Creek State Park. The inspection was continued northerly over the Pacific Highway to Eugene, arriving there at 5:30 p.m. Members of the group were guests of the Eugene Chamber of Commerce that evening. Following an overnight stop in Eugene, the Commission returned to Portland on Friday, June 17, concluding its trip at 12:00 noon on that day.

The following matters of business were disposed of by the Commission enroute Tuesday afternoon, June 14: Present and participating in the

discussion were:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
H. B. Glaisyer, Secretary

The Commission unanimously approved a report submitted by the Engineer with respect to the awards of the following State Highway contracts for which bids were received by the Commission at its regular meetings held on April 13 and 14, 1955 and on May 25 and 26, 1955:

1. Grading and paving Flavel Street-Clackamas Overcrossing Section of Cascade Highway, Clackamas and Multnomah Counties. Bids received April 13, 1955. Conditions of award satisfied May 27, 1955. Logan Taylor Co., Portland, contractor.

2. Grading, paving and construction of a concrete viaduct over S.P. Company Railroad on Clackamas Railroad Overcrossing Section of Clackamas Highway, Clackamas County. Bids received April 14, 1955. Conditions of award satisfied May 27, 1955. Inland Construction Co., Milwaukie, contractor.

3. Construction of Luckiamute River Bridge, Polk County. Bids received May 26, 1955. Conditions of award satisfied June 2, 1955. Tom Lillebo, Reedsport, contractor.

4. Grading, paving, and construction of a reinforced concrete bridge on Miles Crossing -Lewis and Clark River and Cooks Slough Sections on Lewis and Clark River and Youngs River Loop County Roads, Clatsop County. Bids received May 25, 1955. Conditions of award satisfied June 2, 1955. Grimstad & Vanderveldt, Astoria, contractor.

5. Grading and paving Warren and Dearborn Streets in Union, Union County. Bids received May 25, 1955. Conditions of award satisfied June 2, 1955. Russell Olson Construction Co., Pendleton, contractor.

6. Milton-Freewater (South Main Street & S. E. 15th Avenue) Paving Project, Umatilla County. Bids received May 26, 1955. Conditions of award satisfied June 2, 1955. Morrison & Lamping, Milton-Freewater, contractor.

7. Construction of Wagner Creek and Bear Creek Bridges on Valley View Road near Talent, Jackson County. Bids received May 25, 1955. Conditions of award satisfied June 3, 1955. Columbia Empire Constructors, Inc., and P. S. Lord Mechanical Contractors, Portland, contractor.

8. Deschutes County Roads Oiling Project on five county roads in vicinity of Redmond, Sisters and Bend, Deschutes County. Bids received May 25, 1955. Conditions of award satisfied June 3, 1955. Babler Bros., Inc., Portland, contractor.

9. Stone base and oiling Forest Boundary-Halfway Section of Pine Creek Road, Baker County. Bids received May 26, 1955. Conditions of award satisfied June 7, 1955. N. A. Toole Construction Company, Ontario, contractor.

10. Stone base and paving on Cannon Beach (Second Street-First Street) Section of Oregon Coast Highway (Alternate Route), Clatsop County. Bids received May 26, 1955. Conditions of award satisfied June 9, 1955. The United Contracting Company, Portland, contractor.

11. Construction of Nehalem River Bridge on Miami Valley Road, Tillamook County. Bids received May 25, 1955. Conditions of award satisfied June 9, 1955. Columbia Empire Constructors, Inc., and P. S. Lord Mechanical Contractors, Portland, contractor.

Discussed by the Commission was a report presented by the Engineer on the results of a reconnaissance survey and an economic analysis concerning the proposed realignment of US 101 between Coos Bay and Bandon. The Engineer recommended tentative approval of what, he termed, "the Davis Slough Route", and requested authority to conduct a location survey of such route, which he estimated would cost about $75,000. As a result of discussion, motion was made by Commissioner Reynolds that the route recommended by the Engineer be tentatively selected, and that he be authorized to make a detailed location survey along such route. The motion was seconded by Commissioner McIver and received the unanimous vote of the Commission, it being understood that no commitment whatsoever was being made relative to construction.

The Engineer requested authority to spend approximately $9,500 to install partitions in rooms that are being vacated by the State Liquor Commission and the Department of Finance and Administration on the fifth floor of the State Highway Building in Salem so as to make these rooms available for use by Highway Department employees. He explained details. The Commission authorized the expenditure.

The Commission discussed a request from Mr. Roy Kilpatrick, Attorney, Canyon City, that his Secretary, Katherine J. Eismann, be granted access to the relocated John Day Highway from her property between the Cities of John Day and Mount Vernon. The Engineer pointed out that the property referred to by Mr. Kilpatrick is located on the new highway where no highway previously existed and that in acquiring the right of way for the new highway all access rights were acquired with the exception

of one that was granted for the purpose of farming activities only. He also pointed out that all property located adjacent to the new highway section has access to the old highway. He strongly recommended that the request be denied. The Commission adopted the recommendation, and instructed the Secretary to so inform Mr. Kilpatrick.

Consideration was given by the Commission to a request from Mr. and Mrs. Frank Pattison, Eugene, through their attorney, Mr. Gordon A. Ramstead, for access to the Pacific Highway from their property located at Broadway and Hilyard Streets in Eugene. The Engineer recalled that on November 24, 1954 the Commission sold to the Pattisons, 3,331 sq. ft. of property situate in Lot 1, Patterson's Addition to Eugene, which property is located at the southeast corner of Hilyard and Broadway Streets. The estimated value of this property with complete restriction of access to the highway, he said, was $1,000, but due to highly competitive bidding at an auction sale, it was sold to the Pattisons for $3,750. The Pattisons now request that they be allowed access to the Pacific Highway from this property. He pointed out that had the Commission approved the access at the time of the sale, a much higher bid would have been received. He recommended that their request be denied, and advised that the Right of Way Engineer concurs in such recommendation. The recommendation was adopted by the Commission unanimously.

The Engineer reported that the survey for the location of the Wrights Point Section of Frenchglen Secondary Highway in Harney County has been completed. He exhibited a map showing the proposed location and explained details. He recommended adoption of the survey by the Commission at this time. As a result of discussion, the Commission unanimously approved the said survey, as recommended, by adoption of the following resolution relative thereto:

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Wrights Point Section of the Frenchglen Secondary Highway in Harney County, and in connection therewith to prepare a map showing the route and location of said section and to file said map, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said survey and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively as follows:

1. That the Survey of the Wrights Point Section of the Frenchglen Secondary Highway, beginning at Highway Engineer's Station 451+00 a short distance north of Wrights Point and extending in a southeasterly direction to Highway Engineer's Station 18+80 on Wrights Point, together with the map, which for identification purposes bears Map File No. 1R-5-730 and the date of May, 1955, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That when said highway section is permanently constructed, the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That the approval and adoption of said survey shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the construction, reconstruction, or improvement of the highway along and over said survey. Said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right of Way Department to proceed promptly with the acquisition of rights of way pursuant to the normal and approved method.

4. That this resolution be entered in the minutes and records of the Commission as of the fourteenth day of June, 1955, as Survey Resolution No. 127.

The Engineer requested authority to spend approximately $280,000 of a total of approximately $1,200,000 of bond monies that have accumulated as a result of underruns on contract work, to finance the sealing of pavements. He explained that for approximately two years the sealing of pavements for a number of reasons has been omitted at the time the contracts for pavement construction were awarded, but it is now found necessary to seal coat a number of these pavements so as to avoid increased maintenance costs. In order to perform the work this year, he said, it will be necessary that the contracting of the sealing work be awarded at the next meeting of the Commission. Because of the urgency of the matter, he asked the Commission to authorize the expenditure at this time. The Commission approved the request unanimously upon motion of Commissioner Reynolds. It was left with the Engineer to select the pavements to be given the seal coat.

The Commission discussed a request from Mr. W. F. Harcombe, Principal of Elmira Union High School, Lane County, for construction of a footpath along the Territorial Highway between their high school and the Elmira Shopping Center, a distance of 0.18 mile. The Engineer advised

that the matter has been investigated, and that the project has been found fully warranted. He estimated the cost to construct a five-foot bituminous footpath between the high school (M.P. 18.55) and the Elmira Shopping Center (M.P. 18.73) at $1,600 and recommended the expenditure. The Commission approved the project as recommended.

The Engineer reported receipt of information from the Bureau of Public Roads that some of the cuts and fills on its North Umpqua Highway Project are eroding badly and that considerable damage will occur unless the slopes are seeded. The Bureau, he said, has asked the State to do the seeding work and has agreed to reimburse the State for the cost . He further stated that a highway crew with mulching equipment was working in the vicinity when the request was received and he authorized them to proceed with the work which has been completed at a cost of $259.61. He presented an agreement with the Bureau of Public Roads, the signing of which is necessary in order to secure reimbursement for the expense incurred. The Commission approved the report and the agreement.

Consideration was given by the Commission to the following requests for extensions of time within which to complete highway construction:

1. Kissell and Robinson, Contract No. 4269, for fencing work on Willamette River-Hayesville Section of Portland-Salem Expressway in Marion and Clackamas Counties, requested an extension of time from April 30, 1955 to September 30, 1955. Extension approved as requested without penalty.

2. Tom Lillebo, Contract No. 4209, for construction of four structures at Hayesville Interchange on Portland-Salem Expressway in Marion County, requested an extension of time from April 30, 1955 to May 30, 1955. The Engineer recommended approval of the request and presented a letter from the Bureau of Public Roads concurring therein. Extension approved as requested without penalty.

3. Schrader Construction Company, Contract No. 4203, for construction of the 42nd Avenue Undercrossing on T. H. Banfield Expressway in Multnomah County, requested an additional extension of time from April 1, 1955 to July 1, 1955. The Engineer recommended approval of the request and presented a letter from the Bureau of Public Roads concurring therein. Extension approved as requested without penalty.

4. United Builders, Inc., Contract No. 4253, for construction of the 58th Avenue Overcrossing on the T. H. Banfield Expressway in Multnomah County, requested an extension of time from May 31, 1955 to July 31, 1955. Extension approved as requested without penalty, upon recommendation of the Engineer who presented a letter from the Bureau of Public Roads concurring therein.

5. Wold Brothers, Contract No. 4303, for fencing work on the Greggs Creek-Wedderburn Section of Oregon Coast Highway in Curry County, requested an extension of time from April 30, 1955 to July 31, 1955. Extension approved as requested without penalty.

6. Columbia Empire Constructors, Inc., and P. S. Lord Mechanical Contractors, Contract No. 4112, for construction of six structures on Goshen-Coast Fork Willamette River Section of the Pacific Highway in Lane County, requested an additional extension of time from February 28, 1955 to March 31, 1955. Extension approved as requested without penalty, upon recommendation of the Engineer and Bureau of Public Roads concurrence.

FOOTNOTE: The action taken by the State Highway Commission upon the extensions of time within which to complete the highway contracts listed above was based upon the recommendation of the State Highway Engineer and his reports which considered but did not necessarily adopt either or any of the reasons given by the contractors in their requests for such extensions of time. For details regarding these extensions of time, see copies of the contractors' requests and the Engineer's recommendations on file in the respective contracts in the Secretary's office.

The Engineer reported that Contract 4112, awarded to Columbia Empire Constructors, Inc., and P. S. Lord Mechanical Contractors, for construction of six structures on the Goshen-Coast Fork Willamette River Section of the Pacific Highway in Lane County, has been completed according to requirements of the contract or modifications thereof and that the said project is ready for acceptance. After due consideration, the Commission approved the recommendation by adoption of the following resolution relative thereto:

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contract for the construction of a State Highway Project has been completed according to the terms and provisions of said contract and that said job is now ready for acceptance:

"Contract No. 4112 with Columbia Empire Constructors, Inc., and P. S. Lord Mechanical Contractors, for construction of six structures on the Goshen-Coast Fork Willamette River Section of the Pacific Highway in Lane County, completed March 31, 1955.

THEREFORE BE IT RESOLVED that the work covered by this State Highway contract for the construction of said State Highway project be declared completed according to the terms of the contract and said job is hereby accepted and final payment in connection therewith is hereby authorized.

BE IT FURTHER RESOLVED that this Contract Completed Resolution No. 44 shall be entered in the minutes and records of the Commission as of the 14th day of June, 1955.

The Commission discussed a request from the Hood River Chamber of Commerce for permission to install scenic route signs on state highways in the Hood River Valley, using an emblem in the shape of a yellow apple with red lettering. The Engineer recommended that the request be denied in order to discourage this type of signing which, he said, will create a traffic hazard by detracting attention from official highway signs and is of interest only to a small percentage of motorists. He suggested that better results could be obtained by the preparation of brochures and maps for distribution by theChamber of Commerce and local service stations. He suggested as a substitute for the proposed signs the erection of a large sign, probably 10-foot by 14-foot in dimension, on the highway at each side of the town calling attention to the scenic aspects of the vicinity, and that such type of sign be adopted by the Commission as standard in all communities where similar conditions obtain. He mentioned similar signs that are planned to be erected at Roseburg and Salem. The matter was discussed at some length but a decision was deferred by the Commission pending further study. The Commission decided to discuss the matter further on the last day of its Eastern Oregon inspection trip during July 11 to 14 when, according to present plans, the Commission will pass through the Hood River Valley enroute from Bend to Portland.

There was presented for the Commission's consideration claims submitted by Messrs. Walter Moorehouse, Grants Pass, and Donald W. Baker, Seal Beach, California,each in the amount of $50 and representing the value of some small apple trees that were destroyed by a survey crew on the proposed route of US 99 between Jump Off Joe Creek and Grants Pass. The Engineer advised that the trees were destroyed by a location survey party during the progress of the survey for this highway unit. He recommended payment of both claims. The Commission adopted the recommendation.

Also presented for the Commission's consideration was a request from the Coos-Curry Electric Co-op for reimbursement for the cost of moving its power line necessitated by construction of the Greggs Creek-Wedderburn Section of US 101 in Curry County. The Engineer advised that the Greggs Creek-Wedderburn Section is being constructed by the U. S. Bureau of Public Roads as a forest highway project, and that the Commission previously authorized payment of $4,000 to the Electric Co-op on a tentative billing. It now develops that the actual cost involved was $5,100.37. He recommended approval of the payment of an additional sum of $1,100.37, making a total of $5,100.37 which he said, is the actual amount that the Co-op spent in reestablishing its power line. The Commission adopted the recommendation.

The Engineer requested authority for Mr. W. C. Williams, Deputy State Highway Engineer, to go to Salt Lake City, Utah, on July 7 and 8 at State expense, in connection with the final meeting of the WASHO Test Road Committee, of which he is a member. He estimated the amount of out-of-state expense involved at $100. The Commission approved the request.

The Engineer requested authority to spend about $32,000 of bond funds to finance construction of guard fence along the Divide-Rice Hill Section of U.S. 99 in Douglas County. The Commission approved the project and the expenditure.

There being no further business to come before the Commission at this time, Chairman Chandler declared the meeting adjourned at 2:40 p.m.

State Highway Engineer

Chairman

Commissioner

Secretary

Commissioner

VOLUME 40

PART II

PART II

OF

VOLUME XL

MINUTES OF OREGON STATE HIGHWAY COMMISSION

COVERING PERIOD

F R O M

~~JULY 1~~, 1955

TO

~~SEPTEMBER 30~~, 1955

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OREGON STATE HIGHWAY COMMISSION

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner

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HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT

LOCATED AT SALEM, OREGON

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24974	June 30	BIDS received on construction projects.
24978		STATE OF MONTANA. Slide Area. Lewis E. Scott and William C. Hill to Montana to study slide area.
		PARKS SUPT. reports on following matters:
		Devils Punch Bowl State Park. Oregon Coast Hwy. Lincoln County. Request for storm shelter in park denied.
		Fort Stevens State Park. Oregon Coast Hwy. Clatsop County. Coffenbury Lake. Request for lifeguard denied.
		Crown Point State Park. Vista House. Columbia River Hwy. Renewal of 5-year lease to the Flauchers approved.
24979		Marion County. Detroit Lake. Mongold Boat Launching area. Special Use Permit covering 25 acres approved.
		Susan Creek State Park. North Umpqua River. Douglas County. Acquisition of house for caretaker approved.
		Klamath County. Fort Klamath area. Jackson F. Kimball Park. Deed from Forestry Department accepted.
		Simpson State Park. Oregon Coast Hwy. Coos County. Joint use of easement by Al Pierce and Weyerhaeuser approved.
		Multnomah County. Columbia River Hwy. Columbia Gorge properties. Employment of full time negotiator denied.
24980		Wasco-Deschutes Counties. Deschutes River mouth. Proposed park area. Engineer and Parks Supt. to submit report.
		Multnomah County. Columbia River Hwy. Columbia Gorge areas. Report to be made when action taken by Gorge Commission.
		Multnomah County. Columbia River Hwy. Columbia Gorge areas. Luscher property appraised. No action.
24981		REAL PROPERTY. Acquisition approved. See EXHIBIT "A".
		REAL PROPERTY. Acquisition of property for which no previous authority had been granted approved.
		SALE OF MISCELLANEOUS PROPERTIES report confirmed.
		MULTNOMAH COUNTY. Banfield Expressway. Howard Cooper Corp. Extension of lease for 10 years approved.
		DOUGLAS COUNTY. Pacific Hwy. Winchester Bay-Umpqua River Section. Transfer to County of 0.35 acre of land approved.
24982		LINN COUNTY. Santiam Hwy. Noble Slough-Foster Section. Sale of excess property to Mr. Boggs approved.
		UNION COUNTY. Wallowa Lake Hwy. La Grande Section. Sale of parcel of land to Mr. Green approved.
		MULTNOMAH COUNTY. Banfield Expressway. Sale of 0.40 acre of land authorized. See EXHIBIT "B".
		LINCOLN COUNTY. Oregon Coast Hwy. Siletz River-Depoe Bay Section. Compensating Mr. Sansbury for release of State from construction of concrete box approved.
		JACKSON COUNTY. Medford-Provolt Secdy. Hwy. Jacksonville Grade Unit. Kimble-Culy settlement re re-establishment of water system approved.

Page	Date 1955	Subject
24982	June 30	LINCOLN COUNTY. Oregon Coast Hwy. Siletz Bay-Miner Creek Section. Settlement with Kernville-Gleneden Beach Water District approved.
24983		WASHINGTON COUNTY. Nehalem Hwy. Stockpile site. Renewal of lease agreement with Van Dykes approved.
		CLACKAMAS COUNTY. Oregon City. Willamette River boom rights. Sale of boom rights authorized. See EXHIBIT "C".
		LANE COUNTY. Eugene. 6th Ave.-7th Ave. Big Y Super Market, Inc. Property to be sold, some immediately, some in 1960.
24984		MARION COUNTY. North Santiam Scody. Hwy. Salem-Stout Creek Section. Easement from BPA for use of 0.83 acre of land approved. Erpelding-Fery-McCall properties. Elimination of frontage road and granting of access approved.
		POLK COUNTY. Pacific Hwy. West. Monmouth. Oregon College of Education area. Deeding of land to Monmouth approved.
		COLUMBIA COUNTY. Columbia River Hwy. Goble-St. Helens Section. Chaney estate. Change of access point approved.
		WASCO COUNTY. The Dalles Dam project. Material storage site. 1-year permit from Army Engineers accepted.
		MALHEUR COUNTY. Old Oregon Trail. Olds Ferry-Ontario Section. Owyhee project. Easement from US Bureau of Reclamation approved.
		COLUMBIA COUNTY. Columbia River Hwy. Tide Creek-St. Helens Section. Watters property. Settlement of claim re water line approved.
24985		WASHINGTON COUNTY. Tualatin Valley Hwy. Beaverton-Reedsville Section. Sale of 0.5 acre of excess r/w authorized.
		MULTNOMAH COUNTY. Banfield Expressway. Mac Truck building. Expenditure of $2,000 for renovation purposes approved.
		MULTNOMAH COUNTY. Banfield Expressway. Completion of project slated for 1958.
		CONDEMNATION OF REAL PROPERTY approved. See EXHIBITS "K-1"
24989		through "K-7".
		CONDEMNATION OF PROPERTIES. More time for negotiation needed.
		CONDEMNATION CASES tried. Counsel's report approved.
24990		Shortened form approved conditionally.
		CONDEMNATION CASES settled. Counsel's report approved.
24991		CONDEMNATION CASES. Offers for property approved.
24992		MALHEUR COUNTY. Nyssa. Snake River Bridge. McCarver case. Legal action dismissed for collection of bridge damage.
		TRAVEL - OUT OF STATE. Frank Towle to Olympia, Washington, July 21-23, re Natt McDougall's construction operations.
		SALARY INCREASES. Legal Department. Increases for attorneys authorized.
24993		REAPPOINTMENT of C. W. Enfield as Chief Counsel for 4-year term approved. See EXHIBIT "D".
		LANE COUNTY. Siuslaw Hwy. Swisshome. Consumers Cooperative Association. Claim for loss of wages denied.
24994		AWARD OF CONTRACTS. Engineer reports satisfaction of conditions.

Page	Date 1955	Subject
24994	June 30	LOAD LIMITS Reduced, Revised, or Removed:
		Douglas County. West Diamond Lake Secdy. Hwy. Reduced.
24995		Klamath County. East Diamond Lake Secdy. Hwy. Revised.
		Umatilla-Union Counties. Weston-Elgin Secdy. Hwy. Removed.
		Klamath-Douglas Counties. East Diamond Lake Secdy. Hwy. Removed.
		Douglas County. West Diamond Lake Secdy. Hwy. Removed.
		USED EQUIPMENT AND SCRAP MATERIALS. Sale approved.
		LOG HAULING PERMIT. Benton County. Alsea-Deadwood Secdy. Hwy. Action on Mr. Rose's request for permit deferred.
24996		JOSEPHINE COUNTY. Williams Secdy. Hwy. Provolt-Munger Creek County Road Section. Reclassified to Group I.
		BENTON COUNTY. Alsea Hwy. Alsea Mt. Section. Survey not authorized at this time.
		YAMHILL COUNTY. Salmon River Hwy. Sheridan-Willamina By-passes. Report on amount of farm land destroyed by hwy. relocation.
		MEETING RECESSED at 12:00 noon and reconvened at 2:00 p.m.
		GILLIAM COUNTY. Wasco-Heppner Secdy. Hwy. Condon-John Day River Section. Oiling project to be considered in 1956 budget.
		UNFINISHED BUSINESS MATTERS discussed:
24997		MULTNOMAH COUNTY. Portland. Clay Street Interchange. Engineer's report approved. Bids to be received at August meeting.
		WASCO-DESCHUTES COUNTIES. Deschutes River mouth. Proposed park.
		LANE COUNTY. Eugene. 7th Avenue West. Big Y Super Market.
		BENTON COUNTY. Alsea Hwy. Alsea Mt. Section.
		DOUGLAS COUNTY. Pacific Hwy. Roseburg area. Tipton property. Request for additional access again denied.
24998		CLACKAMAS COUNTY. Oregon City. Willamette River boom rights.
		HOOD RIVER COUNTY. Hood River Valley scenic drives. Request for signs deferred pending inspection.
		YAMHILL COUNTY. Salmon River Hwy. Sheridan-Valley Jct. Relocation.
		CLATSOP COUNTY. Astoria-Megler Ferry. Additional personnel required by Coast Guard.
		MULTNOMAH COUNTY. Columbia River Hwy. Columbia Gorge areas.
		MARION COUNTY. Salem. State Highway Building. Room 104. Expenditure of $1,500 for air distribution system approved.
		JACKSON COUNTY. Crater Lake Hwy. Casey State Park south. Request for curve widening approved. Survey authorized.
24999		TILLAMOOK COUNTY. Oregon Coast Hwy. Rockaway. Request for oiling within the town approved.
		LINCOLN COUNTY. Siletz Secdy. Hwy. Siletz south. Bridge construction authorized. Bids to be received at August meeting.

Page	Date 1955	Subject
24999	June 30	MULTNOMAH COUNTY. North Portland. Swift Blvd.-Denver Ave. Interchange. Connection with Kerman sewer approved.
		FEDERAL-AID SECONDARY SYSTEM additions approved for:
		Washington County. Hillsboro-Base Line-Wheeler Road-Aloha Route.
		Coos County. Chrome Plant-Coquille-County Road Jct. Route.
25000		FEDERAL-AID SECONDARY SYSTEM:
		County Road Funds. Tabulation showing status approved.
		Additional Projects. Tabulation of projects approved.
25001		LINN COUNTY. Santiam Hwy. Lebanon. Request for 4 traffic signals approved on 50-50 basis.
		STATE TAX STREET FUNDS. Plans approved. See EXHIBIT "E".
25002		EXTENSIONS OF TIME to complete contracts granted.
25003		CONTRACTS completed and accepted. See EXHIBIT "F".
		CLACKAMAS COUNTY. Pacific Hwy. East. Clackamas River Bridge Underpass. Request for construction deferred.
		SURVEYS ADOPTED for following hwy. sections:
		Umatilla County. Ukiah-Hilgard Secdy. Hwy. Ukiah-Forest Boundary Section. See EXHIBIT "G-1".
		Clatsop County. Columbia River Hwy. Bradley Park-Columbia County Line Section. See EXHIBIT "G-2".
25004		Umatilla County. Havana-Helix Secdy. Hwy. Havana Section. See EXHIBIT "G-3".
		Coos County. Coos River Secdy. Hwy. Empgren Ferry-Allegany Section. Millicoma Bridge Unit. See EXHIBIT "G-3".
		CROOK COUNTY. Paulina Secdy. Hwy. Ochoco Creek Bridge widening. Contract #4335. Increase in authorization approved.
		POLK COUNTY. Pacific Hwy. West. Monmouth. Pacific Avenue. Request for widening 2-block section denied.
		FEDERAL-AID and BOND FUND PROGRAMS adjustments as follows:
		Umatilla County. Pendleton. Emigrant Street Overpass. Project eliminated.
		Umatilla County. Pendleton-John Day Hwy. Pendleton-Pilot Rock Section. $450,000 authorized.
25005		Multnomah County. Banfield Expressway. Rearrangement of allotments approved.
		Curry County. Oregon Coast Hwy. Brush Creek Section. Funds for flood conditions approved.
		Multnomah County. Beaverton-Hillsdale Hwy. Washington County Line-Hillsdale Section. $120,000 allotment approved.
		Malheur County. Nyssa. Snake River Bridge. Funds for bridge construction approved.
25007		MULTNOMAH COUNTY. Banfield Expressway. Engineer presents construction status report.
		CLATSOP COUNTY. Columbia River Hwy. Bradley Park-Wauna Section. Temporary transfer of $1,200,000 to this project approved.

Page	Date 1955	Subject
25008	June 30	SPEED ZONES approved as follows: Clackamas County. Cascade Secdy. Hwy. Oregon City south. See EXHIBIT "H-1". Tillamook County. Oregon Coast Hwy. Tillamook north. See EXHIBIT "H-2". Grant County. John Day-Burns Hwy. John Day south. Canyon City north. See EXHIBIT "H-3". Grant County. John Day Hwy. John Day west. See EXHIBIT "H-4". Benton County. Pacific Hwy. West. Monroe-Long Tom River Bridge Section. See EXHIBIT "H-5". Lane County. McKenzie Hwy. Eugene-Springfield Section. See EXHIBIT "H-6".
25009		Douglas County. Elkton-Sutherlin Hwy. Sutherlin west. See EXHIBIT "H-7". Union County. Wallowa Lake Hwy. La Grande east. Island City west. See EXHIBIT "H-8". Lane County. McVey Secdy. Hwy. Glenwood area. See EXHIBIT "H-9". NO PARKING ZONES approved as follows: Lincoln County. Alsea Hwy. Five Rivers Bridge Section. See EXHIBIT "I-1".
25010		Columbia County. Columbia River Hwy. St. Helens. Fairgrounds area. See EXHIBIT "I-2". MARION COUNTY. North Santiam Secdy. Hwy. Traffic on Hwy. 214 to stop at Airport Road connection. See EXHIBIT "I-3". LOG HAULING. Permission granted for Saturday afternoon log hauling excepting on September 3. LANE COUNTY. Eugene millrace. Sewer line installation. Agreement with Eugene and SP Company approved.
25011		TRAVEL - OUT OF STATE. Carl W. Jordan to Mt. Rainier National Park, September 8-10 for Pacific NW Travel Association meeting. LINCOLN COUNTY. Oregon Coast Hwy. Yaquina Bay Lighthouse site. Installation of textboard approved. CLACKAMAS COUNTY. Mt. Hood Hwy. Zigzag-Rhododendron Section. Abandonment resolution approved. See EXHIBIT "J". LANE COUNTY. McKenzie Hwy. MP 34.0. Agreement with State Game Commission re parking area and boat ramp approved.
25012		CONTRACTS. Award of contracts publicly announced.
25014		TILLAMOOK COUNTY. Rockaway ocean beach. Request to land airplanes denied. General policy discussed. LEGISLATIVE MATTERS. Ocean beaches. Removal of control from Hwy. Commission to be requested of legislature. SECRETARY'S REPORT on papers signed approved. TRAVEL INFORMATION DEPARTMENT. Advertising agreement. 1-year extension of agreement with McWilkens, Cole and Webber approved.

Page	Date 1955	Subject
25015	June 30	DOUGLAS COUNTY. Roseburg west. Mt. Nebo radio station. Revised agreement with County approved.
		CONTRACTS #4161 and #4102. Assignment of contracts to Dan Birkemeier approved.
		COMMISSION MEETING DATES APPROVED FOR: Thursday and Friday, August 11-12 and September 22-23 and November 3-4 tentatively.
		TRAVEL - OUT OF STATE. Jackson Hole, Wyoming. WASHO meeting. Personnel to attend approved.
		New Orleans, Louisiana. AASHO meeting. Personnel to attend approved.
		DELEGATION PROBLEMS discussed.
25016		CLATSOP COUNTY. Oregon Coast Hwy. Astoria-Seaside Section. Adoption of survey deferred.
		CLACKAMAS COUNTY. Government Camp. Maintenance headquarters. Sale of property to R. L. K. & Company approved.
		MALHEUR COUNTY. Old Oregon Trail. Ontario. Access to new route. Delegation wishes to discuss the matter with Commission.
		MULTNOMAH COUNTY. Portland. 82nd Avenue. Agreement with Water District re replacement of water pipes approved.
		DANGER TREES REMOVAL and LITTER CANS USE. Inquiry re these items. Engineer to report.
25017		AGREEMENTS and other papers signed.
25018		MEETING ADJOURNED at 4:30 p.m. to reconvene at 9:00 a.m. following day.
25019	July 1	CHAIRMAN CHANDLER'S birthday. Acknowledgement given.
		BIDS received on construction projects.
25022		CLACKAMAS COUNTY. Oregon City. Willamette River boom rights. Sale for minimum of $10,000 authorized. See EXHIBIT "C".
		PROJECTS FOR AUGUST LETTING REPORT and STATUS OF R/W ACQUISITION. Multnomah County. Washington County Line-Hillsdale project. Deferred to September letting.
		Clatsop County. Bradley Park-Wauna project. Advanced to August letting.
		PUBLIC HEARINGS re hwy. improvements within Cities. Cities and towns to be notified and hearings held if requested.
25023		KLAMATH COUNTY. Klamath Falls-Lakeview Hwy. Klamath Falls. South 6th St. Engineer to negotiate for removal of old bridge.
		LOG HAULING PERMIT. Benton County. Alsea-Deadwood Secdy. Hwy. North Section. Engineer to make further investigation.
		CLATSOP COUNTY. Oregon Coast Hwy. Astoria-Seaside Section.
25024		Delegation favors Lewis & Clark Route. Action deferred.
		CLATSOP-TILLAMOOK COUNTIES. Elsie-Wheeler Cut-off. Construction of cut-off urged. No action.
		MEETING RECESSED at 12:00 noon and reconvened at 2:00 p.m.
		LINCOLN COUNTY. Oregon Coast Hwy. Depoe Bay Concession Building. Decision deferred. Engineer to report.
25025		INSPECTION TRIP. Central and Eastern Oregon. July 11-14, 1955. Discussion of details.
		CONTRACTS. Award of contracts publicly announced.
25027		MEETING ADJOURNED at 2:45 p.m.

Page	Date 1955	Subject	
25028	June 30	EXHIBIT "A".	Real property acquisition.
25070		EXHIBIT "B".	Sale of land. Multnomah County. Banfield Expressway.
25071		EXHIBIT "C".	Sale of boom rights. Clackamas County. Oregon City. Willamette River.
25072		EXHIBIT "D".	Reappointment of C. W. Enfield as Chief Counsel.
25073		EXHIBIT "E".	State Tax Street Funds.
25075		EXHIBIT "F".	Contracts completed and accepted.
25078		EXHIBITS "G-1" through "G-3".	Surveys adopted.
25084		EXHIBIT "H-1"	Speed zone. Clackamas County. Cascade Secdy. Hwy. Oregon City south.
25086		EXHIBIT "H-2".	Speed zone. Tillamook County. Oregon Coast Hwy. Tillamook north.
25088		EXHIBIT "H-3".	Speed zone. Grant County. John Day-Burns Hwy. John Day south. Canyon City north.
25090		EXHIBIT "H-4".	Speed zone. Grant County. John Day Hwy. John Day west.
25092		EXHIBIT "H-5".	Speed zone. Benton County. Pacific Hwy. West. Monroe-Long Tom River Bridge Section.
25094		EXHIBIT "H-6".	Speed zone. Lane County. McKenzie Hwy. Eugene-Springfield Section.
25096		EXHIBIT "H-7".	Speed zone. Elkton-Sutherlin Hwy. Douglas County. Sutherlin west.
25098		EXHIBIT "H-8".	Speed zone. Union County. Wallowa Lake Hwy. La Grande east.
25100		EXHIBIT "H-9".	Speed zone. McVey Secdy. Hwy. Lane County. Glenwood area.
25102		EXHIBIT "I-1".	No parking. Lincoln County. Alsea Hwy. Five Rivers Bridge Section.
25103		EXHIBIT "I-2".	No parking. Columbia County. Columbia River Hwy. St. Helens.
25104		EXHIBIT "I-3".	Marion County. North Santiam Secdy. Hwy. Traffic stop at Airport Road.
25106		EXHIBIT "J".	Abandonment. Clackamas County. Mt. Hood Hwy. Zigzag-Rhododendron Section.
25108		EXHIBITS "K-1" through "K-7".	Condemnations.

SECOND INSPECTION TRIP (1955)
July 11 to 14, Inclusive

25125	July	INSPECTION TRIP covered 1,203 miles. List of people who made the trip.
25126		PURPOSE OF TRIP. Inspection of hwy. construction and state parks. Itinerary of trip given.
		AWARD OF CONTRACTS. Engineer reports satisfaction of conditions.

Page	Date 1955	Subject
25127	July	LITTER CONTAINERS. Engineer presents progress report re use. Press release authorized.
		LOG HAULING PERMIT. Benton County. Alsea-Deadwood Secdy. Hwy. Revocable permit granted to Mr. Rose with stipulations.
25128		DANGER TREES REMOVAL. Engineer presents progress report. $30,000 to be included in budget for this purpose.
		LINCOLN COUNTY. Oregon Coast Hwy. Depoe Bay Concession Building. Report given. Cost report to be given at next meeting.
		WASHINGTON COUNTY. Portland-Salem Expressway. Norwood Road. Request for traffic interchange again denied.
25129		CLATSOP COUNTY. Oregon Coast Hwy. Astoria-Seaside Section. Smith Point-Glenwood Unit. Survey approved. See EXHIBIT "A-1".
		Development procedure discussed for this project.
		SURVEYS ADOPTED for following hwy. sections: (See EXHIBIT "A-2".)
		Baker County. Sumpter Valley Secdy. Hwy. Boulder Gorge Section.
		Lincoln County. Siletz Secdy. Hwy. Siletz-Camp Twelve Unit.
		Washington County. Tualatin Valley Hwy. Hillsboro 1-Way Street Section.
		SURVEY OF 1937 REVISED. Revision approved for:
		Tillamook County. Oregon Coast Hwy. Oretown-Neskowin Section.
25130		CLATSOP COUNTY. Oregon Coast Hwy. Seaside High School District. Request for oiling parking area across from school deferred.
		UMATILLA COUNTY. Weston-Elgin Secdy. Hwy. Weston-Weston Mt. Section. $21,000 authorized for guard fence, sight posts, and snow fence.
		MULTNOMAH COUNTY. Columbia River Hwy. Portland. 122nd Avenue east. Improvement authorized. Bids to be received in August.
		WASHINGTON COUNTY. Sunset Hwy. Cedar Hills Interchange. Connection "E". Shoulder parking prohibited. See EXHIBIT "B".
25131		HIGHWAY BONDS. September 1, 1955, payment of principal and interest. Voucher approved and signed.
		UMATILLA COUNTY. Umatilla. Gravel Pit. Renewal of agreement with Columbia Sand & Gravel Products Co. deferred.
		DESCHUTES COUNTY. Bend. Pilot Butte remote radio station. Agreement with Pacific Tel. & Tel. approved.
		YAMHILL COUNTY. Pacific Hwy. West. Newberg. Hoover dedication. Invitation accepted and erection of signs authorized.
		LEGISLATIVE MATTERS. 1955 Legislature. Hearings due to hwy. improvement in cities. Procedure discussed. See EXHIBIT "C".
25132		COOS COUNTY. Oregon Coast Hwy. Coos Bay. Central Avenue widening project. City's offer approved.
		SALARY INCREASE FOR H. B. Glaisyer approved pending decision of Harry Dorman.

Page	Date 1955	Subject
25132	July	COMMISSION MEETING DATES changed to September 26-27, tentatively.
		HOOD RIVER COUNTY. Mt. Hood Hwy. Cloud Cap Inn. Construction of roadway, car parking area and snow removal discussed.
25133		FOREST WAYSIDE CAMPS. Request from US Forest Service that State take over some of the wayside camps for development deferred.
		STOCK-PILE SITES. Engineer instructed to improve unsightly appearance of some sites.
		SCENICRUISERS. Old Oregon Trail. Pendleton-La Grande Section. Permit for operation deferred pending widening of bridge approaches.
		Installation of warning signs on narrow bridge structures authorized.
25134		EXCESS COMPENSATION CLAIMS by contractors. Discussion of procedure against contractors in this category.
		COMMISSION MEETING ADJOURNED at 4:00 p.m. upon arrival at Valley Falls.
25135		EXHIBITS "A-1" and "A-2". Surveys adopted.
25139		EXHIBIT "B". No shoulder parking. Washington County. Sunset Hwy. Cedar Hills Interchange.
25141		EXHIBIT "C". Legislative Matters. Procedure of hearings re hwy. improvement in cities.
25143	Aug.11	BIDS received on construction projects.
25146		COMMISSION MEETING MINUTES approved for May 25-26, 1955.
		PARKS SUPT. reports on following matters:
		Lincoln County. South Newport. Exchange of 40-acre tract of land for 31 lots from County approved.
25147		Wasco-Sherman Counties. Deschutes River mouth. Acquisition of land for park approved.
		Development deferred until hwy. is widened to 4-lanes.
		Multnomah County. Columbia Gorge. Report on acquisition of property as recommended by Gorge Commission.
25148		Travel - Out of State. Parks Advisory Committee. Parks Supt. and L. V. Koons to Seattle, August 27-28 to visit parks.
		Parks Supt. to Mt. Mansfield State Park, Stowe, Vermont, September 25-28 for National Conference on State Parks.
		Yamhill County. Salmon River Hwy. Bellevue NE. Request for park area around "erratic" stone approved.
		Oregon-Idaho. Snake River. Pleasant Valley and Mt. Sheep Dams. Joint investigation of recreational features authorized.
		REAL PROPERTY. Acquisition approved. See EXHIBIT "A".
25149		SALE OF MISCELLANEOUS PROPERTIES report accepted.
		KLAMATH-JACKSON COUNTIES. Green Springs Hwy. 3 Stockpile sites. Renewal of lease with Weyerhaeuser Timber Co. approved.

Page	Date 1955	Subject
25149	Aug.11	DOUGLAS COUNTY. Pacific Hwy. Chenoweth Park-Deady Section. Sale of 1.6 acres of land to Mr. Fellows approved.
		ACCESS CHANGES on nine properties approved.
25150		MULTNOMAH COUNTY. Pacific Hwy. West. Portland. Block 110. "Lease Agreement" with Signal Oil approved.
		GRANT COUNTY. John Day Hwy. Mt. Vernon-John Day Section. Sale of 1.65 acres to Messrs. Clift-Kearins approved.
		SALE OF PROPERTY approved as follows:
		Marion County. Salem-Silverton Hwy. Silverton Section. 1.449 acres. See EXHIBIT "B-1".
		Clackamas County. Pacific Hwy. East. Portland-Milwaukie Section. 1.4 acres. See EXHIBIT "B-2".
		Josephine County. Pacific Hwy. Wolf Creek-Grants Pass Section. 160 acres of timber land. See EXHIBIT "B-3".
25151		Marion County. Portland-Salem Expressway. Gervais-Hayesville Section. 1.5 acres. See EXHIBIT "B-4".
		DOUGLAS COUNTY. Pacific Hwy. Garden Valley Road-South Umpqua River Section. County Farm Home. 0.45 acre to be deeded to County.
		CURRY COUNTY. Oregon Coast Hwy. Greggs Creek-Wedderburn Section. Nessica Beach south. Sale of 0.45 acre authorized.
		MALHEUR COUNTY. Old Oregon Trail. Olds Ferry-Ontario Section. Exchange of property with Mr. Erickson approved.
		MULTNOMAH COUNTY. Portland-Salem Expressway. City Limits-Barbur Blvd. Unit. Installation of heating units in rental property authorized.
25152		LANE COUNTY. Eugene. 7th St.-11th St. Connection. Borrow Pit. "Waiver and Relinquishment of Lease" on borrow pit approved.
		DOUGLAS COUNTY. Umpqua Hwy. Hinsdale Slough-Luder Creek Section. Payment to West Coast Tel.Co. for movement of poles approved.
		JACKSON COUNTY. Pacific Hwy. Bear Creek-Talent Section. Sale of 0.51 acre of land authorized.
		MULTNOMAH COUNTY. Portland. Steel Bridge. Mack Truck Building. New 5-year lease with Roberts Motor Co. approved.
		MULTNOMAH COUNTY. Banfield Expressway. 122nd Avenue Ramp. Agreement with County approved. See EXHIBIT "H".
25153		CONDEMNATION OF REAL PROPERTY approved. See EXHIBITS "I-1" through "I-12".
25158		CONDEMNATION CASES tried. Counsel's report approved.
25159		CONDEMNATION CASES settled. Counsel's report approved.
25160		CONDEMNATION CASES. Offers for property approved.
25161		PUC ORDERS re Hwy. Commission. Counsel's report as follows:
		Umatilla County. Pendleton. SW Emigrant Avenue Overcrossing.
		Lane County. Pacific Hwy. Divide Overcrossing.
25162		Crook County. Prineville. Ochoco Lumber Co. Crossing.
		Washington County. Hillsboro SE. SP RR Grade Crossing.
		DISQUALIFICATION OF CONTRACTORS. Ruling of July 13, 1955, discussed. Commission to adhere to previous decision.
		LANE COUNTY. Siuslaw Hwy. Swisshome. Consumers Cooperative Ass'n. Employees suit to collect wages. Counsel reports.

Page	Date 1955	Subject
25162	Aug.11	ABANDONMENT OF DAMAGE CLAIMS. Counsel presents report.
25163		LANE COUNTY. Eugene-Springfield. "Q" Street Route. Acquisition and condemnation of r/w authorized.
		AWARD OF CONTRACTS. Engineer reports satisfaction of conditions.
25164		UNION-BAKER COUNTIES. Medical Springs Secdy. Hwy. Pondosa-Baker-Homestead Hwy. Jct. Reclassification from Group II to Group I approved.
		UMATILLA COUNTY. Umatilla. Gravel Pit. Renewal of agreement with Columbia Sand & Gravel Products Co. approved.
25165		WEIGHMASTER RECORDS from April through June - 1951-55. Engineer's report accepted.
		CLATSOP COUNTY. Oregon Coast Hwy. Seaside High School. Oiling of parking area across from School approved cooperatively.
		LINCOLN COUNTY. Oregon Coast Hwy. Depoe Bay Concession Building. Engineer's report on plans for construction discussed. Scheme "E" approved. Bids to be received at September mtg.
		MALHEUR COUNTY. Old Oregon Trail. Ontario NW. CCC Camp area. Request for interchange deferred. See delegation ahead.
25166		UNFINISHED BUSINESS MATTERS discussed:
		WASCO-SHERMAN COUNTIES. Deschutes River mouth. Proposed State Park. Considered earlier in day.
		HOOD RIVER COUNTY. Hood River Valley. Request for signs on scenic drives deferred pending inspection.
		MULTNOMAH COUNTY. Columbia Gorge. Columbia Gorge Commission. Purchase of Luscher property considered earlier in session.
		LINCOLN COUNTY. Depoe Bay. Concession building. Previously considered.
		CLATSOP COUNTY. Seaside High School. Oiling of parking area.
		UMATILLA COUNTY. Umatilla. Gravel pit. Renewal of agreement with Columbia Sand & Gravel Products Company.
25167		HEARING RE REROUTING OF HWYS. IN CITIES AND TOWNS. No report.
		HOOD RIVER COUNTY. Mt. Hood Hwy. Cloud Cap Inn. Road construction leading to Inn.
		COOS COUNTY. Coos Bay-Roseburg Hwy. Myrtle Point east. Mr. McWherter's request for cattle-pass denied.
		HOOD RIVER COUNTY. Columbia River Hwy. Wygant Park-Hood River Section. Expenditure of $4,200 to recondition guard fence authorized.
		COOS COUNTY. Oregon Coast Hwy. County Road Jct. Isthmus Slough Bridge. Expenditure of $3,500 for improvements approved.
		CLACKAMAS COUNTY. Mt. Hood Hwy. Laurel Hill-Government Camp Section. Acquisition of r/w authorized. Project approved.
25168		Forest Service request to transfer funds denied.
		TILLAMOOK COUNTY. Oregon Coast Hwy. Manzanita-Rockaway Section. Detailed location survey authorized.

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25168	Aug.11	INCREASE IN PROJECT AUTHORIZATIONS granted for:
		Marion County. North Santiam Secdy. Hwy. Mill City-Niagara Section. Contract #4070.
		Douglas County. Pacific Hwy. South Umpqua-Shady Unit. Contract #4212.
		Douglas County. Pacific Hwy. Shady-Booth Ranch Section. Contract #4153.
		Multnomah County. Banfield Expressway. 92nd Ave.-Fairview Section. Contract #3915.
		Douglas County. Oregon Coast Hwy. Elbow Lake-Gardiner Section. North Unit. Contract #4021.
25169		CONTRACT PROJECTS. Underruns and Overruns. Net saving of $1,200,000 in 1954.
		FLOOD WATER MEASUREMENT ON SMALL DRAINAGE AREAS. US Geological Survey. 1-year extension of agreement and expenditure of $5,000 approved.
		FOREST HWY. PROGRAM. Cancellation of portion of 1954 funds.
25170		Cancelled projects to be given priority in 1957 program.
		LANE COUNTY. Richardson-Eugene Secdy. Hwy. Noti-Richardson Section. Request for improvement. Calcium chloride treatment approved.
		JACKSON COUNTY. Applegate County Road. McKee Bridge. Request for project to be added to 1957 County FA program approved.
		LANE COUNTY. McKenzie Hwy. Springfield. Main Street. Request for hwy. widening deferred.
25171		DOUGLAS COUNTY. Tiller-Trail Secdy. Hwy. Canyonville. Main St.-3rd St. Jct. Request for traffic signal denied.
		LANE COUNTY. Willamette Hwy. Oakridge. Crestview St.-Hills St. Jct. Request for flashing beacons approved on cooperative basis.
		MARION COUNTY. North Santiam Secdy. Hwy.-Fern Ridge County Road Jct. Stayton north. Installation of flashing beacon approved.
		MALHEUR COUNTY. Old Oregon Trail. Ontario. Oregon St.-Idaho Ave.Jct. Request for traffic signals approved on cooperative basis.
25172		LANE COUNTY. McKenzie Hwy. Springfield. 42nd Ave. Jct. Installation of traffic signal approved.
		COMMISSION MEETING RECESSED at 12:00 noon and reconvened at 1:30 p.m.
		LINCOLN COUNTY. Oregon Coast Hwy. Depoe Bay Concession Building. "Scheme E" approved. Bids to be received at September meeting.
		CONSTRUCTION PROGRAM. Changes approved:
		DOUGLAS COUNTY. Pacific Hwy. Shady-Canyonville Section Projects to be contracted as soon as possible.
25173		1956 FEDERAL AID PRIMARY FUNDS. Division 5. $67,000 in reserve allocated to:
		Umatilla County. Old Oregon Trail. Meacham-Glover Section.
		1957 FEDERAL AID PROGRAM. Unprogrammed Balance and Reserve. Engineer presents report of allocation of funds.
25174		CURRY COUNTY. Oregon Coast Hwy. Greggs Creek-Wedderburn Section. Agreement with BPR for oiling approved.
		EXTENSIONS OF TIME to complete contracts granted.
25177		CONTRACTS completed and accepted. See EXHIBIT "C".
		STATE TAX STREET FUNDS. Plans approved. See EXHIBIT "D".

Page	Date 1955	Subject
25178	Aug.11	TILLAMOOK COUNTY. Miami-Barnsdale School County Road. Nehalem River Bridge. Contract #4460. Release of contractor approved.
		D-H PAVING COMPANY. Division #3. Pavement sealing. Request for additional compensation on contract denied.
		CLACKAMAS COUNTY. Clackamas Secdy. Hwy. Eagle Creek Bridge. Request for pedestrian walkway on bridge denied.
25179		SPEED ZONES approved as follows:
		Yamhill County. Hillsboro-Silverton Secdy. Hwy. Newberg area. See EXHIBIT "E-1".
		Deschutes County. The Dalles-California Hwy. Bend area. See EXHIBIT "E-2".
		Marion County. Silver Creek Falls Secdy. Hwy. Silverton area. See EXHIBIT "E-3".
		Union County. Old Oregon Trail. La Grande area. See EXHIBIT "E-4".
		Wasco County. Columbia River Hwy. The Dalles area. See EXHIBIT "E-5".
		Deschutes County. The Dalles-California Hwy. Redmond area. See EXHIBIT "E-6".
25180		Linn County. Pacific Hwy. East. Shedd area. See EXHIBIT "E-7". Speed zone resolution #56 rescinded.
		Yamhill County. Pacific Hwy. West. McMinnville area. See EXHIBIT "E-8".
		SPEED ZONE denied as follows:
		Douglas County. Coos Bay-Roseburg Hwy. Tenmile area.
		NO PARKING ON HWY. SHOULDERS established as follows:
		Marion County. North Santiam Secdy. Hwy. Salem-Lancaster Drive Section. See EXHIBIT "F".
		LANE COUNTY. Pacific Hwy. Judkins Point-Goshen Section. Hough property. Agreement modifying previous agreement approved.
25181		STATE TAX STREET FUNDS. January 1 to June 30, 1955. Allocation to Cities and Towns approved. See EXHIBIT "G".
		CROOK COUNTY. Prineville. Main Street. Ochoco Creek Bridge. Request for State assistance on bridge construction approved.
		WASCO COUNTY. The Dalles Dam area. Access road. Request of US Engineers for new location of access road approved.
		UNION COUNTY. Hilgard-Starkey Secdy. Hwy. 3-mile Section. Maintenance agreement with County approved.
		GEOLOGICAL AND SEISMIC SURVEYS. Humble Oil & Refining Co.-Standard Oil Co. of California. Permits granted conditionally.
25182		TRAVEL - OUT OF STATE approved for:
		R. B. Sipprell to Salt Lake City, September 12-13 for Steering Committee on Reciprocity of Council of State Governments.
		F. B. Crandall to Pittsburg, October 23-28 for Institute of Traffic Engineers.
		Mark H. Astrup to Columbus, Ohio, October 4-7, for 14th Annual Short Course on Roadside Development.

Page	Date 1955	Subject
25182	Aug. 11	SECRETARY'S REPORT OF PAPERS SIGNED from June 28 to August 9, 1955, approved.
		COMMISSION MEETING DATES SET FOR September 22-23 and tentatively for November 3-4, 1955.
		LOG HAULING. Baker County. Baker-Homestead Hwy. Ballards Bridge-Richland Section. Overlength permit granted Mr. Hess.
25183		LIABILITY AND INDEMNITY INSURANCE for State Highway Employees. Engineer authorized to advertise for bids at next meeting.
		MALHEUR COUNTY. Nyssa. Snake River Bridge (old). Bridge to be offered to County on completion of new bridge.
		DELEGATION PROBLEMS discussed. No action taken.
25184		LANE COUNTY. McVay Secdy. Hwy. Eugene SE. SP RR Underpass. Agreement with SP RR Company re hwy. lowering approved.
		MULTNOMAH COUNTY. Columbia River Hwy. Rooster Rock park development. Hwy. widening authorized and bids to be called.
		WASCO COUNTY. US97-US197 Jct. Mr. French's request to change wording on directional signs denied.
		CONTRACTS. Award of contracts publicly announced.
25186		AGREEMENTS and other papers signed.
25188		COMMISSION MEETING ADJOURNED at 3:15 p.m.
	Aug. 12	BIDS received on construction projects.
25192		OREGON BEACHES. Plane landings. Engineer recommends that no landings be allowed. No action.
		UMATILLA COUNTY. Old Oregon Trail. Proposed Hinkle Interchange. Project approved. Acquisition of r/w authorized.
		UMATILLA COUNTY. Havana. Construction improvement project. Bids to be received on project at September meeting.
		GILLIAM COUNTY. Wasco-Heppner Secdy. Hwy. Condon-John Day River Section. Oiling project to be considered for 1956.
		PACIFIC HWY. WEST ALTERNATE ROUTE. McMinnville-Rainier Section. Reconnaissance survey and economic study authorized.
2519.		CLATSOP-TILLAMOOK COUNTIES. Elsie-Wheeler Cutoff. Delegation urges
25.94		construction. No action.
		UMATILLA COUNTY. Hermiston. Orchard Avenue improvements. Request for Special State Tax Street Funds deferred to next year's program.
		CLACKAMAS COUNTY. Pacific Hwy. East. Clackamas River County Park.
25195		Engineer to make further study re interchange.
		WASCO-SHERMAN COUNTIES. Deschutes River mouth. Proposed park. Delegation thanks Commission for action taken.
		WASHINGTON COUNTY. Pacific Hwy. West. Red Rock Road Jct. Engineer to investigate hazardous condition and report.
25196		COMMISSION MEETING RECESSED at 12:00 noon and reconvened at 2:00 p.m.
		BAKER COUNTY. Old Oregon Trail. Baker. Delegation requests information re hwy. plans. By-pass not favored.
25197		MALHEUR COUNTY. Old Oregon Trail. CCC Camp area. Ontario NW. Delegation's request for interchange to be studied.
		CONTRACTS. Award of contracts publicly announced.
25199		COMMISSION MEETING ADJOURNED at 2:45 p.m.

Page	Date 1955	Subject	
25200	Aug.11	EXHIBIT "A"	Real Property acquisition.
25251		EXHIBITS "B-1"	through "B-4". Sale of property.
25257		EXHIBIT "C".	Contracts completed and accepted.
25262		EXHIBIT "D".	State Tax Street Funds.
25264		EXHIBITS "E-1"	through "E-8". Speed zones.
25280		EXHIBIT "F".	No parking on hwy. shoulders. Marion County. North Santiam Secdy. Hwy. Salem-Lancaster Drive Section.
25282		EXHIBIT "G".	State Tax Street Fund. January 1-June 30, 1955. Allocation.
25290		EXHIBIT "H".	Agreement with County. Multnomah County. Banfield Expressway. 122nd Avenue Ramp.
25292		EXHIBITS "I-1"	through "I-12". Condemnations.

Portland, Oregon
June 30, 1955

The Oregon State Highway Commission met in regular session at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

Ben R. Chandler, Chairman
Charles H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, Deputy State Highway Engineer
W. W. Stiffler, Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
R. L. May, Jr., Assistant Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, State Park Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

Bids as follows for highway construction were opened and read aloud by the Secretary who then announced that the Commission would award contracts at 3:30 p.m. in the same room.

COOS COUNTY
OILING ENEGREN FERRY-MARLOW CREEK SECTION OF COOS RIVER HIGHWAY

J. C. Compton Co., McMinnville	$ 67,542.00

DESCHUTES COUNTY
CLINE FALLS BRIDGE OVER DESCHUTES RIVER ON MCKENZIE HIGHWAY

C. J. Eldon, Portland	$ 95,926.00
Babler Bros., Inc., Portland	99,610.00
R. H. Jones, Hillsboro	103,500.00
Parker-Johnson Co., Portland	106,142.50
Hamilton & Thoms, Eugene	111,825.00
Schrader Construction Co., Portland	117,740.00
Lee Hoffman, Beaverton	118,945.00

JACKSON AND DOUGLAS COUNTIES
DIVISION NO. 3 PAVEMENT SEALING PROJECT ON THE PACIFIC, CRATER LAKE AND WEST DIAMOND LAKE HIGHWAYS

D-H Paving Co., Vancouver, Washington	$ 63,770.50
J. C. Compton Co., McMinnville	76,847.00

JOSEPHINE COUNTY
GRADING LOUSE CREEK-GRANTS PASS (MERLIN HILL) SECTION OF THE PACIFIC HIGHWAY

C. R. O'Neil, Creswell	$278,899.50
R. A. Heintz Construction Co., Portland	285,603.00
Somers and Stacey, Klamath Falls	286,112.50
Durbin Bros., Eugene	314,145.00
Kuckenberg Construction Co., Portland	322,972.50
Gibbons and Reed Co., Portland	336,538.00
Fred H. Slate Co. and E. C. Hall Co., Portland	339,570.00
Earl L. McNutt Co., Eugene	342,664.00
J. N. Conley, Portland	354,606.00
Funderburk Construction Co., Sutherlin	363,050.00
J. W. Briggs, Bend	379,035.00
D & H Construction Co., Sacramento, California	379,179.00
Peter Kiewit Sons' Co., Longview, Washington	400,318.00
Parker-Schram Co., Portland	410,169.50
J. Ira McNutt Construction Co., Springfield	456,450.00

KLAMATH COUNTY
LANE COUNTY LINE-WILLAMETTE JUNCTION ROCK PRODUCTION PROJECT ON WILLAMETTE HIGHWAY

Rogers Construction, Inc., Portland	$ 22,800.00
E. C. Hall Co., Portland	37,080.00
F. L. Somers, Medford	39,000.00
McNutt & Sons, Inc., Salem	43,200.00

LANE COUNTY
PAVING COTTAGE GROVE-DIVIDE UNIT, GOSHEN-DIVIDE SECTION OF PACIFIC HIGHWAY

Parker-Schram Co., Portland	$489,533.00
E. C. Hall Co. and J. C. Compton Co., Portland	524,258.00
Roy L. Houck & Sons, Salem	531,538.00
The Central Heating Co., Ore. Ltd., Eugene	547,032.00
Max J. Kuney Co., Inc., Spokane, Washington	554,474.50
Warren Northwest, Inc., Portland	585,165.00
J. N. Conley, Portland	586,119.00
Acme Construction Co., Eugene	662,001.00
J. Ira McNutt, Springfield	688,097.20

MALHEUR AND WALLOWA COUNTIES
DIVISION NO. 5 PAVEMENT SEALING PROJECT ON I.O.N., CENTRAL OREGON AND LITTLE SHEEP CREEK HIGHWAYS

D-H Paving Co., Vancouver, Washington	$ 47,232.00
Babler Bros., Inc., Portland	49,700.00
J. C. Compton Co., McMinnville	51,625.00

June 30, 1955

MALHEUR COUNTY
CONSTRUCTION OF TWO STRUCTURES ON OLDS FERRY-ONTARIO SECTION OF OLD OREGON TRAIL HIGHWAY

Neilsen & Smith Construction Co., Twin Falls, Idaho	$108,655.00
Hannan Bros. Co., Portland	113,388.00
R. H. Jones, Hillsboro	120,565.00
J. O. Young & Sons, Nampa, Idaho	130,340.00

MARION COUNTY
CONSTRUCTION OF GUARDRAIL AND RIGHT OF WAY FENCE ON BATTLE CREEK JUNCTION-ILLAHEE UNIT OF THE PACIFIC HIGHWAY EAST

Trussfab, Inc., Portland	$ 16,125.00
Vern Hoaglin, Beaverton	16,533.00
A. C. Bubak, Woodburn	16,665.00
Fred Stubbert, Springfield	18,120.00
McWaters & Bartlett, Boise, Idaho	18,217.50

MULTNOMAH COUNTY
122ND AVENUE SUBWAY RECONSTRUCTION

General Construction Co., Portland	$ 38,483.00
United Builders, Inc., Beaverton	39,283.00
Gibbons and Reed Co., Portland	40,145.00
C. J. Eldon, Portland	43,405.50
Peter Kiewit Sons' Co., Longview, Washington	45,119.00
Birkemeier Construction Co., Milwaukie	46,316.00
Lee Hoffman, Beaverton	52,130.00
Schrader Construction Co., Portland	56,468.00
Cherveny Construction Co., Portland	58,801.20

UNION COUNTY
PAVING LA GRANDE (JEFFERSON AVENUE) SECTION OF THE OLD OREGON TRAIL HIGHWAY

Russell Olson Construction Co., Inc., Pendleton	$ 41,935.00
Morrison & Lamping, Milton-Freewater	47,462.00

UNION COUNTY
OILING EAST UNIT, ALICEL JUNCTION-COVE SECTION OF LOWER COVE ROAD

Russell Olson Construction Co., Inc., Pendleton	$ 29,400.00
Babler Bros., Inc., Portland	31,370.00
Morrison & Lamping, Milton-Freewater	31,659.00
D-H Paving Co., Vancouver, Washington	36,907.50
J. C. Compton Co., McMinnville	37,994.00

June 30, 1955

WALLOWA COUNTY
GRADING AND SURFACING WERST CORNER-WALLOWA SECTION OF THE WERST CORNER-WALLOWA RIVER ROAD

C. C. Meisel, McMinnville	$ 69,382.00
Vernie Jarl, Gresham	69,417.00
Arthur Simonsen & Co., Baker	71,500.50
Morrison & Lamping, Milton-Freewater	79,387.00
Leslie Harris, Pendleton	87,438.00

WALLOWA COUNTY
ENTERPRISE (DEPOT STREET) PAVING PROJECT

Morrison & Lamping, Milton-Freewater	$ 28,380.00
Leslie Harris, Pendleton	31,746.00

WASHINGTON COUNTY
GRADING AND PAVING REEDVILLE-BEAVERTON SECTION OF THE TUALATIN VALLEY HIGHWAY

Porter W. Yett, Portland	$596,233.00
Acme Construction Co., Eugene	600,561.00
J. N. Conley, Portland	619,812.75
Rogers Construction Co., Portland	630,918.50

WASHINGTON, CLACKAMAS AND MULTNOMAH COUNTIES
DIVISION NO. 1 PAVEMENT SEALING PROJECT ON PORTLAND-SALEM EXPRESSWAY AND T. H. BANFIELD EXPRESSWAY

Harr & Horton, Portland	$ 39,432.50
Oregon Asphaltic Paving Co., Portland	41,825.00
D-H Paving Co., Vancouver, Washington	43,780.00
J. C. Compton Co., McMinnville	48,740.00

YAMHILL COUNTY
NORTH YAMHILL RIVER BRIDGE ON MOORES VALLEY ROAD

Birkemeier Construction Co., Milwaukie	$ 38,443.50
C. J. Eldon, Portland	45,920.00
Orlando C. Bennard, Portland	46,230.00
Chas. E. Wiedeman, Dallas	46,373.00
United Builders, Inc., Beaverton	65,948.50

June 30, 1955

The Engineer reported receipt of a telegram from the Montana State Highway Engineer and from Mr. Andrews of the Bureau of Public Roads requesting that specialists be sent to Montana to study a large slide of about one million cubic yards which recently occurred on one of the Montana highways. The Commission approved the loan of the services of Lewis E. Scott, Geologist, and William C. Hill, Soils Engineer, to the State of Montana after July 4th, it being understood that their salary and expenses will be paid by the State of Montana.

The State Parks Superintendent, Mr. C. H. Armstrong, reported on the following park matters:

1. Request of Miss Gladys Jones, Otter Rock, for construction of a shelter in Devils Punch Bowl State Park for the benefit of park patrons during stormy weather: The Parks Superintendent advised that similar shelters have been constructed in Ecola Park and at Silver Falls Park, but the cost per user is high. It was his thought that eventually such facilities in the parks should be provided but presently fundamental developments are more important. He recommended that this request be denied. The Commission accepted the recommendation.

2. Request of Clatsop County Chapter of the American Red Cross for employment of a life guard at Coffenbury Lake in Fort Stevens State Park: The Parks Superintendent reported that no swimming facilities have been provided by the State at this place and it therefore is in the same category as a great many of the other park areas situated on lakes, rivers, or the ocean. It was his thought that if a lifeguard is furnished at one of these locations it may lead to demands for the furnishing of lifeguards at many of the other state parks. Upon his adverse recommendation the Commission denied the request.

3. Request of Mr. and Mrs. Jack Flaucher for renewal of their lease of the Vista House at Crown Point State Park for a period of five years beginning March 31, 1956: The Parks Superintendent advised that the Flauchers also request that they be allowed a reduction of $250.00 per year in rental due to the increased cost of heating the Vista House. He explained that a steam heating plant was installed by the State late in 1954 and up to May 1 the cost to heat the premises was $256.64 in excess of that for the same period in 1953 and 1954. He also called attention to the fact that with the new heating plant in use the amount of moisture in the building has been reduced materially, and it was his thought that such condition would decrease the maintenance cost as well as improve the general appearance of the building. He recommended that the lease be extended for a five-year period from March 31, 1956 to March 31, 1961, with a $250.00 allowance per year to compensate for additional heating costs, and that Mr. Flaucher also be allowed $250.00 compensation for heating during the past winter of 1954-1955, and also for the coming winter of 1955-1956. The Commission approved the recommendation.

4. Special Use Permit issued by the U. S. Forest Service covering the Mongold Boat Launching area at Detroit Lake: The Parks Superintendent recalled that development of a State Park at this location was previously approved by the Commission, and that an agreement covering what is known as the Lakeshore area was executed. However, it is necessary to secure a different type of agreement for the Mongold area because it was not originally within the Forest boundaries. The Mongold agreement, he stated, is in the form of a special use permit covering 25 acres and includes construction and maintenance of camp, picnic, and public boat launching facilities. He recommended approval of the permit. The Commission adopted the recommendation.

5. Proposed acquisition of a house in Susan Creek State Park to be used as park caretaker's quarters: The Parks Superintendent reported that he has had considerable difficulty in getting a caretaker to work at Susan Creek State Park as there is no place for him to live within a reasonable distance. In the western edge of the park property, he said, there is located a suitable home owned by Mr. and Mrs. E. K. Jones. The lease allowing the house in its present location expires in 1957 and Mr. Jones plans to remove the house at that time. He requested authority to secure an appraisal of the property and to negotiate for its acquisition. The Commission approved the request.

6. Offer of Oregon State Board of Forestry to deed to the State Highway Department 20 acres of land, known as Jackson F. Kimball Park, located at the headwaters of Wood River near Fort Klamath in Klamath County: The Parks Superintendent stated that this area has been used for many years for park purposes and that it will make a fine addition to the State Park System. He further said that the Board of Forestry proposes to deed the area to the highway department without cost, and that the cost to develop it will not be great. He recommended that the area be accepted. The Commission accepted the area with thanks.

7. Request of Al Pierce and Weyerhauser Timber Co. for joint use of an easement across Simpson State Park at the South end of the Coos Bay Bridge: About a year ago, the Parks Superintendent stated, an easement was granted to Mr. Pierce for his use of the roadway as an outlet in connection with a development on the sand spit next to the Bay. Weyerhauser Timber Co., he added, now wishes to use the road in connection with its operations on each side of the bridge and Mr. Pierce has no objections to such use of the road. Because it will not materially affect the use of the park area, he recommended approval of the joint use easement. The Commission approved the recommendation.

8. Request of Columbia Gorge Commission that the Highway Commission authorize employment of a man to handle negotiations for the exchange of lands in the Columbia Gorge: The Parks Superintendent stated that the Gorge Commission wants to employ Mr. Kenneth Wolfe,

a former U. S. Forest Service employee, to handle negotiations and other work in connection with the Columbia Gorge acquisition, the State to pay for his services. The Commission deferred action on this matter until later in the session. (Discussion of the subject was resumed following luncheon recess at which time the Commission decided not to contribute State Highway funds for employment of Mr. Wolfe. The $50,000 that the Commission heretofore agreed to spend during the present biennium for acquisition of land in the Columbia Gorge is to be held intact for purchase of properties that are strictly suitable as additions to the State Park system and will fit into the overall State Park picture. The Commission expressed itself against spending funds for land that cannot be used to good advantage for park purposes. The Commission also went on record as being favorable to cooperating with the Columbia Gorge Commission as in the past by assigning someone from the Highway Department to work part time on this project, it being the feeling of the Commission that it is not necessary to assign someone to the work on a full time basis. The Commission also ordered all acquisitions for the Columbia Gorge property referred to the Commission with the recommendation of the State Parks Superintendent, when recommended by a majority of the Gorge Commission.)

9. Proposed park at the mouth of the Deschutes River: The Parks Superintendent reported that the area is desirable for Park use and that it most likely will be patronized by a large number of people. However, it is difficult to provide safe access to and from the Highway. No word, he added, has been received as yet from The Dalles Chamber of Commerce and the Deschutes Planning Commission, which are sponsoring the park, as to their findings. Commissioner Reynolds inquired if the Parks Superintendent feels that the location is good. He replied in the affirmative. After some further discussion the Commission instructed the Engineer and the Parks Superintendent to submit a joint report on the project, particularly with respect to the access feature. The Commission also agreed to inspect the site on its Eastern Oregon trip in July.

10. Report on request from Columbia Gorge Committee for acquisition of eight areas in the Columbia Gorge: The Parks Superintendent reported that the Gorge Commission is working on a list of areas which they can recommend and when such a list has been received in writing he will report the same to the Commission.

11. Report on study of property owned by Fritz Luscher in the Columbia Gorge: The Parks Superintendent reported that an appraisal has been made showing the value of the timber at $918 and the land at $400, or a total of $1,318. It appears that Mr. Luscher may want $4,000 for the property. No action, he stated, will be taken until he has received a recommendation in writing from the Gorge Committee.

The Right of Way Engineer presented for consideration options secured for acquisition of real property that is needed for state highway improvements and for other purposes. After careful consideration, the Commission unanimously approved closing the options at the prices mentioned therein by adopting the attached resolution relative thereto, marked EXHBIT "A", which resolution by this reference is made a part hereof, with like effect as though extended in full herein:

The Commission approved the Right of Way Engineer's request for authority to negotiate the purchase of the following properties for which no authority previously had been granted:

COUNTY AND SECTION	FILE NO. AND NAME	PURPOSE	HIGHWAY
Linn			
Southern Pacific Overcrossing-Lane County Line	23482-Foster	Quarry Site	Pacific East
	23483-Holloway	Quarry Site	Pacific East
	23579-Bond	Quarry Site	Pacific East

The Commission considered and, upon favorable recommendation by the Right of Way Engineer, confirmed the sale of miscellaneous items by the Property Manager since the last Commission meeting.

(For details of the items sold see Miscellaneous Sales Report, dated June 30 and July 1, 1955, in the Commission's files in Salem).

An extension of an industrial lease to the Howard Cooper Corporation for the use of State-owned property on the T. H. Banfield Expressway was discussed by the Commission. The Right of Way Engineer stated that the proposed extension is for ten years beginning December 31, 1955, at a monthly rental of $1,600, whereas the original lease provided for rental at $1,100 per month; also, that the extension contains a six-month cancellation clause. Upon his favorable recommendation, the Commission approved the new lease.

Transfer to Douglas County of 0.35 acre of land on the Winchester Bay-Umpqua River Section of the Pacific Highway was considered by the Commission. The Right of Way Engineer explained that a frontage road is being taken over by Douglas County as a part of the county road system and it is felt that the county should have title to this parcel of property which was originally purchased as a part of the frontage road. He recommended that a deed be given to the County. The Commission approved the recommendation.

Sale of 3,600 square feet of excess property on the Noble Slough-Foster Section of the Santiam Highway in Linn County was discussed. The Right of Way Engineer advised that this property was advertised for sale at public auction on June 13, 1955 and that A. W. Boggs submitted the only bid therefor at $400. He recommended that the sale be approved, with no access rights to the Santiam Highway. The Commission approved the recommendation.

The Commission also gave attention to the sale of a parcel of land on the La Grande Section of the Wallowa Lake Highway in Union County. This piece of property which contains 2,345 square feet was offered for sale at public auction on June 7, 1955. R. J. Green submitted the only bid in the amount of $100. As the bid represents a fair price for the land, the Right of Way Engineer recommended that the sale be approved. The Commission approved the sale.

The Right of Way Engineer requested authority to offer for sale at public auction a parcel of land containing 0.40 acre on the Banfield Expressway in Multnomah County, with the explicit understanding that no access rights will accrue to the Banfield Expressway. He said that the property no longer is needed for highway purposes. The Commission authorized the sale at a minimum price of $1,500 by adoption of the attached resolution relative thereto marked EXHIBIT "E", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Consideration was given to compensating Mr. J. A. Sansbury for releasing the State from its obligation to construct a concrete box around a spring located at the edge of the right of way on the Siletz River-Depoe Bay Section on the Oregon Coast Highway in Lincoln County, and to relocate his pipe line to the new building site. The Right of Way Engineer stated that Mr. Sansbury has agreed to develop an alternate source of water and will relieve the State from its obligation if paid the sum of $365. He recommended settlement on such basis provided Mr. Sansbury will execute a complete release. The Commission adopted the recommendation.

Presented for consideration by the Commission was a proposed settlement with Winifred A. Kimble and C. Omar and Irene E. Culy for reestablishment of their water system on the Jacksonville Grade Unit of the Provolt-Jacksonville Section of the Medford-Provolt Highway in Jackson County. The Right of Way Engineer requested confirmation of telephonic approval for payment of $375 to these people, provided they release the State from all obligation. The Commission confirmed the settlement.

A proposed settlement with the Kernville-Gleneden Beach Water District concerning the moving of its water pipe necessitated by construction of the Siletz Bay-Miner Creek Section of the Oregon Coast Highway in Lincoln County was considered. The Right of Way Engineer explained that the State previously agreed to move the pipe line when the highway was constructed but it developed that the old pipe was badly deteriorated and the Water District decided to install new pipe. To avoid

complications and to discharge the State's obligation in the matter, he recommended that the Water District be paid the sum of $2,352.59, provided it will give the State a complete release of all obligations contained in the right of way option. The amount to be paid, he stated, was determined by the State Highway Engineering Department. The Commission approved the recommendation.

The Right of Way Engineer recommended and the Commission approved renewal of a lease agreement with Mr. and Mrs. C. A. Van Dyke concerning a parcel of property on the Nehalem Highway in Washington County, which is being used as a stock pile site. The present lease, he stated, expires June 7, 1955, and the new lease is for a period of three years beginning June 7, 1955, and involves a total consideration of $75.

The Commission gave attention to the sale or lease of boom rights on the Willamette River in Oregon City that are under control of the Highway Department at that location. The Right of Way Engineer recalled that at a previous meeting the Commission ordered an investigation of the matter, particularly as to whether sufficient rental was being charged for use of the rights. It was his thought that when the present lease expires, bids should be received at public auction for lease of the rights, with a minimum consideration of $600 per year. Chairman Chandler interposed the suggestion of outright sale and inquired if there is any reason why the property should not be sold. Commissioner McIver expressed his opinion that it would be better business to sell the rights rather than to lease them. The Commission instructed the Right of Way Engineer to have the rights appraised and report the results.

(The Right of Way Engineer reported later that the rights are valued at not less than $10,000. Following discussion the Commission authorized him to sell the rights at public sale for not less than such sum. The attached resolution relative thereto marked EXHIBIT "C", which resolution by this reference is made a part hereof with like effect as though extended in full herein, was thereupon adopted by the Commission unanimously.)

Disposal of excess property between 6th Avenue and 7th Avenue in the westerly part of Eugene had the attention of the Commission. This matter, the Right of Way Engineer recalled, was discussed at a previous Commission meeting, when he was requested to present a report as to whether the property should be leased or sold. Some of the property, he stated, is now under lease until December 1, 1960 and he recommended that the remaining leased property, including that leased to the Big Y Supermarket, be continued under lease until that time so the leases will expire simultaneously, and then be advertised for sale at a minimum price to be determined at that time. The Commission accepted the report and ordered immediate sale of all unleased property on the south side of 7th Avenue. The Commission approved and later signed a form of lease covering the property that is being used by the Big Y Supermarket, containing an expiration date of December 1, 1960.

The Right of Way Engineer recommended acceptance of an easement from the Bonneville Power Administration granting the State Highway Department the right to use 0.83 acre of land for highway construction and maintenance on the Salem-Stout Creek Section of the North Santiam Highway. He pointed out that the easement supersedes the State's acquisition. The Commission approved the easement.

The Right of Way Engineer also brought up the matter of eliminating a frontage road on the Salem-Stout Creek Section of the North Santiam Highway and granting to Mr. and Mrs. A. P. Erpelding, Mr. and Mrs. Harvey A. Fery and to Mr. and Mrs. Robert L. McCall in lieu thereof farm and private residential access. He explained that in deeds previously executed complete restriction of access had been secured on condition that the State would build a frontage road on the southerly side of the highway for the benefit of these people, but it now appears that it would be to the State's advantage to grant farm and residential access rather than to construct the frontage road, and the property owners have agreed to such change. He recommended, therefore, that the frontage road provision be cancelled and that the farm and residential access be granted as a substitute arrangement. The Commission accepted his recommendation.

The Right of Way Engineer recommended that a parcel of property, containing 0.061 acre, and another parcel, containing 0.304 acre, located on the old route of US99W near Oregon College of Education, be deeded to the City of Monmouth. This property, he said, was acquired for widening but now is no longer needed because the highway has been relocated. The Commission approved the transfer.

Based upon the Right of Way Engineer's favorable recommendation, the Commission approved a change in access point from Station 335+80 to Station 334+15 on the Chaney estate located on the Goble-St. Helens Section of the Columbia River Highway in Columbia County.

The Commission accepted a permit from the U.S. Army Engineers granting to the State the right to use a material storage site within the boundaries of The Dalles Dam project. The Right of Way Engineer explained that this permit is granted without cost to the State for a period of one year, with an option of renewal.

Consideration was given to an agreement with the U. S. Bureau of Reclamation covering right of way needed across its Owyhee project on the Olds Ferry-Ontario Section of the Old Oregon Trail, about three miles north of Ontario. This easement, the Right of Way Engineer explained, is necessary in connection with the State's construction program in this area, and he recommended that the easement be approved. The Commission accepted his recommendation.

Settlement of a claim made by Leslie and Myrtle Watters in connection with the re-establishment of their water line on the Tide Creek-St. Helens Section of the Columbia River Highway was discussed. The Right

of Way Engineer explained that in acquiring right of way for this highway section the State is obligated by the option to re-establish the Watters water line. It was his opinion, and he so recommended, that it would be better to pay the Watters the sum of $3,256 in cash, with the provision that they re-establish their own line thus relieving the State from all responsibility in this matter. The Commission approved the settlement.

The Right of Way Engineer requested authority to offer for public sale 0.5 acre of excess right of way on the Beaverton-Reedville Section of the Tualatin Valley Highway for a minimum price of $2,000. This property, he stated, is no longer required for highway purposes. The Commission authorized the sale as requested.

A proposed expenditure of $2,000 to renovate the MackTruck building on the Banfield Expressway in Portland was presented by the Right of Way Engineer. He explained that the present lease expires in six months and it was his thought that it would be wise to expend the $2,000 to fix the building so that it would be attractive to a new lessee, and probably will bring a higher rental. The Commission approved the expenditure.

Commissioner Reynolds inquired when it is expected that the T. H. Banfield Expressway will be completed. The Engineer replied that if present plans mature, completion should be made in 1958. It will probably be necessary, he added, to transfer some funds in order to hasten completion.

The Chief Counsel requested authority to acquire by condemnation, if necessary, the following properties which are needed as right of way in connection with various highway improvements or for other purposes, and to tender offers for the same in conformity with instructions given him by the Commission in its resolution dated December 20, 1951:

Beaverton-Forest Grove Section of the Tualatin Valley Highway

R-1144- The Reed Institute
Right of Way (Washington)
900 square feet

R-22810- Worth D. Wilson
Right of Way (Washington)
0.1 acre

R-22821- Ruth M. Ross
Right of Way (Washington)
0.12 acre

R-22832 H. A. Nielson
Right of Way (Washington)
0.42 acre

Beaverton-Forest Grove Section of the Tualatin Valley Highway (cont)

R-22849- E. H. Seemann
Right of Way (Washington)
0.08 acre

R-22862- Raymond R. Mathis
Right of Way (Washington)
0.23 acre

R-22881- James Leveton
Right of Way (Washington)
0.26 acre

Jump Off Joe Creek-Grants Pass Section of the Pacific Highway

R-23274- Sylvia Lake
Right of Way (Josephine)
6.64 acres

R-23275- Edna Glines and Josephine County
Right of Way (Josephine)
Parcel No. 1: 11.0 acres
Parcel No. 2: 1.66 acres

R-23276- John M. Green
Right of Way (Josephine)
5.6 acres

R-23277- Peter Schmuck
Right of Way (Josephine)
1.35 acres

R-23280- William J. Morris
Right of Way (Josephine)
1.62 acres

R-23282- Mary Josephine Hurst
Right of Way (Josephine)
0.63 acre

R-23732- Mary Josephine Hurst
Right of Way (Josephine)
1.30 acres

R-23283- E. D. Morgan
Right of Way (Josephine)
6.06 acres

R-23284- Martha A. Morris
Right of Way (Josephine)
11.32 acres

R-23285- William V. Burgess
Right of Way (Josephine)
1.19 acres

Jump Off Joe Creek-Grants Pass Section of the Pacific Highway (cont)

R-23286- M. W. Koons
Right of Way (Josephine)
3.32 acres

R-23288- J. A. McKnight
Right of Way (Josephine)
1.65 acres

R-23295- Harry H. Dutton
Right of Way (Josephine)
Parcel No. 1: 0.97 acre
Parcel No. 2: 0.02 acre

R-23296- Earl V. Ingels
Right of Way (Josephine)
4.88 acres

R-23300- Jesse L. Adams
Right of Way (Josephine)
1.27 acres

R-23301- D. P. Schnakenburg
Right of Way (Josephine)
4.25 acres

R-23307- V. E. Vinyard
Right of Way (Josephine)
0.68 acre

Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway

R-21553- Schnitzer-Wolf Investment Co.
Right of Way (Multnomah)
0.85 acre

R-22545- Sam Fazzolari
Right of Way (Multnomah)
10,000 square feet

R-22549- Edward L. Kelley
Right of Way (Multnomah)
5,000 square feet

N. E. 122nd Avenue Connections to the T. H. Banfield Expressway

R-23791- Robert Beadle
Right of Way (Multnomah)
1.1 acres

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N. E. 122nd Avenue Connections to the T. H. Banfield Expressway (cont)

R-23792- Ruby E. Seaburg
Right of Way (Multnomah)
16,977 square feet

R-23799- Oran O. Kerley
Right of Way (Multnomah)
1.41 acres

R-23800- Joseph F. Garbarino
Right of Way (Multnomah)
0.12 acre

Southern Pacific Overcrossing-Lane County Line Section of the Pacific Highway East

R-23482- Merlin Foster
Road-building materials (Linn)
27.27 acres

R-23483- E. H. Holloway
Road-building materials (Linn)
13.22 acres

R-23579- Frank M. Bond
Road-building materials (Linn)
7 acres

Rice Hill-Chenoweth Park Section of the Pacific Highway

R-21193- Winston Glenn Walker and Glenn Walker
Right of Way (Douglas)
Parcel No. 1: 2.73 acres
Parcel No. 2: 0.37 acre

Goshen-Divide Section of the Pacific Highway

R-23448- Hubert Hickethier
Road-building materials (Lane)
11.7 acres

Deschutes River Section of the McKenzie Highway

R-23764- The Estate of Millie P. Struss, deceased
Right of Way (Deschutes)
9.0 acres

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The Commission approved the request by adopting the attached resolutions relative thereto, marked EXHIBITS " K-1 " through " K-7 ", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

In discussing the properties to be condemned, Commissioner McIver inquired as to how much time is spent in negotiating with the property owners before condemnation proceedings are started. It was his opinion that better public relations could be secured if at least one contact were made with each property owner before filing the condemnation proceedings. He pointed out that it had come to his attention in at least one instance that the contract for highway construction had been awarded before the property owner was contacted at all concerning the purchase of his property. The Right of Way Engineer stated that on some jobs the Right of Way Department has only a few weeks to acquire the property while on other jobs several months' time is available. The Chief Counsel called attention to the fact that property appraisals to determine fair property value take considerable time and that good appraisers are very difficult to secure. The State Highway Engineer stated that this condition is better now than it used to be but if an enlarged construction program is undertaken it will again become serious. He suggested employment of more appraisers. Commissioner Reynolds inquired if the engineering department is furnishing descriptions in time to provide adequate right of way negotiations, to which the Engineer replied that it is also very difficult to secure an adequate number of qualified engineers. He also commented that if plans in Congress materialize, funds may be allowed for advance purchase of right of way. Chairman Chandler stated that he felt that all branches of the department are doing the best job they can under the conditions, but he also felt that it is bad public relations for the Highway Department, when adequate time is not allowed to negotiate for needed properties.

The Commission considered and approved the Chief Counsel's written report of cases which have been tried in court by his staff since the previous meeting of the Commission,as follows:

REPORT OF CONDEMNATION CASES TRIED June 2, 1955 to June 28, 1955

Case	County	Highway	Section	State's Offer	Defts. Demands	Verdict
L-2090 Holt	Lane	Pacific	Goshen-Divide	$13,157	$31,000	$14,975
L-2103 Bates	Lane	Pacific	Goshen-Divide	5,610	25,000	7,500
L-2289 Bolter	Wasco	The Dalles California	Sherman Junction-Willowdale	9,375	23,000	12,000

Report of Condemnation Cases Tried June 2, 1955 to June 28, 1955 (cont)

Case	County	Highway	Section	State's Offer	Defts'. Demands	Verdict
L-1894 Nunnen-camp	Coos	Oregon Coast	Forest Boundary Hauser	$ 2,175	$20,000	$ 2,500
L-2350 Johnston	Washington	Pacific Highway West	Tualatin River-Middleton	975	6,000	1,500
L-2338 Severin	Marion	Pacific Highway East	Salem By-Pass-Jefferson	3,700	20,000	5,000

REPORT OF TRIAL OF OTHER CASES

Case	Plaintiff	Defendant	County	Cause of Action	Demands of Plaintiff	Verdict of Judgment
L-2087	State	Ronsom, et al.	Marion	Damages for automobile accident	$64.73	$64.73
L-2295	State	Thrasher	Marion	Damages for automobile accident	$75.13	$75.13

(For further details of cases tried, see copy of the Chief Counsel's report in the Commission's Files in Salem, dated June 2 to 20, 1955 and June 20 to 28, 1955).

Concerning his report of cases tried, the Chief Counsel stated that a new and much shortened form of report was used this time to eliminate the voluminous reports which had been submitted previously. He inquired as to the Commission's attitude. Chairman Chandler stated that he felt that the abbreviated form would be acceptable but details should be given as before in cases where the verdict is considerably higher than the amount of the State's offer.

The Commission also considered and accepted a written report submitted by the Chief Counsel on cases which have been settled out of court since the last Commission meeting, as follows:

Case	County	Highway	Section	State's Offer	Amount of Settlement
L-2364 Curtis	Clackamas	Clackamas Secondary	Clackamas Overcrossing	$ 600.00	$ 750.00
L-2375 Shaw	Clackamas	Cascade Secondary	S.E. Flavel St.-Lake Road	5,500.00	7,508.00
L-2206 Thorp	Columbia	Columbia River	Goble-St. Helens	200.00	650.00
L-2302 Van Kleeck	Marion	Portland-Salem Expressway	Hayesville Junction-Wilsonville Junction	617.00	845.00
L-2354	Tucker	Umatilla	Weston-Weston Mountain	7,400.00	8,000.00

(Note: For further details see copy of the Chief Counsel's report of cases settled, attached to his letter of June 21 and June 28 in the Commission's files in Salem.)

The Commission also considered and approved the following offers that were tendered to property owners by the Chief Counsel prior to the institution of condemnation proceedings, in compliance with the resolution adopted at the Commission meeting on December 20, 1951:

Deschutes River-Biggs Section of the Columbia River Highway:

R-22023- Horace S. Carlisle, et al. 8.64 acres for stockpile site. Offer of $450 approved by Mr. McIver June 28, 1955.

Queen Avenue (Albany) Section of the Corvallis-East Side Highway:

R-23225- Mina Hansen, et al. 0.69 acre for right of way purposes. Offer of $500 approved by Mr. McIver on June 28, 1955.

Flora Spur Section of the Enterprise-Lewiston Highway:

R-20020- Samuel Curry et ux. 9.25 acres for acquisition of roadbuilding materials and 0.25 acre for easement for haul road. Offer of $1,642 approved by Mr. Reynolds June 8, 1955.

Euchre Creek-Wedderburn Section of the Oregon Coast Highway:

R-22952- S. O. Newhouse, et ux. 0.006 acre for easement for drainage facility. Offer of $100 approved by Mr. McIver on June 28, 1955.

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Rocky Point-Brush Creek Section of the Oregon Coast Highway:

R-23011- Nellie Fromm. 3.11 acres for easement for diversion dam and overflow channel. Offer of $1,610 approved by Mr. McIver on June 28, 1955.

Myrtle Creek-Canyonville Section of the Pacific Highway:

R-21024- George D. Weaver, et ux. 3.14 acres for right of way. Offer of $3,300 approved by Mr. McIver on June 28, 1955.

Wilderville-Grants Pass Section of the Redwood Highway:

R-22404- Everett E. Robinson, et ux. 42.39 acres for the acquisition of a materials site. Offer of $5,075 approved by Mr. McIver on June 28, 1955.

Weston-Weston Mountain Section of the Weston-Elgin Highway:

L-2354- Keith E. Tucker, et ux. Increase in offer from $6,500 to $7,400 to cover increased acreage for right of way purposes. The revised offer was approved by Mr. Reynolds on June 2, 1955.

Consideration was given by the Commission to the question whether or not to authorize legal proceedings for the collection of damages arising out of the collapse of the Snake River Bridge at Nyssa. The Chief Counsel stated that although there appears little doubt that collapse of the bridge was caused by failure of the west portal brace of the east span of the bridge, and that this portal brace was struck by a truck owned by Mr. McCarver, the State still has no definite proof that it was Mr. McCarver's truck that caused the damage. He requested instructions whether or not to start legal proceedings to collect damages inasmuch as Mr. McCarver's insurance carrier has rejected the State's claim. After some discussion, Commissioner Reynolds moved that legal action be dismissed in this matter. The motion was seconded by Commissioner McIver and was declared by Chairman Chandler to have received the unanimous vote of the Commission.

The Chief Counsel recommended that Mr. Frank I. Towle be authorized to go to Olympia, Washington, July 21, 22, and 23, at State expense to examine records pertaining to Natt McDougall's construction operations within the State of Washington, the information to be used in connection with Mr. McDougall's suit for additional compensation arising out of a State Highway contract. Mr. Towle's expenses, he stated, will not exceed $50. The Commission authorized this out-of-state travel.

The Commission gave attention to a request submitted by the Chief Counsel for adjustment in salaries for attorneys working for the Highway Department which have been authorized by the Attorney General, as follows:

Name	Present Classification	New Classification	Present Salary	Authorized Salary
Enfield, Clifton W.	Attorney VI		$700.00	$738.00
May, Robert L., Jr.	Attorney VI		651.00	672.00
DeSouza, Joseph W.	Attorney VI		651.00	672.00
Lindas, Leonard I.	Attorney VI		672.00	No change
Peterson, Charles	Attorney V	Attorney VI	630.00	651.00
Wyckoff, Ralph	Attorney V		610.00	630.00
McKinney, Frank C.	Attorney IV	Attorney V	590.00	630.00
Rohde, George E.	Attorney IV	Attorney V	570.00	610.00
Daniels, James B.	Attorney III		495.00	No change
McAdams, Owen	Attorney III		495.00	No change
Morgan, Frederick A.	Attorney III		513.00	551.00
Hampton, Leslie B.	Attorney I		442.00	459.00
McLean, John C.	Attorney I	Attorney II	459.00	477.00
Puckett, P. K.	Attorney I		410.00	442.00

The Commission approved the increases as requested.

It was also called to the Commission's attention that Mr. C. W. Enfield, the present Chief Counsel, was appointed as Chief Counsel for the Commission on October 12, 1951 for a four-year term, and inasmuch as this is the last Commission meeting prior to October 12 at which all three members of the Commission will be present, it was suggested that if the Commission so desires, a re-appointment be made at this meeting. The Commission re-appointed Mr. Enfield as Chief Counsel for the State Highway Commission for a term of four years, commencing on the First Day of July, 1955, at a salary of $738 per month by adopting the attached resolution relative thereto, marked EXHIBIT "D", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

Attention was given to a claim submitted by employees of the Consumers Co-operative Association for loss of wages by reason of damages to their plant near Swisshome on the Siuslaw Highway caused by blasting operations of a State Highway crew on January 5, 1955. The Chief Counsel recalled that this matter was discussed by the Commission at its meeting in March and was denied; however, Mr. Wm. A. Babcock, Attorney for the employees involved, has asked reconsideration of the Commission's decision in view of the passage of House Bill No. 763 by the 1955 legislature and O.R.S. 366.430 which authorize the Commission to expend the sum of $36,837.59 in payment of claims for property damage arising from the blasting operation. He gave as his opinion that there is no legal liability for the claims presented by Mr. Babcock and payment of them would create an undesirable precedent which could lead to an endless chain of remote and speculative claims. He recommended confirmation of the previous action. The Commission accepted the recommendation.

The Engineer also reported the revision of previously placed load limits on the East Diamond Lake Secondary Highway so that vehicles may haul 11,000 pounds gross on any single axle, 20,000 pounds on any pair of tandem axles, and 36,000 gross pounds on any vehicle or combination of vehicles. This revision became effective at 11:30 a.m., May 25, 1955. The Commission accepted the report.

Removal of load limits previously placed on sections of state highways was reported by the Engineer, as follows:

1. Weston-Elgin Secondary Highway-Load limit removed 8:00 a.m., June 20, 1955, from M.P. 11.33 at the Basket Mountain Road, to M.P. 37.94 at Summerville Road.

2. East Diamond Lake Secondary Highway-Load limit removed entire length of highway at 8:00 a.m., June 22, 1955.

3. West Diamond Lake Secondary Highway-Load limit removed at 8:00 a.m., June 22, 1955, from M.P. 8.0 to M.P. 23.89.

The Commission accepted the report.

The results of bids received in Salem on May 31, 1955 for purchase of obsolete equipment and scrap materials located at Salem, La Grande and Klamath Falls was presented by the Engineer. The total amount of high bids, he commented, was $27,444.66 whereas the appraised value on these items amounted to $20,094.00. He recommended award to the high bidder for each of the 113 items. The Commission accepted the recommendation.

Consideration was given by the Commission to a request from Virgil Rose for permission to truck-haul logs over the Alsea-Deadwood Secondary Highway northerly from its summit a distance of 3.99 miles to the Coquille Valley sawmill. The Engineer advised that Mr. Rose has approximately 1-$\frac{1}{2}$ million board feet of timber to market. He pointed out temporary permits have been granted in the past to haul logs over the southerly portion of this highway under official flagging conditions, but not over the northerly portion, and inasmuch as the highway at the summit does not have sufficient width for two vehicles to pass safely, he recommended that Mr. Rose's request be denied. The Commission deferred action on this matter pending the appearance of Mr. Rose before the Commission on the following day.

(When Mr. Rose appeared before the Commission he was informed by Chairman Chandler that the Engineer would make an investigation on the ground to determine whether or not the logs can be transported without undue hazard to other traffic and that the Commission will study his report sometime during its road trip in Eastern Oregon July 11 through 14, 1955. See additional entry ahead.)

The Engineer reported that as previously authorized by the Commission he has awarded the following contracts which were referred to him by the Commission to award when certain conditions had been satisfied:

1. Abiqua Creek Bridge, Marion County. Bids received May 25, 1955. Conditions of award satisfied June 13, 1955. Concrete Structures, Portland, contractor.

2. Mill Creek and Pen Annex Bridges, Marion County. Bids received May 26, 1955. Conditions of award satisfied June 13, 1955. Tom Lillebo, Reedsport, contractor.

3. Turner-Aumsville Section of Salem-Turner-Aumsville Road grading and paving, Marion County. Bids received May 26, 1955. Conditions of award satisfied June 13, 1955. Warren Northwest, Inc., Portland, contractor.

4. Chitwood Creek-Siletz Section of the Siletz Highway, stone base and oiling and furnishing crushed material in stock piles, Lincoln County. Bids received May 25, 1955. Conditions of award satisfied June 14, 1955. Central Paving Company, Independence, contractor.

5. Grading and paving Park Avenue-Gladstone Section of the Oatfield County Road in Clackamas County. Bids received May 25, 1955. Conditions of award satisfied June 16, 1955. K. F. Jacobsen & Company, Inc., Portland, contractor.

6. Construction of Ross Island Bridge East Ramp, Multnomah County. Bids received May 26, 1955. Conditions of award satisfied June 20, 1955. Manson Construction & Engineering Company, Seattle, Washington, contractor.

7. Deschutes River Section of the McKenzie Highway, Deschutes County. Bids received May 26, 1955. Conditions of award satisfied June 24, 1955. Durbin Brothers, Eugene, contractor.

The Commission accepted the Engineer's report.

Placing of reduced load limits on the West Diamond Lake Secondary Highway was reported by the Engineer. He stated that under authority previously granted by the Commission he had placed reduced load limit allowing 11,000 pounds gross on any single axle, 20,000 pounds gross on any pair of tandem axles, and 36,000 pounds maximum gross load, from M.P. 8.00 to M.P. 23.89 on the West Diamond Lake Secondary. This load limit was effective at 8:00 a.m., June 1, 1955. The Commission accepted the report.

Reclassification of the Williams Secondary Highway, No. 261, from Provolt at M.P. 13.79 to the southerly end of the highway at its intersection with the Munger Creek County Road at M.P. 23.13 was reported by the Engineer. He stated that at the request of lumber and timber interests test runs were made which indicated that a 60-foot truck and full trailer can be operated over this section of highway without encroaching on the opposing traffic lane. As the result of these tests and under authority previously granted, the section mentioned has been reclassified from a Group II to a Group I standard. The Commission accepted the report.

The Commission gave attention to a report submitted by the Engineer concerning the improvement of the Alsea Highway over Alsea Mountain. He said that as previously ordered by the Commission, an investigation was made and it was determined that it would be necessary to reconstruct a seven-mile section of the highway to make proper improvement over the summit. The survey for this improvement, he stated, is estimated to cost $35,000 plus approximately $14,000 for an aerial survey. It was his opinion that, unless the Commission intends to proceed with this improvement in the near future, engineers should not be taken from other work to make this survey notwithstanding that the project is solvent. In the discussion that followed, it was pointed out that the section under discussion is crooked but was recently repaved; also, that improvement of the Pioneer Mountain Section on the Corvallis-Newport Highway has a higher priority rating. The Commission decided not to authorize the survey of the Alsea Mountain Section at this time.

The Engineer reported that, as requested by the Commission at its May meeting, a study has been made of the acreage of farm land that will be destroyed by the proposed relocation of the Salmon River Highway by-passing Sheridan and Willamina, and it was found that a total of 196 acres of either cultivated or fenced pasture land will be needed for the 200-foot right of way for the new location of this highway. Of this total, 54 acres, he said, lie between Wallace Bridge and Valley Junction and 142 acres lie between Wallace Bridge and the end of the project, approximately one mile east of Sheridan. The Commission accepted the report and instructed the Engineer to pass the information on to Governor Patterson.

The meeting recessed for luncheon at 12:00 noon and reconvened at 2:00 p.m., with the same persons present and participating.

The Engineer reported a telephone conversation with Mr. E. R. Fatland and State Senator Stewart Hardie who request that the Commission give careful consideration to a telegram submitted by Mr. Van Rietman and 18 other people urging the oiling of the graveled portion of the Wasco Secondary Highway between Condon and the John Day River at the earliest possible date. The Engineer read the telegram aloud and commented that the unoiled portion is about 20 miles long. The Commission instructed the Engineer to bear this project in mind in the preparation of the 1956 budget.

The Commission considered items of unfinished business appearing on the Secretary's Summary, dated May 26, 1955, as follows:

1. Proposed construction of Clay Street Interchange in the City of Portland: The Engineer stated that his report on this project is now ready and that copies had been mailed to the Commission. He pointed out details of the project as outlined in the report. Portland city officials, he stated, are agreed that this is the most critical spot for the handling of traffic in the City. He recommended that authority be granted to advertise the project for bids to be received by the Commission at its August meeting. Chairman Chandler commented that the original project had been set up for $600,000 but the Engineer had not called attention at that time to the necessity for the Jefferson Street Interchange. The Engineer stated that the Jefferson Street Interchange is an integral part of the project and it had not been his intent to omit mention of it. He called attention again to the fact that the City of Portland officials feel that this is a most essential project and that traffic lights now installed on Harbor Drive have reduced the movement of traffic by 40 per cent. Commissioner McIver expressed doubt that any advantage would be gained by delaying the project. Commissioner Reynolds inquired if contracting this project will retard completion of the T. H. Banfield Expressway. The Engineer replied in the negative and pointed out that construction of the Market-Clay-Columbia Street Interchange will provide immediate benefits for traffic. Chairman Chandler inquired if the Engineer is definitely certain that the proposed interchange will fit into the over-all traffic development picture for the Portland Metropolitan area. The Engineer replied in the affirmative. Motion was thereupon made by Commissioner McIver that the Commission approve the Engineer's report and authorize construction of the Clay Street-Market Street Interchange, bids to be received at the August meeting. Commissioner Reynolds seconded the motion and it was declared unanimous by Chairman Chandler. This item is to be removed from the list of unfinished business.

2. Park at the mouth of the Deschutes River, as proposed by the Deschutes County Planning Commission and The Dalles Chamber of Commerce: This item was considered in a report submitted by the Parks Superintendent earlier in the day. The Commission ordered the item removed from the list of unfinished business.

3. Lease of property on Seventh Avenue West in Eugene to Big Y Supermarket: This item is to be removed from the list of unfinished business as it was considered earlier in a report presented by the Right of Way Engineer.

4. Request of Benton County delegation for improvement of the Alsea Highway over Alsea Mountain: This item was considered in a report presented earlier by the Engineer. The Commission ordered it deleted from the list of unfinished business.

5. Request of Mrs. Blanche Tipton for additional access to her property on the Pacific Highway near Roseburg: The Engineer recalled that the location was inspected by the Commission on its June trip. He recommended again that the request for access be denied. The Commission accepted the recommendation and ordered that Mrs. Tipton be notified in writing of the action taken. The item is to be deleted from the list of unfinished business.

6. Complaint of Judge Latourette that the State is leasing river frontage in Oregon City at too low a rate: The Commission ordered this item deleted from the list of unfinished business as it was disposed of in a report submitted by the Right of Way Engineer earlier in the day.

7. Request for signs on scenic drives in Hood River Valley: Action was deferred on this matter pending inspection by the Commission on its July 11-14 trip through Eastern Oregon. The matter is to remain on the list of unfinished business.

8. Survey to determine the amount of farm land destroyed by new highway location between Sheridan and Valley Junction: This item was considered in a report rendered by the Engineer earlier in the day, and the Commission ordered it deleted from the list of unfinished business.

9. Request of Astoria Navigation Company for compensation for additional personnel required by the Coast Guard in connection with the operation of the Astoria ferries: The Commission ordered this item deleted from the list of unfinished business. It is to be considered as new business if and when it again arises.

10. Request from Columbia Gorge Committee for acquisition of eight areas in the Columbia Gorge: Earlier in the day the Parks Superintendent reported that he is awaiting a formal written recommendation from the Gorge Committee concerning the areas they wish acquired in the Gorge. The item is to remain on the list of unfinished business.

The Chief Counsel requested approval of the installation of a system of air conditioning in the room occupied by the Right of Way Department in the State Highway Building in Salem. He explained that this is an inside room in which from 25 to 30 people are employed. To provide better working conditions for these people, he proposed installation of an air distribution system which will provide fresh air for the room in a better manner than is now provided. The Commission approved an expenditure of $1,500 for such installation.

Attention was given to requests from the Prospect Lions Club, Jackson County Chamber of Commerce and from residents of Medford, Prospect, Tiller, and other nearby areas for improvement of a sharp curve on the Crater Lake Highway, approximately 300 yards southerly from Casey State Park, which is approximately seven miles north of Trail. The Engineer advised that an investigation of the section was made by Mr. W. W. Stiffler, Assistant State Highway Engineer, on June 18, and it was determined that to widen the curve 15 feet, which would provide width for standard shoulders would cost approximately $25,000. The improvement, he stated, is justified as the average daily traffic is approximately 1,650

vehicles, many of which are trucks. He recommended that authority be granted to conduct a short survey to determine accurately the quantities involved and the estimated cost, and that the project be considered in the 1956 Minor Betterment Budget. The Commission authorized the survey.

A request from the City of Rockaway for oiling of the shoulders on the Oregon Coast Highway within the town was considered. The Engineer estimated the cost to oil the shoulders from 18 to 20 feet on one side and from 8 to 10 feet on the other side for a distance of 1,750 feet at $4,000. The project, he stated, is needed and he recommended approval of the expenditure, the work to be performed with State forces as a Minor Betterment job during this summer. The Commission approved the recommendation.

Consideration was given to requests from the Siletz Chamber of Commerce and the Siletz Valley Grange to construct a new bridge across the Siletz River on the Siletz Secondary Highway just south of the town of Siletz, as a replacement of the existing bridge that was recently damaged by a truck. The Engineer advised that a survey to determine the site and the cost of a new bridge has been made and from the information gathered it has been determined that the new bridge structure alone will cost $175,000, and that to construct the approaches to the bridge, including grading and paving, will cost an additional $100,000, or a total of $275,000 for the entire project. He recommended that an expenditure of $175,000 be authorized at this time for construction of the bridge, with approval to be secured at a later date for the amount necessary to construct the approaches. The Commission approved the recommendation and authorized the taking of bids for the project at the August meeting.

The Engineer reported that in construction of the new interchange at Swift Boulevard and Denver Avenue in North Portland considerable readjustment of drainage conditions is required and it has been determined that better drainage can be obtained by connecting a state storm sewer with an existing sewer previously installed by Mr. Frank Kernan. An agreement, he stated, has been reached with Mr. Kernan whereby Mr. Kernan will permit the state drainage system to be connected with his system upon the payment of $1,000, and he will maintain the drainage system at his own expense. Inasmuch as this drainage plan is desirable and less costly than other systems investigated, he recommended that it be approved. The Commission adopted the recommendation.

The Commission considered requests from Coos and Washington Counties for additions to the Federal-Aid Secondary (County Road) systems of these counties. The Engineer advised that Washington County wants to add the County Road that extends easterly from Hillsboro along Base Line County Road to Wheeler Road thence southerly to Aloha, 6.9 miles in length, and that Coos County wants to add a road that extends westerly from the Oregon Coast Highway at the Chrome Plant northwest of Coquille, to a county road junction approximately three miles south of the Seven

Devils Chrome Mine, also 6.9 miles in length. The existing Southern Pacific Railroad Overcrossing on this road, he stated, is in need of immediate replacement and Coos County desires to use FAS funds for a new structure. Upon his favorable recommendation, the Commission approved both additions to the Federal-Aid Secondary System as requested.

The Engineer presented a tabulation showing the status (As of May 31, 1955) of Federal-Aid Secondary County Road Funds, and another tabulation with descriptions and maps indicating additional Federal-Aid Secondary projects requested by Coos, Harney, Multnomah and Washington Counties. He recommended approval of the following projects:

ADDITIONAL PROPOSED 1956 & 1957 COUNTY FAS PROJECTS

County	FAS Hwy. No.	Section and Description	Programmed Amount	FAS Fund
Coos	677	Chrome Plant Overcrossing Section	$188,000	'57
Harney	450	Wrights Point Section (State Highway). NOTE: This is a state highway project for which Harney County has agreed to release $30,000 of Federal funds. As Federal funds represent 60% of the county's total fund allocation, available total funds are being reduced by $50,000.	$ 50,000	'56
Multnomah	582	S.E. Stark Street-Powell Valley Road Section, 3.3 Miles. Pave.	$ 80,000	'57
	654	Halsey Street-South Section. Grade and Pave.	$444,000	'57
		Subtotal, Multnomah County	$524,000	
Washington	676	Rock Creek & Beaverton Creek (2). Bridges.	$100,000	'57
TOTAL			$862,000	

June 30, 1955

Additional Proposed 1956 & 1957 County FAS Projects (cont)

SUMMARY BY FISCAL YEARS

	1956 (2)	1957	Total
Available Funds (1)	$3,176,000	$3,100,000	$6,276,000
Previously Approved (1)	2,796,000	1,406,000	4,202,000
Unprogrammed Balance (1)	$ 380,000	$1,694,000	$2,074,000
Proposed Projects 6/15/55	50,000	812,000	862,000
Unprogrammed Balance	$ 330,000	$ 882,000	$1,212,000

(1) These are revised totals from the "Status, 1954 & 1955 County FAS Funds" and "Status, 1956 & 1957 County FAS Funds" tabulations dated May 31, 1955.

(2) 1956 available funds include $76,000 unprogrammed 1955 funds as shown in the "Status, 1954 & 1955 County FAS Funds" tabulation dated May 31, 1955.

The Commission approved the projects as recommended.

(For details of Status Report see copy of report covering 1954-1955 and 1956-1957 County F.A.S. funds, dated May 31, 1955, in General Files.)

Consideration was given to a request from the City of Lebanon for installation of traffic signals on Main Street, in Lebanon, at its intersection with Ash Street, Sherman Street, and Grant Street, and a fourth signal at the intersection of Park Street and Grant Street. The Engineer pointed out that these intersections are on the one-way couplet of the Santiam Highway through the city. He estimated the cost involved at $13,000 and he recommended that the installation be approved on the basis that the cost is to be shared equally by the City and the State, with State funds to be secured from the 1955 Minor Betterment Budget for traffic signal projects. The Commission approved the recommendation.

The Engineer reported that a number of cities and towns have satisfied the legal requirements with respect to the expenditure of State Tax Street Funds accrued to them during the second six months period of 1954. He said that the plans for the projects proposed by each, have been examined and found satisfactory, and he recommended approval of the plans by the Commission. The Commission unanimously approved the plans as recommended by adopting the attached resolution relative thereto marked EXHIBIT "E", which resolution by this reference is made a part hereof with like effect as though extended in full herein. (For a list of cities and towns and the amounts accrued to each, see EXHIBIT "E".)

The Commission considered and upon recommendation of the Engineer, approved the following requests for extensions of time within which to complete state highway contracts.

1. United Builders, Inc., Contract No. 4254, for construction of Halsey Street Undercrossing at 68th Avenue on the T. H. Banfield Expressway in Multnomah County, requested an extension of time from May 31, 1955 to July 31, 1955. Extension approved as requested without penalty.

2. United Builders, Inc., Contract No. 4039 for construction of Barbur Boulevard-Boones Ferry Road Unit Structures on West Portland-Hubbard Highway in Clackamas and Washington Counties, requested an extension of time from September 30, 1954 to June 30, 1955. Extension approved to June 30, 1955 with the understanding that the contractor will be penalized for all engineering expense incurred by the State in connection with this job after April 30, 1955.

3. Columbia Empire Constructors, Inc. and P. S. Lord Mechanical Contractors, Contract No. 4241, for construction of three structures on the Deady-Shady Section of the Pacific Highway in Douglas County, requested an extension of time from May 31, 1955 to September 1, 1955. Extension approved subject to the contractor paying the engineering expense incurred in connection with this job after July 15, 1955.

4. R. A. Heintz Construction Co., Contract No. 4064, for grading and paving Seven Oaks-Medford Unit, Blackwell Hill-Medford Section of the Pacific Highway in Jackson County, requested an extension of time from October 31, 1954 to July 1, 1955. Extension approved with the provision that the contractor shall pay the costs of actual field inspection necessary to complete the project this year.

5. Roy L. Houck & Son, Contract No. 3875, for grading Turner Road-Battle Creek Junction Unit, Salem By-Pass Section of the Pacific Highway East in Marion County, requested an extension of time from June 30, 1954 to November 30, 1954. Extension approved as requested without penalty.

6. L. P. Stubblefield, Contract No. 4128, for grading and paving Siuslaw Junction-Smithfield Section of the Territorial Highway in Lane County requested an extension of time from September 30, 1954 to July 30, 1955. Extension approved,without penalty, to and including June 1, 1955, which was the actual completion date of the project.

7. J. M. Arenz, Contract No. 4272, for grading and surfacing East Unit, Van-Drewsey Section of the Van-Drewsey County Road in Harney County, requested an extension of time from November 15, 1954 to June 10, 1955. Extension approved without penalty to the actual completion date, May 21, 1955.

8. Stephens and Carnes Construction Company, Contract No. 4197, for grading and oil mat surfacing East Unit, Rock Creek-Haines Section of the Rock Creek Road in Baker County, requested an extension of time from September 15, 1954 to August 31, 1955. Extension approved without penalty to and including June 2, 1955, the actual completion date of the project.

FOOTNOTE: The action taken by the State Highway Commission upon the extensions of time within which to complete the highway contracts listed above was based upon the recommendation of the State Highway Engineer and his reports which considered but did not necessarily adopt either or any of the reasons given by the contractors in their requests for such extensions of time. For details regarding these extensions of time, see copies of the contractors' requests and the Engineer's recommenations on file in the respective contracts in the Secretary's office.

The Engineer reported that Contract Nos. 3875, 4039, 4053, 4065, 4128, 4130, 4156, 4197, 4209, 4215, 4227, 4232, 4250, 4261, 4272, 4279, 4284, 4304, 4321, 4345, 4347, 4361, 4365, 4375, 4377, 4381, 4393 and 4440 for construction of state highway projects have been completed according to the requirements of the contracts or modifications thereof, and that said projects are now ready for acceptance by the Commission. After due consideration, the Commission accepted said contracts by adopting the attached resolution relative thereto marked EXHIBIT "F", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Considered by the Commission was a request from Merle Brown, President of the Oregon City Chamber of Commerce, for construction of an underpass on the Pacific Highway East just south of the Clackamas River Bridge, north of Oregon City, to serve the Clackamas River Park. An investigation was made, the Engineer stated, and it was found that it would cost approximately $17,000 to provide such facility. It was his feeling that the expenditure is not warranted due to the small benefits derived. He recommended that the request be denied. The Commission deferred approval of the project until such time as more need for the same develops.

The Engineer reported that under authority previously granted by the Commission, he has completed surveys for relocation of several sections of state highways, as follows:

1. Ukiah-Forest Boundary Section of the Ukiah-Hilgard Secondary Highway in Umatilla County.

2. Bradley Park-Columbia County Line Section of the Columbia River Highway in Clatsop County.

3. Havana Section of the Havana-Helix Secondary Highway in Umatilla County.

4. Millicoma Bridge Unit, Enegren Ferry-Allegany Section of the Coos River Secondary Highway in Coos County.

He presented maps showing each located route and advised that in each instance the route selected is the one that will provide the greatest benefit for the largest number of people at the most economical cost. With respect to the survey of the Ukiah-Forest Boundary Section of the Ukiah-Hilgard Secondary Highway in Umatilla County, the Engineer explained that he made a personal inspection of the highway in the vicinity of Ukiah. He recalled that a survey previously adopted would by-pass the town of Ukiah. As a result of later studies and from his personal inspection, it has been determined that if the by-pass line were constructed, it would be necessary to build approximately one mile of new roadway to serve the community, which he estimated would cost $50,000. This means that the additional cost of the connecting road would make the proposed route cost about $39,000 in excess of the route through the town of Ukiah. The survey as now recommended, he stated, is based on routing the highway through the town. He recommended adoption of all four surveys as reported. The Commission approved the surveys as presented by the Engineer by adopting the attached resolutions relative thereto marked EXHIBITS "G-1", "G-2" and "G-3" , which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

An increase of $2,000 in the project authorization for the Ochoco Creek Bridge widening project on the Paulina Secondary Highway in Prineville, Contract No. 4335, was requested by the Engineer who explained that unsuitable foundation footings were encountered, which caused considerable excavation below the planned footing elevation. The Commission approved the increase.

Attention was given to a request from the City of Monmouth for widening a two block section of Pacific Avenue, route of US99W, in this town. An investigation was made, the Engineer reported, and it was found that the work would cost approximately $17,400. He gave as his opinion that such widening and curbing will not materially improve conditions for highway traffic, but will mainly benefit the adjacent properties. The Commission accepted his recommendation that the request be denied.

The Commission gave consideration to adjustments in the Federal-Aid and Bond Fund Programs as recommended by the Engineer, including the Emigrant Street project in Pendleton. With respect to the Emigrant Street project, the Engineer pointed out that it had been originally planned to construct a two-lane underpass, but opposition developed to such plan and additional studies were made based on construction of a four-lane overpass which was estimated to cost $750,000. Right of way costs, he said, were estimated at $610,000, making a total cost of $1,360,000 for the project. He further stated that the Union Pacific Railroad Company,

in its reply to the Public Utilities Commissioner concerning the State's application for a permit to build the overpass, stated that there is no warrant for the grade separation and that the Company refuses to pay any part of the cost. It was the Engineer's opinion that for the benefits to be derived, construction of a grade separation at a cost of $1,360,000 appears not to be justified. Accordingly, he recommended that the project be eliminated from the current construction program and that the $450,000 originally allocated to this project, be transferred to finance construction of a unit of the Pendleton-John Day Highway between Pendleton and Pilot Rock; also, that the Commission authorize preparation of plans and purchase of right of way on a section that can be constructed with the $450,000 thus made available.

The Commission also discussed additional program adjustments and additions listed in the Engineer's letter of June 29, 1955 superseding a list submitted to the Commission on June 9th. These program adjustments, the Engineer stated, are required to accomplish the following purposes: (1.) to rearrange fund allotments on the Banfield Expressway to better suit needs as they have developed; (2.) to provide funds to take care of flood conditions at Brush Creek in Curry County. (3.) transfer to the Beaverton-Hillsdale Highway $120,000 of Urban Funds released from the Flavel Street-King Road Project; and (4.) to provide funds for the construction of a new bridge across the Snake River at Nyssa. He advised that these changes, including the Emigrant Street project change, do not effect the basis on which allocations are made to the several divisions. He recommended approval of the following program of adjustments and additions to accomplish the above mentioned purposes:

Emigrant Street (Pendleton), Grade Separation

CANCEL previous allotments as follows:

1955 Primary Federal-aid Funds	$135,000	
1955 Urban Federal-aid Funds	315,000	
1956 Primary Federal-aid Funds	300,000	
		$750,000

Pendleton-Pilot Rock Section, Grading and Paving

APPROVE allotments as follows:

1955 Primary Federal-aid Funds	$135,000	
1956 Primary Federal-aid Funds	300,000	
		$435,000

Division 5 Reserve

APPROVE allotment as follows:

1957 Primary Federal-aid Funds (From Emigrant St. Project)	$315,000*

Banfield Expressway

CANCEL previous allotment to grading and paving on Union Ave. -42nd Ave. Unit as follows:

1957 Primary Federal-aid Funds	$251,000

APPROVE allotment for grading and paving on Union Ave. -42nd Ave. Section as follows:

1955 Urban Federal-aid Funds	$251,000

CANCEL previous allotment to 39th Avenue Grade Separation as follows:

1957 Urban Federal-aid Funds	$310,000

*This $315,000, when added to the currently available reserve of $67,000, will bring to $382,000 the unallotted reserve of Primary Federal-aid Funds in Division 5.

APPROVE allotment for grading, paving and structural work on Union Ave. -42nd Ave. Section as follows:

1957 Urban Federal-aid Funds	$310,000

CANCEL previous allotment to 112th Ave. Grade Separation as follows:

1954 Urban Federal-aid Funds	$ 65,000

APPROVE allotment for landscaping on 99th Ave. -Sundial Section as follows:

1954 Urban Federal-aid Funds	$ 65,000

APPROVE allotment for 39th Ave. and 33rd Ave. Grade Separations as follows:

1956 Urban Federal-aid Funds (From Division 1 Reserve)	$450,000

Brush Creek-Greggs Creek Section

APPROVE allotment for construction of Brush Creek Relief Channel and Culvert:

Bond Funds	$ 23,000

June 30, 1955

Urban Unit, Washington County Line-Hillsdale Section

APPROVE allotment for grading and paving as follows:

1956 Urban Federal-aid Funds (From Division 1 Reserve)	$120,000

Snake River Bridge at Nyssa

APPROVE allotments as follows:

1955 Secondary Federal-aid Funds	$151,000	
1956 Secondary Federal-aid Funds	89,000	
		$240,000

(Of the above amounts, $151,000 is available from a Division 5 Reserve of 1955 FAS Funds, $67,000 is available from savings on the Weston-Elgin and Ukiah-Starkey Projects.)

The Commission approved the adjustments and additions as presented.

The Commission discussed with the Engineer the status of construction of the T. H. Banfield Expressway. Chairman Chandler stated that the Commission would like very much to see the Expressway opened from its eastern end to 42nd Street in 1955. Mr. W. C. Williams, Deputy State Highway Engineer, stated that all work to 42nd Street is under contract, that the grading is completed, and that the 42nd Street Ramp should be done by October or November; also, that if the weather is suitable, the paving may be completed this season.

The Engineer suggested the following plan to advance construction of the Bradley Park-Wauna Section of the Lower Columbia River Highway in Clatsop County, plans for which have been completed: Temporary transfer of $1,200,000 of the total amount of bond monies heretofore allocated to finance construction of the Gold Beach-Pistol River Section of the Oregon Coast Highway in Curry County, the same to be replaced with 1957 Federal-aid money from Division II when it becomes available. He explained that plans for the Bradley Park-Wauna Project have been prepared and that this project can be advertised for bids to be received at the August meeting of the Commission, if the Commission approves; whereas, the Gold Beach-Pistol River Project will not be ready for contracting for some time. Chairman Chandler stated his approval of the temporary

transfer of the funds as suggested by the Engineer, with the strict understanding that the amount transfered will be replaced with 1957 Federal-aid money from Division No. II, when it becomes available. Commissioners Reynolds and McIver stated their approval of the condition whereupon the Commission unanimously approved the Engineer's suggestion and authorized him to advertise the Bradley Park-Wauna Project for bids to be received at the August meeting of the Commission.

The Engineer recommended establishment of reduced speed zones as follows, on State highway sections adjacent to several cities and towns in order to make the restrictions compatible with speed zones established by the State Speed Control Board within the limits of those cities and towns:

1. Cascade Secondary Highway No. 160 in Clackamas County between the south city limits of Oregon City, at M.P. 16.68, and a point .25 mile south of the south city limits of Oregon City, at M.P. 16.93---40 miles per hour. (See EXHIBIT "H-1".)

2. Oregon Coast Highway in Tillamook County from a point 0.10 mile north of the north city limits of Tillamook, at M.P. 76.22, to the north city limits of Tillamook, at M.P. 76.32---30 miles per hour. (See EXHIBIT "H-2".)

3. John Day-Burns Highway in Grant County from the south city limits of John Day at M.P. 0.38 to a point 0.30 mile south of the south city limits of John Day at M.P. 0.68---35 miles per hour.

From M.P. 0.68 to the north city limits of Canyon City at M.P. 0.94---45 miles per hour. (See EXHIBIT "H-3".)

4. John Day Highway in Grant County from a point 0.17 mile west of the west city limits of John Day at M.P. 161.76 to the west city limits of John Day at M.P. 161.93---35 miles per hour. (See EXHIBIT "H-4".)

5. Pacific Highway West in Benton County from the south city limits of Monroe at M.P. 103.26 to the south end of the Long Tom River Bridge at M.P. 103.28---35 miles per hour. (See EXHIBIT "H-5".)

6. On the McKenzie Highway in Lane County from the east city limits of Eugene at M.P. 1.38 W to a point 300 feet east of Jenkins Drive at M.P. 0.71 W---45 miles per hour.

From M.P. 0.71 W to a point 400 feet west of Henderson Avenue at M.P. 0.41 W---35 miles per hour.

From M.P. 0.41 W to the west city limits of Springield at M.P. 0.24---25 miles per hour. (See EXHIBIT "H-6".)

7. Elkton-Sutherlin Highway in Douglas County from a point 450 feet west of the new section of the Pacific Highway to the west city limits of Sutherlin---35 miles per hour, except that between a point 300 feet west of End Street and End Street, the indicated speed shall be 20 miles per hour during the hours of school crossings. (See EXHIBIT "H-7".)

8. Wallowa Lake Highway in Union County from the east city limits of La Grande at M.P. 0.42 to 50 feet east of Portland Street at M.P. 0.58---35 miles per hour.

From M.P. 0.58 to 450 feet west of the west city limits of Island City at M.P. 2.07---50 miles per hour.

From M.P. 2.07 to the west city limits of Island City at M.P. 2.16---35 miles per hour. (See EXHIBIT "H-8".)

The Commission approved the Engineer's recommendation in each instance by adopting the attached resolutions relative thereto, marked EXHIBITS "H-1" through "H-8", which resolutions by this reference are made a part hereof, with like effect as though extended in full herein.

As a part of the over-all speed zone investigation on state highways in the Eugene area, the Engineer reported that an investigation was conducted on the McVey Secondary Highway in the community of Glenwood. This investigation indicated that the following speed zones should be designated and he so recommended:

From the McKenzie Highway at M.P. 0.00 to a point 0.15 mile south of 19th Street at M.P. 0.35---25 miles per hour, except that between a point 250 feet north of 19th Street at M.P. 0.15 and a point 500 feet south of 19th Street at M.P. 0.30 the indicated speed shall be 20 miles per hour during the hours of school crossings.

From M.P. 0.35 to a point 0.37 mile north of the McVey overcrossing at M.P. 0.65---40 miles per hour.

The Commission approved the recommendation by adopting the attached resolution relative thereto, marked EXHIBIT "H-9", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The Engineer recommended that parking be prohibited on the west side of the Alsea Highway, between Engineer's Station 668+50 and Station 670+45, where a County Road connects with the highway at the Five Rivers Bridge. He explained that the junction is a "T" type intersection and some time ago the highway was widened to permit log trucks to enter without encroachment on the opposing lane of traffic. It is desirable to keep this widened area clear of parked vehicles, he said, so the trucks will have adequate room to make the turn. The Commission approved establishment of a no parking zone by adopting the attached resolution relative thereto marked EXHIBIT "I-1", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The Engineer also reported that the St. Helens Chapter of the Veterans of Foreign Wars has called attention to a hazard caused by cars parking on the shoulders of the Lower Columbia River Highway in St. Helens at either side of the Fairgrounds. The matter was investigated and it was found that there is ample parking space inside the Fairgrounds so there is no necessity for the parking of vehicles on the highway shoulders. He recommended, therefore, that parking be pronibited on the shoulders of the Lower Columbia River Highway for 1,500 feet in each direction from the entrance and exit gates of the Fairgrounds (Engineer's Station 343+50 to Engineer's Station 373+50) during the time the County Fair is in progress. The Commission approved the recommendation by adopting the attached resolution relative thereto, marked EXHIBIT "I-2", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The Engineer reported that in a short time the section of the North Santiam Highway connecting the Silver Creek Falls Highway and the Airport Road with the Salem By-pass will be opened to traffic, and he anticipates that when it is opened a large percentage of traffic now entering the City of Salem via the Silver Creek Falls Highway will use the new connection. In order to safeguard traffic at this point in view of the new conditions he recommended that traffic on the Silver Creek Falls Highway No. 163, southbound be required to stop at its junction with Road No. 162, the North Santiam Highway, at M.P. 3.57.

The Commission accepted the recommendation unanimously by adopting the attached resolution relative thereto, marked EXHIBIT "I-3", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

A request from the United Log Truckers Association, Inc., and others, that the truck-hauling of logs be permitted on Saturday afternoons was discussed. The Engineer advised that the requests are predicated on the need to stock-pile sufficient logs so as to provide orderly operations throughout the year, such stock-piling having been delayed by an unusually wet and late spring season. He suggested approval of the requests and that the Commission recommend to the Public Utilities Commissioner adoption of an amendment to the present regulations that would allow the hauling of logs, poles or piling over State highways on Saturday afternoons from July 9 to August 27, 1955, inclusive, but that no hauling is to be allowed on the afternoon of Saturday, September 3, which is part of the three-day Labor Day holiday. He pointed out that the hauling of logs, poles or piling on Saturday afternoons is now permitted in the regulations, beginning with the first Saturday after Labor Day. The Commission approved his suggestion and instructed the Secretary to convey such recommendation to the Public Utilities Commissioner.

Attention was given to a proposed agreement among the City of Eugene, the Southern Pacific Company and the State Highway Commission relative to construction of a sewer pipe line through certain headgates located in the millrace in Eugene. The City of Eugene, the Engineer stated,

has agreed to pay all costs and to hold the Highway Commission harmless by reason of the sewer line installation. As the project is of benefit to the City of Eugene and as no harm will be done to highway facilities, he recommended that the agreement be approved. The Commission approved the agreement as prepared.

Permission for Carl W. Jordan, Director of the Travel Information Department, to attend the annual meeting of the Pacific Northwest Travel Association at Paradise Inn in Mt. Rainier National Park, September 8, 9, and 10, 1955, at an estimated cost of $85 was recommended by the Engineer and approved by the Commission.

Installation of a text board to be placed on the old Yaquina Bay lighthouse site in Newport was discussed. Material submitted by the Lincoln County Historical Society, the Engineer stated, has been condensed into a text of practical length and has been approved by Mr. Thomas Vaughan, Director of the Oregon Historical Society. He recommended installation of a text board containing the following inscription, which he estimated will cost about $450:

> "THE OLD YAQUINA BAY LIGHTHOUSE ESTABLISHED IN 1871 IS THE EARLIEST AID TO NAVIGATION STANDING WITHIN THE RANGE OF THE FIRST RECORDED LANDFALL MADE FROM A SHIP TO THE SHORES OF THE PACIFIC NORTHWEST. CAPTAIN JAMES COOK MADE THIS LANDFALL ON MARCH 6, 1778. AT NOON HE NAMED CAPE FOULWEATHER. ON ACCOUNT OF THE HEAVY WEATHER HE WAS COMPELLED TO STAND OUT AT SEA AT NIGHT AND ONLY APPROACH THE LAND IN THE AFTERNOON SO THAT HE WAS UNABLE TO FIND ANY HARBOR ALONG THE OREGON COAST. NEWS OF COOK'S VOYAGE TO THE PACIFIC NORTHWEST STIMULATED THE AMERICAN INTERESTS IN THIS REGION AND AROUSED IN THOMAS JEFFERSON AN INTEREST THAT LED TO THE LOUISIANA PURCHASE IN 1803 AND THE DISPATCH OF THE LEWIS AND CLARK EXPEDITION."

The Commission approved the installation as recommended.

Abandonment of a part of the old Zigzag-Rhododendron Section of the Mt. Hood Highway which has been replaced by a newly constructed section was presented by the Engineer. He pointed out that construction of the new section was completed September 27, 1954 and that traffic is now using it, so the old section no longer is needed for State highway purposes. He recommended that the old section of highway be abandoned in favor of Clackamas County pursuant to previous agreement. The Commission approved the recommendation by adopting the attached resolution relative thereto, marked EXHIBIT "J", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

Considered also was an agreement with the State Game Commission whereby the Game Commission is granted a license to use a portion of the right of way on the southerly side of the McKenzie Highway at Mile Point

34.0, between Engineer's Station 1804 and Station 1807, on which to construct a small parking area and a boat-launching ramp to accommodate people who wish to launch boats in the McKenzie River at this point. The Engineer explained that under terms of the agreement, the Highway Department is required to construct the approaches and the small parking area, but cost will be paid by the Game Commission. He added that the site is about four or five miles west of Blue River, and that the agreement contains a clause which provides for revocation of the privileges if the land is needed for highway purposes or if the Game Commission fails to comply with provisions of the agreement. The Commission approved the agreement in response to the Engineer's favorable recommendation.

The Commission discussed with the Engineer the bids received at the morning session for highway construction and at 3:30 p.m., Commissioner McIver announced awards of contracts as follows, the Commission's action in each instance being unanimous:

"Oiling Enegren Ferry-Marlow Creek Section of the Coos River Highway east of Coos Bay in Coos County: The Commission awarded the contract to the only bidder, J. C. Compton Co., McMinnville, at his bid price of $67,542.

"Construction of Cline Falls Bridge over Deschutes River on McKenzie Highway in Deschutes County: The Commission awarded the contract to the low bidder, C. J. Eldon, Portland, at his bid price of $95,926.

"Division No. 3 Pavement Sealing Project on the Pacific, Crater Lake and West Diamond Lake Highways in Jackson and Douglas Counties: The Commission awarded the contract to the low bidder, D-H Paving Co., Vancouver, Washington, at their bid price of $63,770.50.

"Grading Louse Creek-Grants Pass (Merlin Hill) Section of the Pacific Highway, north from Grants Pass in Josephine County: The Commission elects to accept the bid of C. R. O'Neil, Creswell, in the sum of $278,899.50 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Lane County Line-Willamette Junction Rock Production Project on the Willamette Highway east of Oakridge in Klamath County: The Commission awarded the contract to the low bidder Rogers Construction, Inc., Portland, at their bid price of $22,800.

"Paving Cottage Grove-Divide Unit, Goshen-Divide Section of the Pacific Highway in Lane County: The Commission elects to accept the bid of Parker-Schram Co., Portland, in the sum of $489,533 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Division No. 5 Pavement Sealing Project on the I.O.N., Central Oregon and Little Sheep Creek Highways in Malheur and Wallowa Counties: The Commission awarded the contract to the low bidder D-H Paving Co., Vancouver, Washington, at their bid price of $47,232.

"Construction of two structures on Olds Ferry-Ontario Section of Old Oregon Trail Highway in Malheur County: The Commission awarded the contract to the low bidder Neilsen & Smith Construction Co., Twin Falls, Idaho, at their bid price of $108,655.

"Construction of guardrail and right of way fence on Battle Creek Junction-Illahee Unit, Battle Creek Junction-Jefferson Junction Section of the Pacific Highway East south of Salem in Marion County: The Commission awarded the contract to the low bidder Trussfab, Inc., Portland, at their bid price of $16,125.

"Subway Reconstruction project on 122nd Avenue in Multnomah County: The Commission referred all bids to the Board of County Commissioners of Multnomah County as this is a County project.

"Paving La Grande (Jefferson Avenue) Section of the Old Oregon Trail Highway in Union County: The Commission awarded the contract to the low bidder Russell Olson Construction Co., Inc., Pendleton, at their bid price of $41,935.

"Oiling East Unit, Alicel Junction-Cove Section of the Lower Cove Road northeast of La Grande in Union County: The Commission elects to accept the bid of Russell Olson Construction Co., Pendleton, in the sum of $29,400 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Union County is received and the sum of $6,650 is deposited by the County.

"Grading and surfacing Werst Corner-Wallowa Section of the Werst Corner-Wallowa River Road in Wallowa County: The Commission elects to accept the bid of C. C. Meisel, McMinnville, in the sum of $69,382 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Wallowa County is received and the sum of $15,700 is deposited by the County.

"Enterprise (Depot Street) Paving project in Wallowa County: The Commission elects to accept the bid of Morrison & Lamping, Milton-Freewater, in the sum of $28,380 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of the City of Enterprise is received and the sum of $17,500 is deposited by the City.

"Grading and paving Reedville-Beaverton Section of the Tualatin Valley Highway in Washington County: The Commission elects to accept the bid of Porter W. Yett, Portland, in the sum of $596,233 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Division No. 1 Pavement Sealing Project on the Portland-Salem Expressway and the T. H. Banfield Expressway south and east of Portland in Washington, Clackamas and Multnomah Counties: The Commission awarded the contract to the low bidder, Harr & Horton, Portland, at their bid price of $39,432.50.

"Construction of North Yamhill River Bridge on Moores Valley Road in Yamhill County: The Commission elects to accept the bid of Birkemeier Construction Co., Milwaukie, in the sum of $38,443.50 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Yamhill County is received and the sum of $8,600 is deposited by the County".

A petition from members of the Rockaway City Council requesting that permission be granted for the landing of airplanes on the ocean beach at Rockaway for a "fly-in" breakfast on Sunday, July 3, 1955, was considered by the Commission. The Engineer recalled that this request was considered at the previous meeting when the Commission ordered that the Chief of Police at Rockaway be notified that the Commission could not take action on it because it had not been presented in conformity with the requirements of law, which requires petitions to be filed in writing accompanied by written approval of the Oregon State Board of Aeronautics. The Engineer stated that in his opinion allowing airplanes to land on the beach is exceedingly dangerous and he recommended that the request be denied. The Chief Counsel pointed out that under provisions of the law the Highway Commission is required to consider each petition individually. As a result of discussion the Commission decided to adhere to its former policy of denying requests for this privilege. The Secretary was instructed to inform the State Board of Aeronautics that petitions for the privilege will be considered but in order to provide safety for other users of the beach considers that it should not grant permits for this purpose.

In this connection the Commission instructed the Chief Counsel to prepare a draft of a law to be submitted to the 1957 Legislature, to remove control and jurisdiction of the ocean beaches from the Highway Commission.

The Commission approved the Secretary's report on papers that he signed on behalf of the Commission during the period May 23 to June 28, 1955.

Extension of an agreement with McWilkens, Cole and Webber to handle the Highway Department's advertising, during the period June 30, 1955 to June 30, 1956 was considered. Carl W. Jordan, Director of Travel Information Division, stated that the Travel Information Advisory Committee at its meeting on May 17 went on record as favoring a one-year extension of the Commission's agreement with this agency. He added his own personal recommendation to the same effect. The Commission approved the extension of the agreement as recommended.

Consideration was given to revised agreement with Douglas County providing for use of its property and buildings on Mt. Nebo, about 1-½ miles west of Roseburg in connection with the operation of a remote-controlled radio repeater station. The Engineer recalled that in 1951 the Commission entered into an agreement with Douglas County for the construction of a remote controlled radio repeater station at this site. Further improvements are now being made to the station and a new agreement is required to cover certain features such as construction of buildings, installation of radio equipment and the removal of such installations when necessary. The County, he said, agrees to maintain the access road to Mt. Nebo and the State is to pay the County $125 per year toward such expense. He added that the revised agreement is effective until July 9, 1961, with an option to renew for an additional ten years. His recommendation to approve the agreement was accepted by the Commission.

Assignment of Contracts No. 4161 and No. 4102 awarded to the partnership of Birkemeier and Saremal to Dan Birkemeier was discussed by the Commission. The Engineer explained that Mr. Saremal, partner in the firm, recently passed away and that it is the desire of Mr. Birkemeier and Mrs. Saremal that the contracts be assigned to Dan Birkemeier who will complete them. He also said that Mrs. Birkemeier has been authorized to assign the contracts by court order and that the surety on the contract bonds has consented to the assignment. He recommended that the assignment be approved. The Commission adopted the recommendation.

The Commission discussed a meeting date for its next regular meeting and decided to hold such meeting on Thursday and Friday, August 11 and 12 in the Green Room of the Imperial Hotel in Portland. The Commission also tentatively selected September 22 and 23 and November 3 and 4, 1955 as the dates for its two following meetings.

The Engineer recommended that the following persons be named to represent the Oregon Highway Department at the annual conference of the Western Association of State Highway Officials which is to be held at Jackson Hole, Wyoming, during September 8, 9, and 10, 1955: all members of the Commission, R. H. Baldock, W. C. Williams, G. S. Paxson, Forrest Cooper, R. L. Porter and H. B. Glaisyer. He stated that clearance for all has been received from Mr. Dorman of the Department of Finance and Administration. The Commission approved the recommendation.

The Engineer also recommended that, in addition to the members of the Commission and himself, the following be designated to represent the Oregon Highway Department at the annual conference of the American Association of State Highway Officials in New Orleans during the early part of December: W. W. Stiffler, G. S. Paxson and C. W. Enfield. He advised that Mr. Dorman has stated his approval of this selection. The Commission approved the recommendation.

The Commission discussed with the Engineer and the Chief Counsel matters to be presented by delegations scheduled to appear on the following day; however, action on such matters was deferred pending appearance of the delegations.

The Engineer's report on the proposed rerouting of the Oregon Coast Highway between Astoria and Seaside was discussed by the Commission. Chairman Chandler stated that the Commission is in agreement with the Engineer's recommendation that the route that crosses Youngs Bay at Smith Point, Astoria, is the best of all routes considered. Commissioners Reynolds and McIver confirmed such statement. Commission McIver thereupon moved adoption of the Engineer's plan for the project. The motion was duly seconded by Commissioner Reynolds and Chairman Chandler declared it carried unanimously. Formal adoption of the survey was deferred until later. The Secretary was instructed to telephone the action to the group from Warrenton and Astoria which was scheduled to be present on the following day. (This matter was again discussed on the following day after the appearance of a group representing the Clatsop County Development League which urged adoption of the "Lewis and Clark River Route". The Commission at that time decided to defer formal adoption of the survey until some time during the progress of its Eastern Oregon Inspection trip, July 11 to 14, 1955.)

Sale of the old maintenance headquarters site at Government Camp was discussed. The Secretary pointed out that the Commission some time ago authorized sale of the property at a minimum price of $2,850, and that at the auction sale which was held on June 20 Mr. Constam and Mr. Scott M. Kelly, representing R. L. K. & Company, submitted the only bid received for the property in the amount of $2,850. The Commission approved the sale of the property at such figure.

Commissioner Reynolds stated that he has been contacted by property owners near Ontario concerning access to the new route of the Old Oregon Trail in that vicinity, and that they want to discuss the matter with the Commission during the inspection trip in July. In the discussion it was pointed out that right of way for the new highway was acquired on a 100% freeway basis. The Secretary was instructed to inform Mr. Wardlaw, who represents the property owners, to that effect and to advise him further that the Commission is not inclined to change its policy in that regard; but, if they want to be heard on the subject the Commission will be glad to give them time at one of its regular meetings in Portland, there being no time to hear delegations on the trip.

Mr. W. C Williams, Deputy State Highway Engineer, brought up the matter of replacing water pipes on 82nd Avenue, Portland, necessitated by highway reconstruction which is now under way. It appears that the water pipes are under the pavement and have been in place for about 40 years, and that the Water District has offered to furnish new pipe if the State will install it; whereas if the old pipe is left under the pavement it will be destroyed by the highway improvement. He recommended that authority be granted to negotiate an agreement with the Water District whereby the State will cooperate to the extent of not more than $6,000. The Commission approved this arrangement.

Chairman Chandler inquired as to what has been done or is being done in connection with removal of danger trees adjoining state highways

and what use is being made of the litter cans recently placed for rubbish disposal. The Engineer was instructed to report these matters to the Commission on its inspection trip through Eastern Oregon, July 11 to 14.

The Commission signed agreements and other papers as follows:

"Extension of Industrial Lease" with Howard Cooper Cooper Corporation for rental of property on Unit 4, Banfield Expressway, Multnomah County. Monthly rental $1,600.

"Deed" conveying to Douglas County 0.35 acre of property on Winchester-Umpqua River Section of the Pacific Highway, Douglas County.

"Bargain and Sale Deed" re sale to Mr. and Mrs. A. W. Boggs of 3,600 sq. ft. of excess property on Noble Slough-Foster Section of South Santiam Highway, Linn County.

"Quitclaim Deed" re sale to Mr. and Mrs. R. J. Green of excess property near the easterly edge of La Grande on Wallowa Lake Highway, Union County.

"Renewal of Lease" with Mr. and Mrs. C. A. Van Dyke for a stockpile site on Nehalem Highway, Washington County.

"Easement" from the Bonneville Power Administration for the crossing of the North Santiam Highway across the Santiam-Chemawa transmission line.

"Indentures" (3) re eliminating construction of the present frontage road on the Salem-Stout Creek Section of North Santiam Highway and in lieu thereof granting the owners a farm and private residential access.

"Bargain and Sale Deed" with City of Monmouth a small tract acquired several years ago for proposed widening of US 99 W (old route) near Oregon College of Education.

"Indenture" re Chaney Estate property located on Goble-St. Helen's Section of Columbia River Highway, Columbia County.

"Agreement" re compensating Frank Kernan, $1,000 which permits the State's drainage system to be connected with his system at the new interchange of Swift Boulevard and Denver Avenue in North Portland.

"Agreement" with City of Eugene and Southern Pacific Company relative to construction of a sewer line through certain headgates located in the mill-race in Eugene.

"Agreement" with Oregon State Game Commission for use of a portion of highway right of way adjacent to McKenzie Highway at M.P. 34.0 in conjunction with construction and operation of a parking area and a boat-launching ramp.

"Agreement" with Douglas County covering use of county property on Mt. Nebo 1½-miles west of Roseburg for construction of a remote control radio repeater station. State to pay county $125 per year.

"Trust Agreement" re paying the Bonneville Power Administrator $4,700 for relocation of their structures 18/12 on the Beaverton-Reedville Project on the Tualatin Valley Highway, Beaverton-Forest Grove Section.

"Agreement" with Marion County and City of Mt. Angel covering the proposed Special City Allotment project in the city and reconstruction of a portion of County Market Road No. 17.

"Agreement" with Big Y Super Market covering leasing of property between 6th and 7th Avenues in Eugene.

"License" with U. S. Army Engineers for a material storage site within boundaries of The Dalles Dam Project.

"Agreement" with Cole and Weber Advertising Agency to handle advertising for the Travel Department, for the period June 30, 1955 to June 30, 1956.

"Consent to Assignment of Easement" to Al Pierce and Weyerhaeuser Timber Company for joint use of a previously granted easement across Simpson State Park at south end of Coos Bay Bridge.

"Bargain and Sale Deed" to R.L.K. and Company for lots 7 and 8 of Block 5, Townsite of Pompeii, Clackamas County, Oregon.

"Right of Way Easement" with the U.S. Department of Interior, Bureau of Reclamation, in connection with the Owyhee Project on the Olds Ferry-Ontario Section of the Old Oregon Trail, about 3 miles north of Ontario.

The meeting adjourned at 4:30 p.m., to reconvene at 9:00 a.m. on the following day.

Portland, Oregon
July 1, 1955

The meeting of the State Highway Commission resumed at 9:00 a.m. in the Green Room of the Imperial Hotel, with the following persons present and participating:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer

W. C. Williams, Deputy State Highway Engineer
W. W. Stiffler, Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
Robert L. May, Jr., Assistant Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

Prior to the reading of bids for highway construction the Secretary announced that today is Chairman Chandler's birthday. The assembled group of contractors, insurance men, highway engineers and others thereupon greeted Mr. Chandler by singing "Happy Birthday to You."

Bids as follows, for highway construction were then opened and read aloud by the Secretary, who announced that the award of contracts would be made at 2:30 p.m. in the same room.

BENTON COUNTY
GRADING AND SURFACING BRUCE JUNCTION-MARTINS LAKE SECTION OF MARTINS LAKE ROAD

C. J. Eldon, Portland	$ 56,880.00
Allum Bros., Eugene	58,183.50
D. F McKenzie, Salem	65,107.00
Glen Ousley, Eugene	66,776.00
McNutt and Sons, Inc., Salem	72,489.00

CLACKAMAS COUNTY
GLADSTONE (CLACKAMAS BLVD.) PAVING PROJECT

P. A. Shoat Co., Portland	$ 15,781.50
Oregon Asphaltic Paving Co., Portland	18,824.00
K. F. Jacobsen & Co., Inc., Portland	19,497.50
Portland Road and Driveway Co., Portland	21,690.00

GRANT COUNTY
AUSTIN DWELLING AND SAND STORAGE SHED

Gilbert Roberts, Hood River	$ 27,553.00
Hampton C. Platt, Salem	27,850.00
Walt M. Young, Hermiston	28,535.50
Cherveny Construction Co., Portland	30,588.00

HARNEY COUNTY
GRADING AND SURFACING WRIGHTS POINT SECTION OF FRENCHGLEN HIGHWAY

F. L. Somers, Medford	$ 65,060.00
C. E. Leseberg, Nyssa	67,508.00

Wrights Point Section (cont)

J. M. Arenz, Portland	$ 69,761.00
Shirley G. Stone Co., Oswego	86,335.00
Floyd Graham Construction Co. and L. C. Daniel, Lebanon	90,587.50

HOOD RIVER COUNTY
VIENTO-WASCO COUNTY LINE ROCK PRODUCTION PROJECT ON THE COLUMBIA RIVER HIGHWAY

Calkins Crushing Co., Oceanlake	$ 24,900.00
Arthur Simonsen & Co., Baker	27,500.00
Barney B. Helser, Beaverton	29,000.00
J. N. Conley, Portland	29,250.00
Vernie Jarl, Gresham	32,250.00

JEFFERSON COUNTY
OILING METOLIUS-JUNIPER BUTTE SECTION OF THE METOLIUS-CULVER AND CULVER JUNIPER BUTTE COUNTY ROADS

Babler Bros., Inc., Portland	$ 68,580.00
Oregon Asphaltic Paving Co., Portland	71,447.00
J. C. Compton Co., McMinnville	73,637.00
Central Paving Co., Independence	79,144.40

KLAMATH COUNTY
GRADING AND PAVING WALKER MOUNTAIN ROAD-LENZ ROAD UNIT LAPINE-LENZ ROAD SECTION OF THE DALLES-CALIFORNIA HIGHWAY

Rogers Construction Co., Portland	$450,665.00
Warren Northwest, Inc., Portland	456,524.75
The Central Heating Co., Ore. Ltd., Eugene	508,363.00
E. C. Hall Co., Portland	515,683.00
J. N. Conley, Portland	520,263.00

KLAMATH AND OTHER COUNTIES
DIVISION NO. 4 PAVEMENT SEALING PROJECT ON THE COLUMBIA RIVER, CENTRAL OREGON AND THE DALLES-CALIFORNIA HIGHWAYS

J. C. Compton Co., McMinnville	61,264.00
Central Paving Co., Independence	62,000.00
Babler Bros., Inc., Portland	64,556.00

25021

LINN COUNTY
PAVING ORLEANS-TANGENT JUNCTION SECTION OF THE ORLEANS-LEBANON ROAD

Warren Northwest, Inc., Portland	$ 84,187.50
Lebanon-Harrisburg Sand & Gravel Co., Lebanon	89,037.00
Central Paving Co., Independence	89,305.00
J. C. Compton Co., McMinnville	96,612.50

LINN COUNTY
SANTIAM JUNCTION GUARDRAIL PROJECT

Trussfab, Inc., Portland	$ 10,476.00
Vern Hoaglin, Beaverton	11,340.00
D. C. Toye & Co., Inc., Portland	12,960.00

MARION COUNTY
GRADING AND PAVING CHURCH AND COLLEGE STREETS IN MT. ANGEL

Warren Northwest, Inc., Portland	$ 26,644.50
Central Paving Co., Independence	31,993.00

MARION COUNTY
SALEM BY-PASS PAVEMENT SEALING PROJECT ON THE PORTLAND-SALEM EXPRESSWAY

Babler Bros., Inc., Portland	$ 15,450.00
Warren Northwest, Inc., Portland	15,650.00
Harr and Horton, Portland	15,690.00
Central Paving Co., Independence	17,550.00
J. C. Compton Co., McMinnville	21,350.00

MARION AND CLACKAMAS COUNTIES
WILLAMETTE RIVER-HAYESVILLE GUARDRAIL PROJECT ON THE PORTLAND-SALEM EXPRESSWAY

Fred Stubbert, Springfield	$50,720.00
A. C. Bubak, Woodburn	51,800.00
McWaters and Bartlett, Boise, Idaho	51,970.00
Cherveny Construction Co., Portland	52,480.00
D. C. Toye & Co., Inc., Portland	54,500.00
T. W. Thomas, Portland	54,800.00

MULTNOMAH COUNTY
GRADING AND PAVING 122 ND AVENUE RAMP UNIT OF THE T. H. BANFIELD EXPRESSWAY

Warren Northwest, Inc., Portland	$30,583.00
Oregon Asphaltic Paving Co., Portland	33,720.00
Parker-Schram Co., Portland	39,276.50
J. Bacaloff Co., Portland	39,445.00

July 1, 1955

UMATILLA COUNTY
EMIGRANT HILL SAND STORAGE SHED

Rohde Construction Co., Pendleton	$ 14,222.88
Bechtel Bros., La Grande	15,364.00
Cherveny Construction Co., Portland	15,400.00
J. M. Steinmuller, Jr., Eugene	19,504.00

UNION COUNTY
IMBLER-DRY CREEK-ISLAND CITY OILING PROJECT ON IMBLER-DRY CREEK AND DRY CREEK-ISLAND CITY COUNTY ROADS

Babler Bros., Inc., Portland	$ 27,844.50
Russell Olson Construction Co., Inc., Pendleton	28,664.50
J. C. Compton Co., McMinnville	34,458.00

WASCO COUNTY
WARM SPRINGS DWELLING AND SAND STORAGE SHED

Gilbert Roberts, Hood River	$ 24,853.00
Hampton C. Platt, Salem	26,850.00
Cherveny Construction Co., Portland	30,256.00
J. M. Steinmuller, Jr., Eugene	34,186.00

The Right of Way Engineer reported, as requested on the previous day, the value of the "boom" riparian rights at Oregon City. He said that such rights have a value of $10,000 and he recommended sale of the same at such minimum amount. The Commission approved the recommendation by adoption of the attached resolution relative thereto marked EXHIBIT "C", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

At the request of the Commission, the Deputy State Highway Engineer outlined the projects for which bids are to be received at the August meeting, and the Right of Way Engineer advised concerning the status of right of way acquisition for each project. The Commission ordered the Washington County Line-Hillsdale project, now scheduled for August 11 and 12, deferred to the September letting, and the Bradley Park-Wauna project, presently scheduled for November, advanced to the August letting. Also, the Engineer was instructed to strike from the November and later schedule the Emigrant Avenue (Pendleton) Section and the Pendleton one-way street section as previously discussed at this meeting.

The matter of holding public hearings pertaining to highway improvements within cities was discussed. The Engineer pointed out that under provisions of a law passed by the 1955 Legislature it will be neces-

sary to notify a city or town when an improvement is proposed within the corporate limits, and, if the City Council so requests, a hearing must be held. He suggested that the Commission authorize notifications sent as occasion requires. The Commission approved the suggestion and so ordered.

The Engineer remarked that a tentative offer had been received from Southern Pacific Railroad to remove the old bridge structure on the South Sixth Street Section of the Klamath Falls-Lakeview Highway in Klamath Falls. He pointed out that it will cost the State a considerable sum to remove this structure and if it can be sold or given to someone who will remove it, at no cost to the State, a considerable savings will accrue. The Engineer was authorized to negotiate for removal of the structure.

Mr. Virgil Rose and his attorney Mr. S. J. Nicholson, both of Florence, Oregon, appeared before the Commission concerning the truck-hauling of logs over the Alsea-Deadwood Secondary Highway northerly from the summit a distance of about 4 miles. Mr. Nicholson acted as spokesman. He explained that in January, 1955, Mr. Rose bought approximately 1-$\frac{1}{2}$ million feet of logs at this location which had been cut in 1953. He pointed out that if the logs are not hauled out this season there will be a considerable loss due to rot. Mr. Rose, he stated, wishes to haul logs not exceeding 20 feet in length on solo trucks northerly from the top of Alsea Mountain, about 3.8 miles to the Coquille Lumber Company. He said that Mr. Rose plans to use three trucks in the hauling operations, and that in his estimation the operation will be no more hazardous to other traffic than the trucks which now operate over this road hauling sawed lumber. Mr. Rose stated his hauling will be completed within three months' time. As a result of discussion the Commission instructed the Engineer to make further investigation of the existing conditions and report to the Commission on its trip through Eastern Oregon July 11 to 14, whether or not something can be worked out to accommodate Mr. Rose.

A delegation from Astoria, Seaside and Portland, representing the Clatsop County Development League, came before the Commission concerning adoption of a permanent route for the Oregon Coast Highway between Astoria and Seaside. The following people were present: Mr. Francis E. Harrington (Spokesman), attorney for Clatsop County Development League, Portland; Mr. Dale Sanders, member of League, Seaside; Messrs. William Larson, Paul Hein, John F. Rankin, Nicholas Kussman, and Elmore L. Shelton, members of the League, all of Astoria. Mr. Harrington recalled that he appeared before the Commission at its May meeting and asked the Commission to delay adoption of the Smith Point Route until his group could secure more data in behalf of the Lewis and Clark River route. He pointed out that newspapers have carried the story that the Commission has approved the Smith Point Route. He gave as his feeling that maintenance costs will be less on the Lewis and Clark Route and he asked the Commission to reconsider its action because the difference in benefit quotients between the two routes is very small. Tugboat operators, he stated, are also concerned about getting their boats through two bridges close to each other. Chairman Chandler called attention to

the fact that the relocation of the highway has been pending for three or four years and many studies have been made. As the result of these studies, he said, the Engineer has made a recommendation in favor of the Smith Point Route and the Commission has adopted the recommendation.

Commissioner Reynolds commented that he felt the delegation must have some other interest in the matter other than the engineering features. Mr. Harrington replied that his group favors the Lewis and Clark Route because of the economic advantages that will accrue to them. He again requested time for his group to submit further information. Chairman Chandler, in reply to Mr. Harrington's inquiry as to when right of way acquisition would be started, stated that right of way will be negotiated when the survey has been formally adopted, but there is no money available for immediate construction. He pointed out that the design of the bridge will take time and it is not known when funds will be available to finance construction. He suggested that Mr. Harrington and his group discuss the matter with the Engineer, and he also said that the Engineer's report is a public record and will be made available to them at Salem, if they should want to see it.

Mr. Kussman commented that he had been told by highway engineers that the Smith Point Route is not possible and would never be built so the group had not complained previously as they felt it was not necessary. Chairman Chandler stated the the Commission knows nothing about such unauthorized statements. He concluded the discussion with the comment that the decision had been difficult to make and that the Commission never makes a decision until it has studied all of the engineering facts and has the Engineer's recommendation. He stated again that all of the information on which the decision was based will be available to the group at the Commission offices in Salem. Discussion of the subject was resumed following departure of the group and the Commission at that time decided to defer formal adoption until its Eastern Oregon trip.

Mr. R. L. Burke, Portland, a property owner in Wheeler, appeared before the Commission to urge construction of the Elsie cutoff which extends from Wheeler on the Oregon Coast Highway in Tillamook County to Elsie on the Sunset Highway in Clatsop County. This short-cut route, he stated, is urgently needed for the economic health of the towns of Mohler and Wheeler and adjacent communities which, he said, are now isolated. He urged the Commission to give early consideration to building this "cutoff". He advised that the group that requested the appointment with the Commission had been delayed for some unknown reason and that he appeared simply as an interested spectator. The Commission took no action.

The meeting recessed at 12:00 noon and reconvened at 2:00 p.m. with the same persons present and participating, except Commissioner McIver, who was excused.

Proposed developments at Depoe Bay were discussed. Chairman Chandler stated that he is not wholeheartedly in favor of a development

which includes a building for a concession and restrooms as has been suggested, because of the far reaching effect that it will have on other communities which, undoubtedly, will insist on similar projects, but he will join with Commissioners Reynolds and McIver in whatever decision they may reach regarding the project. The Commission deferred its decision pending further study and discussion during the progress of its inspection trip later in the month. The Engineer was instructed to submit a complete report on this subject, including cost estimates, at that time.

The Commission discussed with the Engineer and the Secretary details with respect to the July 11 to 14 inspection trip through Central and Eastern Oregon.

Bids received at the morning session were discussed with the Engineer and at 2:30 p.m., awards of contracts were announced by Commissioner Reynolds, as follows:

"Grading and surfacing Bruce Junction-Martins Lake Section of the Martins Lake Road about five miles north and east of Monroe in Benton County: The Commission elects to accept the bid of C. J. Eldon, Portland, in the sum of $56,880 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Benton County is received and the sum of $12,750 is deposited by the County.

"Gladstone(Clackamas Blvd.) Paving Project in Clackamas County: The Commission elects to accept the bid of P. A. Shoat Co., Portland, in the sum of $15,781.50 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of the City of Gladstone is received and the sum of $3,550 is deposited by the City.

"Construction of Austin Dwelling and Sand Storage Shed in Grant County: The Commission rejects all bids on this project as being too high.

"Grading and surfacing Wrights Point Section of the Frenchglen Highway south of Burns in Harney County: The Commission has awarded the contract to the low bidder, F. L. Somers, Medford, at his bid price of $65,060.

"Viento-Wasco County Line Rock Production Project on the Columbia River Highway near Hood River in Hood River County: The Commission has awarded the contract to the low bidder, Calkins Crushing Co., Oceanlake, at their bid price of $24,900.

"Oiling Metolius-Juniper Butte Section of the Metolius-Culver and Culver-Juniper Butte County Roads in Jefferson County: The Commission elects to accept the bid of Babler Bros., Inc., Portland, in the sum of $68,580 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Jefferson County is received and the sum of $15,500 is deposited by the County.

"Grading and paving Walker Mountain Road-Lenz Road Unit, Lapine-Lenz Road Section of The Dalles-California Highway near Chemult and Beaver Marsh in Klamath County: The Commission elects to accept the bid of Rogers Construction Co., Portland, in the sum of $450,665 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Division No. 4 Pavement Sealing Project on the Columbia River, Central Oregon and The Dalles-California Highways, near Hood River, west of Burns and north of Klamath Falls in Klamath and other Counties: The Commission has awarded the contract to the low bidder, J. C. Compton Co., McMinnville, at their bid price of $61,264.

"Paving Orleans-Tangent Junction Section of the Orleans-Lebanon Road in Linn County: The Commission elects to accept the bid of Warren Northwest, Inc., Portland, in the sum of $84,187.50, and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Linn County is received and the sum of $19,100 is deposited by the County.

"Santiam Junction Guardrail Project on the North Santiam and Santiam Highways southeast of Detroit and east of Cascadia in Linn County: The Commission has awarded the contract to the low bidder Trussfab, Inc., Portland, at their bid price of $10,476.

"Grading and paving Church and College Streets at Mt. Angel in Marion County: The Commission elects to accept the bid of Warren Northwest, Inc., Portland, in the sum of $26,644.50 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of the City of Mt. Angel is received and the sum of $12,800 is deposited by the City and $5,300 is deposited by Marion County.

"Salem By-Pass Pavement Sealing Project on the Portland-Salem Expressway in Marion County: The Commission has awarded the contract to the low bidder, Babler Bros., Inc., Portland, at their bid price of $14,450.

"Willamette River-Hayesville Guardrail Project on the Portland-Salem Expressway north from Salem in Marion and Clackamas Counties: The Commission has awarded the contract to the low bidder Fred Stubbert, Springfield, at his bid price of $50,720.

"Grading and paving 122nd Avenue Ramp Unit, 92nd Avenue-Fairview Section of the T. H. Banfield Expressway east of Portland in Multnomah County: The Commission elects to accept the bid of Warren Northwest, Inc., Portland, in the sum of $30,583 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Construction of Emigrant Hill Hill Sand Storage Shed in Umatilla County: The Commission has awarded the contract to the low bidder Rohde Construction Co., Pendleton, at their bid price of $14,222.88.

"Imbler-Dry Creek-Island City Oiling Project on the Imbler-Dry Creek and Dry Creek-Island City County Roads, north of La Grande in Union County: The Commission has referred all bids to the County Court of Union County as this is a County project.

"Construction of Warm Springs Dwelling and Sand Storage Shed in Wasco County: The Commission has awarded the contract to the low bidder, Gilbert Roberts, Hood River, at his bid price of $24,853."

There being no further business to come before the Commission at this time, Chairman Chandler declared the meeting adjourned at 2:45 p.m.

State Highway Engineer

Chairman

Commissioner

Secretary

Commissioner

EXHIBITS "A" through "K"

Minutes of

June 30 and July 1, 1955

EXHIBIT "A"

Minutes of June 30 and July 1, 1955

RESOLUTION

WHEREAS, in connection with the future improvement of the highway herein designated, and for the convenience and benefit of the public, it is and has been necessary to acquire property for rights of way, quarry sites, gravel or other material sites, sites for the storage of materials, and properties for other purposes authorized by statute as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW THEREFORE BE IT RESOLVED that the following described properties are hereby declared to be necessary for State highway, park, and other uses under the jurisdiction of the Commission, and that the several options or bases of settlement hereinafter enumerated be, and the same hereby are approved and accepted, and that the attorney for the Commission be, and he hereby is, instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon, by and through its State Highway Commission. The said properties hereby ordered and authorized to be acquired are as follows:

McLOUGHLIN BOULEVARD-ROSS ISLAND BRIDGE CONNECTION SECTION - PACIFIC HIGHWAY EAST

22388 Portland General Electric Company (Black)
Right of Way Easement for additional ramp

Easement	$ 0.00
Estimated cost of revision of 57 kv line	5,486.00

Amount to be paid owners - chrg to Right of Way

Estimate $5,486.00

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25(12)

EXHIBIT "A" (cont)

HARBOR DRIVE-CITY LIMITS UNIT-HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND-SALEM EXPRESSWAY

22706 Bennett, Frank G. IV and Lois M. (Smith)
Right of Way, 6930 S.W. Viewpoint Terrace
Option expires December 1, 1955

18,975 sq.ft. at $0.20 per sq. ft.	$ 3,790.00	
House, 1130 sq.ft. at $12 per sq.ft.	13,560.00	
Car Port	350.00	
Lawn, shrubs, sidewalk, patio and drives	300.00	
Amount to be paid owners - chrg to Right of Way		$18,000.00
State to assume 1955-56 taxes. Estimate		400.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$18,400.00

Grantors to vacate or rent property within 5 days after mortgage is paid.

Access controlled - none allowed

22518 Millard, Ardline Mary (Haines) and Howard F. (Smith)
Right of Way, 0315 S. W. Bancroft
Option expires December 6, 1955

3500 sq. ft. at $0.10 per sq.ft.	$ 350.00	
House, 352 sq.ft. at $3.75 per sq.ft.	1,320.00	
Lawn, shrubs, sidewalk	130.00	
Amount to be paid owners - chrg to Right of Way		$1,800.00
State to assume 1955-56 taxes. Estimate		40.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$1,840.00

Grantors to vacate or rent within 5 days after full settlement.

Entire taking

EXHIBIT "A" (cont)

CITY LIMITS-BARBUR BOULEVARD UNIT-HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND-SALEM EXPRESSWAY

22773 Mummery, Clyde W. et al (Smith)
Right of Way, 7109 S.W. Corbett Ave., Portland
Option expires November 4, 1955

18,996 sq. ft. at $0.25+ per sq. ft.	$ 4,750.00	
House 1124 sq. ft at $12.50 per sq. ft.	14,050.00	
Garage	450.00	
Patio, fish pond, rock steps	620.00	
Amount to be paid owners - chrg to Right of Way		$19,870.00
State to assume 1955-56 taxes. Estimate		350.00
GRAND TOTAL - chrg to Right of Way		$20,220.00

Grantors to vacate or rent property within 30 days after receipt of final settlement. Grantors may remove part of shrubbery within 30 days after acceptance of option.

Entire taking

BEAVERTON-REEDVILLE UNIT - BEAVERTON-FOREST GROVE SECTION - TUALATIN VALLEY HIGHWAY

22804 Mueller, George E. and Doris (Grant)
Right of Way, 1280 N.W. Tualatin Valley Hwy, Beaverton
Option expires October 18, 1955

7405 sq. ft. at $0.20 per sq. ft.	$1,481.00	
Allowance to move store building	8,110.00	
House, 970 sq. ft. at $5+ per sq. ft.	4,909.00	
Amount to be paid owners - chrg to Right of Way		$14,500.00
State to assume 1955-56 taxes. Estimate		150.00
GRAND TOTAL (Estimate) - chrg to Right of way.		$14,650.00

Grantor to remove store bldg. by August 1, 1955.
Access: 212+55, Northerly side, unrestricted.

Access controlled -

EXHIBIT "A" (cont)

BEAVERTON-REEDVILLE UNIT - BEAVERTON-FOREST GROVE SECTION - TUALATIN VALLEY HIGHWAY (cont)

22811 Ebert, Roland et al (Grant)
Right of Way
Option expires December 6, 1955

.07 acre at $3000 per acre	$ 210.00	
Damage	1,290.00	
Amount to be paid owners -chrg to Right of Way		$1,500.00
State to assume 1955-56 taxes. Estimate		15.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$1,515.00

Access: 19+70, Northerly side, unrestricted.

Access controlled -

22813 Sisters of St. Mary (Grant)
Right of Way
Option expires November 25, 1955

1.78 acre at $1,800 per acre	$3,204.00	
Amount to be paid owners - chrg to Right of Way		$3,204.00
State to assume 1955-56 taxes. Estimate		35.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$3,239.00

Access: 27+00, 30+30 and 33+00, Northerly side, unrestricted.

Access controlled -

22806 Briggs, Robert (Grant)
Right of Way
Option expires November 25, 1955

4356 sq. ft. at $0.13 per sq. ft.	$566.28	
Allowance for moving shed	50.00	
Aluminum shed, 922 sq. ft. at $0.60 per sq. ft.	553.20	
Amount to be paid owner - chrg to Right of Way		$1,169.48
(State to assume 1955-56 taxes, Est.)		10.00

Grantor to remove shed on or before July 15, 1955.
Access: 13+60, Northerly side of hwy, unrestricted.

Access controlled -

EXHIBIT "A" (cont)

BEAVERTON-REEDVILLE UNIT-BEAVERTON-FOREST GROVE SECTION - TUALATIN VALLEY HIGHWAY (cont)

22820 Huber Commercial Club (Stuntz)
Right of Way
Option expires December 3, 1955

1386 sq.ft. at $0.12 per sq. ft.	$166.00
Allowance to move sign	34.00
Amount to be paid owners chrg to Right of Way	$200.00

Grantor to remove sign within 14 days of notice of acceptance.
Access: 98+87, Northerly side of hwy., unrestricted.

Access controlled -

22837 Stack, Rilla T. (Black)
Right of Way
Option expires November 30, 1955

12,196 sq. ft. at $0.10 per sq. ft.	$1,219.60
Easement, 1300 sq. ft. at $0.02 per sq. ft.	26.00
Allowance for moving signs and fence	145.00
Amount to be paid owner - chrg to Right of Way	$1,390.60

Access: 144+30 and 145+60, N rth side, unrestricted

Access controlled -

22812 Jones, Velta B. and Dorothy E. (Grant)
Right of Way
Option expires November 15, 1955

4356 sq. ft. at $0.10 per sq.ft.	$435.60
Damage	214.40
Amount to be paid owners - chrg to Right of Way	$650.00
State to assume 1955-56 taxes. Estimate	6.00
GRAND TOTAL (Estimate) - chrg to Right of Way	$656.00

Access: 21+00, Northerly side of hwy., unrestricted.

Access controlled -

25033

EXHIBIT "A" (cont)

BEAVERTON-REEDVILLE UNIT-BEAVERTON-FOREST GROVE SECTION - TUALATIN VALLEY HIGHWAY (cont)

22828 Anzalone, Mabel P. (Stuntz)
Right of Way
Option expires November 24, 1955

4674 sq. ft. at $0.12+ per sq. ft.	$561.00	
Three trees at $13 per tree	39.00	
Amount to be paid owner - chrg to Right of Way		$600.00

THINGS TO BE DONE BY THE STATE

Construct approach road, 110+55
Access: 110+55, North side of hwy., unrestricted.

Access controlled -

22807 Mayfield, Henry and Dena (Grant)
Right of Way
Option expires November 24, 1955

12,632 sq. ft. at $0.13 per sq. ft.	$1,642.16	
House, lump sum	257.84	
Amount to be paid owners - chrg to Right of Way		$1,900.00
State to assume 1955-56 taxes. Estimate		20.00
GRAND TOTAL - chg to Right of Way (Estimate)		$1,920.00

Access: 10+90, 11+60 and 12+80, Northerly side, unrestricted.

Access controlled -

22816 Franciscan Missionary Sisters of Our Lady of Sorrows (Grant)
Right of Way
Option expires December 8, 1955

0.9 acre at $2,000 per acre	$1,800.00	
Allowance for moving sign	50.00	
Amount to be paid owners - chrg to Right of Way		$1,850.00
State to assume 1955-56 taxes. Estimate		20.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$1,870.00

Access: 88+50, Northerly side, unrestricted.

Access controlled -

EXHIBIT "A" (cont)

BEAVERTON-REEDVILLE UNIT-BEAVERTON-FOREST GROVE SECTION - TUALATIN VALLEY HIGHWAY (cont)

22863 George, Otto and Lucile H. (Stuntz)
Right of Way, 20925 S. W. Tualatin Valley Hwy., Aloha
Option expires December 8, 1955

2356 sq. ft. at $0.13½ per sq. ft.	$ 318.00
Trees, lawn, walks, hedge, shrubs, driveway, fence	386.00
Severance damage	296.00
Allowance for moving house	5,311.00
Amount to be paid owners - chrg to Right of Way	$6,311.00

Grantor to have house removed within 30 days from notice.

THINGS TO BE DONE BY THE STATE

Access: 195+08, North side, unrestricted; no obligation for State to construct.

Access controlled - none allowed -

23155 Price, Floyd et al (Stuntz)
Right of Way, 17535 S. W. Tualatin Valley Hwy.
Option expires December 2, 1955

4,186 sq. ft. at $0.12 per sq. ft.	$ 502.00
Trees, flowers and driveway	258.00
Damage	490.00
Amount to be paid owners - chrg to Right of Way	$1,250.00

THINGS TO BE DONE BY THE STATE

Construct approach road to connect with existing driveway, 104+48. Replace and gravel turn-around area inside Grantors' property, first removing the sod.

Access: 104+48, North side of hwy., unrestricted.

Access controlled

EXHIBIT "A" (cont)

BEAVERTON-REEDVILLE UNIT - BEAVERTON- FOREST GROVE SECTION - TUALATIN VALLEY HIGHWAY (cont)

23153 Young, George E. et al (Stuntz)
Right of Way, 192nd Ave. & Tualatin Valley Hwy.
Option expires December 5, 1955

4100 sq. ft. at $0.30 per sq. ft.	$1,230.00	
Parking area gravel, moving sign and fence	650.00	
Proximity damage	620.00	
Amount to be paid owners - chrg to Right of Way		$2,500.00

THINGS TO BE DONE BY THE STATE

Construct approach road, 152+45.
Access: 152+45, North side, unrestricted

Access controlled -

22861 Torberson, Christian and Beulah H. (Stuntz)
Right of Way
Option expires December 7, 1955

31,443 sq. ft. at $0.055+ per sq. ft.	$1,750.00	
Amount to be paid owners - chrg to Right of Way		$1,750.00

Entire taking -

22840 Rosebraugh, Fred T. et al (Black)
Right of Way
Option expires November 25, 1955

4790 sq. ft. at $0.10 per sq. ft.	$ 479.00	
Lawn, trees and shrubs	200.00	
Septic tank drain field	200.00	
Damage in lieu of moving	8,121.00	
Amount to be paid owners - chrg to Right of Way		$9,000.00
State to assume 1955-56 taxes. Estimate		90.00
GRAND TOTAL (Estimate) chrg to Right of Way		$9,090.00

Grantor to move portion of porch from r/w.
Access 154+60 (present drive), North side, unrestricted.

Access controlled -

EXHIBIT "A" (cont)

BEAVERTON-REEDVILLE UNIT-BEAVERTON-FOREST GROVE SECTION - TUALATIN VALLEY HIGHWAY (cont)

22818 Grabhorn, Fred B. and Lucinda (Stuntz)
Right of Way
Option expires October 28, 1955

8200 sq. ft. at $0.20 per sq. ft.	$1,640.00	
Gravelled drive	40.00	
Allowance for moving fruit stand	50.00	
Amount to be paid owners - chrg to Right of Way		$1,730.00
State to assume 1955-56 taxes. Estimate		18.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$1,748.00

Grantor to remove fruit stand from r/w within 30 days from notice.

THINGS TO BE DONE BY THE STATE

Construct road approaches, 94+98, 95+95 and 96+85.
Access: 94+98, 95+95, 96+85, North side, unrestricted.

Access controlled -

22814 St. Mary's Boys Home (Grant)
Right of Way
Option expires December 9, 1955

6 acres at $1,700 per acre	$10,200.00	
Lawn, drive, curbs, trees and water line	2,300.00	
Amount to be paid owners - chrg to Right of Way		$12,500.00
State to assume 1955-56 taxes. Estimate		125.00
GRAND TOTAL - (Estimate) - chrg to Right of Way		$12,625.00

Access: 41+00, 65+30, 75+20, 83+80, 77+20, all North side and unrestricted.

Access controlled -

EXHIBIT "A" (cont)

BEAVERTON-REEDVILLE UNIT-BEAVERTON-FOREST GROVE SECTION - TUALATIN VALLEY HIGHWAY (cont)

22878 Snipes, Ralph N. and Grace B. (Stuntz)
Right of Way
Option expires December 5, 1955

Lot 13			
4860 sq. ft. at $0.20 per sq. ft.		$ 972.00	
Gas station and tanks (no pump)		2,000.00	
Parking area gravel		270.00	
Allowance for moving Neon sign		110.00	
	Total		$ 3,352.00
Lot 11			
4600 sq. ft. at $0.20 per sq. ft.		$ 920.00	
Allowance for moving buildings		8,622.00	
Allowance for moving Neon sign		160.00	
Parking area gravel		300.00	
	Total		10,002.00
Amount to be paid owners - chrg to Right of Way			
	GRAND TOTAL		$13,354.00

Grantor to have buildings and signs removed within 30 days from notice.

THINGS TO BE DONE BY THE STATE

Construct road approaches: 40' wide at 220+60 and 222+40 and 25' wide at 223+00.

Access: 220+60 and 222+40, 40' wide; 223+00, 25' wide, all North side, unrestricted.

Access controlled -

LITTLE PUDDING RIVER-STAYTON UNIT-SALEM-STOUT CREEK SECTION - NORTH SANTIAM HIGHWAY

22634 Bell, Walter H. and Josephine (Benner)
Right of Way
Option expires December 1, 1955

0.64 acre Gratis

Access controlled - none allowed

EXHIBIT "A" (cont)

STAYTON-STOUT CREEK UNIT-SALEM-STOUT CREEK SECTION
NORTH SANTIAM HIGHWAY

22640 Ripp, William J. and Virginia L. (Gemmell)
Right of Way
Option expires December 13, 1955

0.17 acre, lump sum	$ 50.00	
Amount to be paid owners - chrg to Right of Way		$ 50.00

THINGS TO BE DONE BY THE STATE

Fence right of way.

Access controlled - none allowed -

22641 Titus, Carl C. and Emma C. (Gemmell)
Right of Way
Option expires December 5, 1955

13.66 acres at $250 per acre	$3,415.00	
Allowance to move house, barn, garage, 2 sheds, etc.	3,617.00	
Fencing allowance, 70 rods at $4 per rod	280.00	
Amount to be paid owners - chrg to Right of Way		$7,312.00

Grantor to clear property of all structures, building materials etc. by September 15, 1955.
Grantor to fence reestablished property line.
Grantor to have access to existing hwy. until "B" Leg is constructed.

Access controlled -

STOUT CREEK-MEHAMA UNIT-SALEM-STOUT CREEK SECTION -
NORTH SANTIAM HIGHWAY

22660 Stout, Luther and Mattie E. (Gemmell)
Right of Way
Option expires November 12, 1955

4.08 acres at $200 per acre	$816.00
40 fruit trees at $5 per tree	200.00
Machine shed, 960 sq. ft. at $1- per sq. ft.	924.00

EXHIBIT "A" (cont)

STOUT CREEK-MEHAMA UNIT-SALEM-STOUT CREEK SECTION - NORTH SANTIAM HIGHWAY (cont)

22600 Stout, Luther and Mattie E. (cont)

Fencing allowance, 30 rods, $4/rod plus gate, $40	$160.00	
Damage	700.00	
Amount to be paid owners - chrg to Right of Way		$2,800.00

Grantor to fence Southerly r/w line.

THINGS TO BE DONE BY THE STATE

Fence Northerly r/w line. Construct approach, 272+20. Install 16' metal gate at North approach. Install 12" conduit 271+50 for Grantors' irrigation pipe.

Farm crossing, 272+20. Access 272+20, Southerly, for production and transportation to market of farm produce of grantors' remaining land, and private residential use, only.

Access controlled -

SALEM BY-PASS-ILLAHEE JUNCTION UNIT-SALEM BY-PASS JEFFERSON JUNCTION SECTION - PACIFIC HIGHWAY EAST

22921 Lovcik, Albin W. and Barbara B. SUPPLEMENTAL REPORT (Benner)

Right of Way
Option expires September 6, 1955

0.17 acre	$218.00	
Amount to be paid owners - chrg to Right of Way		$218.00

THINGS TO BE DONE BY THE STATE

Deposit fir trees on grantors' land.

Previous approval was for $200 on April 13, 1955, plus depositing both fir and oak on grantors' land.

Access controlled - none allowed -

EXHIBIT "A" (cont)

SILETZ BAY-DEPOE BAY UNIT-SILETZ BAY-MINER CREEK SECTION - OREGON COAST HIGHWAY

22960 Berg, J. J. and Emma B. (Black)
Park Site
Option expires November 8, 1955

20 acres at $157.50 per acre $3,150.00

Amount to be paid owners - charg to Park Site $3,150.00

State to assume 1955-56 taxes. Estimate 35.00

GRAND TOTAL (Estimate) - chrg to Park Site $3,185.00

Access not controlled -

SCOTTSBURG-REEDSPORT SECTION - UMPQUA HIGHWAY

23455 Hinsdale, O. H. (Norlin)
Borrow and dike construction
Quitclaim Deed signed June 6, 1955

.07 acre, more or less $1.00

SHADY-CANYONVILLE SECTION - PACIFIC HIGHWAY

21559 Thompson, Orley R. and Edna B. (Holt)
Right of Way
Option expires November 27, 1955

0.10 acre, lump sum $100.00

Amount to be paid owners - chrg to Right of Way $100.00

THINGS TO BE DONE BY THE STATE

Blade adequate drainage ditch. Construct approach from roadway on above property to grantors' remaining land.

Access controlled - none allowed -

EXHIBIT "A" (cont)

MYRTLE CREEK-UMPQUA BEND SECTION - PACIFIC HIGHWAY

21041 Bryant, Thomas G. and Syble J. (Norlin)
Right of Way
Option expires December 6, 1955

3.01 acres at approx. $685 per acre	$2,065.00	
Amount to be paid owners - chrg to Right of Way		$2,065.00

THINGS TO BE DONE BY THE STATE
Fence right of way

Access controlled -

21025 Rundell, John L. and Waitha (Stuntz & Norlin)
Right of Way
Option expires December 9, 1955

13.12 acres at $550 per acre	$7,216.00	
Damage	1,000.00	
Amount to be paid owners - chrg to Right of Way		$8,216.00

Access controlled -

LOUSE CREEK-GRANTS PASS UNIT-JUMP OFF JOE CREEK-GRANTS PASS SECTION - PACIFIC HIGHWAY

23279 Wald, Anne H. (Reeder)
Right of Way
Option expires December 1, 1955

2.5 acres homesites at $200 per acre	$ 500.00	
12.5 acres hillside at $25 per acre	312.50	
House, 816 sq. ft. at $5 per sq. ft.	4,080.00	
Shed, 160 sq. ft. at $1.50 per sq. ft.	240.00	
Pump house, electric pump, pressure tank, lump sum	382.50	
Unfinished cabin, 400 sq. ft. at $2.50 per sq. ft.	1,000.00	
Amount to be paid owner - chrg to Right of Way		$6,515.00
State to assume 1955-56 taxes. Estimate		65.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$6,580.00

Grantor and renters to vacate property 30 days after acceptance.

Entire taking -

EXHIBIT "A" (cont)

LOUSE CREEK-GRANTS PASS UNIT-JUMP OFF JOE CREEK-GRANTS PASS SECTION - PACIFIC HIGHWAY (cont)

23287 Lehman, Ralph R. and Sylvia (Reeder)
Right of Way
Option expires December 5, 1955

3.0 acres homesite and cleared pasture at $250/acre	$ 750.00	
27.0 acres at $40 per acre	1,080.00	
House, 916 sq. ft. at $2 per sq. ft.	1,832.00	
120' drilled well and electric pump	400.00	
Garage, 252 sq. ft. at approx. $1.33- per sq. ft.	334.00	
Shed, 416 sq. ft. at $0.25 per sq. ft.	104.00	
Amount to be paid owners - chrg to Right of Way		$4,500.00
State to assume 1955-56 taxes. Estimate		45.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$4,545.00

Grantors to vacate property 30 days after acceptance.

Entire taking -

23289 Josephine County (Holt)
Right of Way
Option expires November 26, 1955

1.90 acres	$1.00	
Amount to be paid owner - chrg to Right of Way		$1.00

Access controlled - none allowed -

23293 Dean, C. W. and La Vina Lydia (Holt)
Right of Way
Option expires November 26, 1955

2.76 acres at $362+ per acre	$1,000.00	
Amount to be paid owners - chrg to Right of Way		$1,000.00
State to assume 1955-56 taxes. Estimate		10.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$1,010.00

Entire taking -

EXHIBIT "A" (cont)

LOUSE CREEK-GRANTS PASS UNIT-JUMP OFF JOE CREEK-GRANTS PASS SECTION - PACIFIC HIGHWAY (Cont)

23297 Davis, George R. and Greta Lee (Holt)
Right of Way
Option expires November 24, 1955

.04 acre, lump sum	$50.00
Allowance to move goat sheds	50.00
Amount to be paid owners - chrg to Right of Way	$100.00

Grantor to move goat sheds from right of way.

Access controlled - none allowed -

23278 Schmuck, Peter & Lelia E. (Reeder)
Right of Way, 3860 N. Hwy. 99
Option expires November 30, 1955

0.52 acre business property, lump sum	$ 510.00
Severance damage	1,500.00
Amount to be paid owners - chrg to Right of Way	$2,010.00

THINGS TO BE DONE BY THE STATE

Construct two 25' road approaches, Westerly side of frontage road at 1053+20 and 1054+48. Construct necessary fencing.

Access controlled - none allowed -

23281 Sungail, Joseph P. and Mary (Reeder)
Right of Way
Option expires December 1, 1955

0.22 acre, lump sum	$75.00
Amount to be paid owners - chrg to Right of Way	$75.00

THINGS TO BE DONE BY THE STATE

Construct necessary fencing
Existing access: 1063+70 and 1064+70, Easterly side of Old Pacific Highway.

Access controlled - none allowed.

EXHIBIT "A" (cont)

LOUSE CREEK-GRANTS PASS UNIT-JUMP OFF JOE CREEK-GRANTS PASS SECTION - PACIFIC HIGHWAY (cont)

23329 Baird, A. M. and Lottie J. (Holt)
Right of Way
Option expires December 12, 1955

23,522 sq. ft. at $0.12½+ per sq. ft.	$3,000.00	
House, 1100 sq. ft. at $7.50 per sq. ft.	8,250.00	
Garage, 324 sq. ft. at $1.54+ per sq. ft.	500.00	
Well and pump	250.00	
Amount to be paid owners - chrg to Right of Way		$12,000.00
State to assume 1955-56 taxes. Estimate		120.00
GRAND TOTAL (Estimate) - chrg to Right of way -		$12,120.00

Grantor to vacate premises 60 days after date of acceptance.

Entire taking -

23305 Troest, H. A. and Anna E. (Holt)
Right of Way
Option expires November 30, 1955

2.2 acres at $500 per acre	$1,100.00	
House, 1064 sq. ft. at $6.57+ per sq. ft.	7,000.00	
Garage, 280 sq. ft. at $2.50 per sq. ft.	700.00	
Well and pump	700.00	
Amount to be paid owners - chrg to Right of Way		$9,500.00
State to assume 1955-56 taxes. Estimate		95.00
GRAND TOTAL (Estimate) chrg to Right of Way		$9,595.00

Grantor to vacate premises within 30 days after acceptance.

Access controlled - none allowed

EXHIBIT "A" (cont)

LOUSE CREEK-GRANTS PASS UNIT-JUMP OFF JOE CREEK-GRANTS PASS SECTION -PACIFIC HIGHWAY (cont)

23294 Taylor, S. J. and Hazel I. (Holt)
Right of Way
Option expires December 8, 1955

12.07 acres at $100 per acre $1,207.00

Amount to be paid owners - chrg to Right of Way $1,207.00

Access controlled - none allowed -

23290 Wilson, W. H. (Holt)
Right of Way
Option expires December 13, 1955

.29 acre, lump sum $50.00

Amount to be paid owner - chrg to Right of Way $50.00

Access controlled - none allowed -

23298 Lucy Peters Estate (Holt)
Right of Way
Option expires December 12, 1955

1.42 acres, lump sum $100.00

Amount to be paid owners - chrg to Right of Way $100.00

Access controlled - none allowed -

23727 Beals, J. C. and Ella (Holt)
Right of Way
Option expires December 16, 1955

.05 acre, lump sum $25.00

Amount to be paid owners - chrg to Right of Way $25.00

Access controlled - none allowed -

EXHIBIT "A" (cont)

LOUSE CREEK-GRANTS PASS UNIT-JUMP OFF JOE-GRANTS PASS SECTION - PACIFIC HIGHWAY (cont)

23310 Cline, George E. and Mae E. (Holt)
Right of Way
Option expires November 30, 1955

1.23 acres at $1500 per acre	$1,845.00
House, 1096 sq. ft. at $5.70 + per sq. ft.	6,255.00

Amount to be paid owners - chrg to Right of Way $8,100.00

Grantors to vacate within 60 days of acceptance or sign rental agreement.

Entire taking -

23291 Autry, Buddie and Geneva (Holt)
Right of Way
Option expires November 30, 1955

2.58 acres at $300+ per acre	$775.00
Cabin, 432 sq. ft. at $1.15+ per sq.ft.	500.00
Cabin, 570 sq.ft. at $1.31+ per sq. ft.	750.00
Well	225.00

Amount to be paid owners - chrg to Right of Way $2,250.00
(State to assume 1955-56 taxes. Estimate) 25.00
Grantor to vacate premises within 30 days of acceptance.

Entire taking -

23292 Autry, Jack and Ada (Holt)
Right of Way
Option expires November 30, 1955

.7 acre, lump sum	$100.00

Amount to be paid owners - chrg to Right of Way $100.00

Access controlled - none allowed -

EXHIBIT "A" (cont)

WILDERVILLE-JEROME PRAIRIE UNIT-HAYES HILL-GRANTS PASS SECTION - REDWOOD HIGHWAY

22997 Helms, J. L. and Lulu (Holt)
Right of Way
Option expires November 22, 1955

.04 acre, lump sum $50.00

Amount to be paid owners - chrg to Right of Way $50.00

Access controlled - none allowed -

22986 Beck, E. F. et al (Holt)
Right of Way
Option expires November 23, 1955

1.95 acres at $512+ per acre $1000.00

Amount to be paid owners - chrg to Right of Way $1000.00

THINGS TO BE DONE BY THE STATE

Connect frontage road to new highway Northerly of existing access.

Access controlled - none allowed except to frontage road and existing Pacific hwy.

DESCHUTES RIVER SECTION - McKENZIE HIGHWAY

22950 Central Oregon Irrigation District (Gemmell)
Right of Way
Option expires November 30, 1955

12.62 acres at $25-per acre $315.00

Amount to be paid owner - chrg to Right of Way $315.00

Access: 60+00, Northerly and Southerly, agricultural, residential or irrigation district uses.

Access controlled -

EXHIBIT "A" (cont)

KLAMATH FALLS-WEST SIDE BY-PASS - THE DALLES-CALIFORNIA HIGHWAY

23057 Perkins, Harold A. and Marguerite (Cozad)
Right of Way
Option expires December 1, 1955

0.71 acre at $1000 per acre	$710.00	
Allowance for removing & rebuilding fence, 16 rods at $5.00 per rod	80.00	
Allowance to destroy small horse barn	50.00	
Amount to be paid owners - chrg to Right of Way		$840.00
(State to assume 1955-56 taxes. Estimate)		15.00

Grantor to reestablish fences and stable.

Access controlled - none allowed -

23062 Graham Brothers (Cozad)
Right of Way
Option expires November 30, 1955

2 acres at $1000.00 per acre	$2,000.00	
Amount to be paid owners - chrg to Right of Way		$2,000.00

Access controlled - none allowed -

23058 Sides, Theo. (Cozad)
Right of Way
Option expires November 30, 1955

0.13 acre at $1000 per acre	$130.00	
Allowance for removing and rebuilding 12 rods of fence at $5 per rod	60.00	
Amount to be paid owner - chrg to Right of Way		$190.00

Access controlled - none allowed

EXHIBIT "A" (cont)

WRIGHT'S POINT SECTION - FRENCHGLEN HIGHWAY

23723 Harney County (Brainerd)
Right ofWay
Option expires December 16, 1955

0.06 acre Gratis

Access not controlled -

23724 Blanford, John C. and Martha M. (Brainerd)
Right of Way
Option expires December 16, 1955

1.69 acres, lump sum $25.00

Amount to be paid owners - chrg to Right of Way $25.00

Access not controlled -

MEACHAM-HILGARD SECTION - OLD OREGON TRAIL HIGHWAY

22797 Vaughan, Welby W. & Lillian J. (Brainerd)
Right of Way
Option expires November 30, 1955

Par.1:	22.4 acres at $15 per acre	$336.00
	Barn, 583 sq.ft. at $1.50 per sq.ft.	874.50
	House, 476 sq.ft. at $1 per sq. ft.	476.00
	Log cabin & shed, no value	
	Timber	567.40
Par. 2:	199 acres at $16.50--per acre	3,281.10

Amount to be paid owners - chrg to Right of Way $5,535.00

Entire taking -

UNION-NORTH POWER SECTION - LaGRANDE-NORTH POWER HIGHWAY

23602 Huffman, L. S. and Mildred (Brainerd)
Quarry site
Option expires December 12, 1955

2.96 acres Gratis

THINGS TO BE DONE BY THE STATE

Furnish 300 yds. reject gravels in stockpile on grantors' property.
Fence quarry addition.

EXHIBIT "A" (cont)

LIME-PORTER FERRY SECTION - OLD OREGON TRAIL HIGHWAY

23454 Turner, John A. et al (Brainerd)
Stockpile Site
Option expires November 23, 1955

0.93 acre, lump sum	$200.00
Amount to be paid owners - chrg to Stockpile site -	$200.00

Access not controlled -

BEAVERTON-REEDVILLE UNIT-BEAVERTON-FOREST GROVE SECTION- TUALATIN VALLEY HIGHWAY

22830 Christensen, Nels and Bernice (Stuntz)
Right of Way
Option expires December 7, 1955

8569 sq. ft. at $0.20+ per sq.ft.	$1,715.00
House, 870 sq.ft. at $10.35+ per sq. ft.	9,010.00
Garage, 600 sq.ft. at $1.50 per sq.ft.	900.00
Shrubs, walks, trees, lawn and drive-way	125.00
Amount to be paid owners - chrg to Right of Way	$11,750.00

Grantor to vacate premises within 30 days of notice.

THINGS TO BE DONE BY THE STATE

Construct one 25' and two 40' approaches.

Access 113+55 and 114+42, 40' wide and 115+21, 25' wide, all North side, unrestricted.

Access controlled -

EXHIBIT "A" (cont)

WRIGHT'S POINT SECTION - FRENCHGLEN HIGHWAY

23721 Gould, Lyle and Jean W. (Harrington)
Right of Way
Option expires December 21, 1955

4.21 acres, lump sum $50.00

Amount to be paid owners - chrg to Right of Way $50.00

Access not controlled -

23722 Gould, Maylon J. and Effie A. (Harrington)
Right of Way
Option expires December 21, 1955

0.6428 acre, lump sum $10.00
Amount to be paid owners - chrg to Right of Way $10.00

Access not controlled -

BEAVERTON-REEDVILLE UNIT-BEAVERTON-FOREST GROVE SECTION

TUALATIN VALLEY HIGHWAY

22456 &
22567 Oregon State Business Association for the Church of God (Black)
Right of Way
Option expires July 20, 1955

4791 sq. ft. at $0.10 per sq. ft. $ 479.10
Damage 7,471.90

Amount to be paid owners - chrg to Right of Way $7,950.00

State to assume 1955-56 taxes. Estimate 80.00

GRAND TOTAL (Estimate) - chrg to Right of Way $8,030.00

Access: 108+00, 50' wide, Northerly, unrestricted.

Access controlled -

EXHIBIT "A" (cont)

BEAVERTON-REEDVILLE UNIT-BEAVERTON-FOREST GROVE SECTION - TUALATIN VALLEY HIGHWAY

22843 Bounds, Florence V. et al (Black)
Right of Way
Option expires November 3, 1955

5227 sq. ft. at $0.10 per sq. ft.	$522.70	
Lawn and shrubs, lump sum	100.00	
Amount to be paid owners - chrg to Right of Way		$622.70
State to assume 1955-56 taxes. Estimate		7.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$629.70

Access: 158+30, North, unrestricted

Access controlled -

22848 Wooden, Vesa M. (Black)
Right of Way
Option expires December 14, 1955

6969 sq. ft. at $0.10 per sq. ft.	$ 696.90	
Damage	6,800.00	
Lawn, trees and shrubs, lump sum	400.00	
Amount to be paid owner - chrg to Right of Way		$7,896.90
State to assume 1955-56 taxes. Estimate		80.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$7,976.90

Access 167+35, Grantor to construct. 168+35, 15' Wide, State to construct;
Both North side, unrestricted.

Access controlled -

22850 Elerick, Jack O. and Lora Mae (Black)
Right of Way,
Option expires December 8, 1955

3484 sq. ft. at $0.10 per sq. ft.	$ 348.40
House, 646 sq. ft. at $6 per sq. ft.	3,876.00
Laundry room, 168 sq. ft. at $1 per sq. ft.	168.00
Garage, 240 sq. ft. at $1 per sq. ft.	240.00
Lawn, walks, shrubs and trees	326.00

EXHIBIT "A" (cont)

BEAVERTON-REEDVILLE UNIT-BEAVERTON-FOREST GROVE SECTION

TUALATIN VALLEY HIGHWAY (cont)

22850 Elerick, Jack O. and Lora Mae (cont)

Amount to be paid owners - chrg to Right of Way	$4,958.40
State to assume 1955-56 taxes. Estimate	50.00
GRAND TOTAL (Estimate) - chrg to Right of Way	$5,008.40

Grantor to give possession of improvements 30 days after notice. Grantor to build own approach to hwy.

Access: 170+20, North side, unrestricted.

Access controlled -

22851 Perkins, Charles A. and Edith M. (Black)
Right of Way
Option expires December 20, 1955

2178 sq. ft. at $0.10 per sq. ft.	$ 217.80	
Moving bid	3,300.00	
Trees and shrubs not moveable, lump sum	250.00	
Amount to be paid owners - chrg to Right of Way		$3,767.80

Grantor to clear r/w within 30 days after notice.

Access: 170+43, present drive, North, unrestricted.

Access controlled -

22855 Dreller, Julius J. et al (Black)
Right of Way
Option expires November 26, 1955

5220 sq. ft. at $0.10 per sq. ft.	$ 522.00	
Moving bid allowance	3,875.00	
Amount to be paid owners - chrg to Right of Way		$4,397.00
State to assume 1955-56 taxes. Estimate		45.00
GRAND TOTAL - (Estimate) chrg to Right of Way		$4,442.00

Grantor to clear improvements from r/w within 30 days from notice. Access 173+90 and 174+30, North side, unrestricted.

Access controlled -

EXHIBIT "A" (cont)

BEAVERTON-REEDVILLE UNIT-BEAVERTON-FOREST GROVE SECTION - TUALATIN VALLEY HIGHWAY (cont)

22856 Williams, Archie and Bertha (Black)
Right of Way
Option expires December 15, 1955

4790 sq. ft. at $0.10 per sq. ft.	$ 479.00
Lawn, trees, shrubs	480.00
Damage	4,791.00

Amount to be paid owners - chrg to Right of Way $5,750.00

State to assume 1955-56 taxes - Estimate 60.00

GRAND TOTAL - (Estimate) - chrg to Right of Way 5,810.00

Access: 174+90, present drive, North, unrestricted.

Access controlled -

DESCHUTES RIVER SECTION - McKENZIE HIGHWAY

22949 Struss, J. A. (Gemmell)
Right of Way
Option expires December 21, 1955

23.53 acres at $30 per acre $705.90

Amount to be paid owners - chrg to Right of Way $705.90

Taxes due are to be deducted from above consideration and paid by State.

Access: 34+00 and 55+00, Northerly and Southerly for production and transportation to market of farm products of grantors's remaining land and private residential use, only.

Access controlled.

CITY LIMITS-BARBUR BOULEVARD UNIT-HARBOR DRIVE-BARBUR BOULEVARD SECTION-PORTLAND-SALEM EXPRESSWAY

20999 Ammons, T. C. and Mildred (Smith)
Right of Way,
Option expires July 15, 1955

0.471 acre at $8,000 per acre	$ 3,760.00
House, 1142 sq. ft. at $13 per sq. ft.	14,846.00
Green House	750.00

EXHIBIT "A" (cont)

CITY LIMITS-BARBUR BOULEVARD UNIT-HARBOR DRIVE-BARBUR BOULEVARD SECTION-PORTLAND-SALEM EXPRESSWAY (cont)

20999 Ammons, T. C. and Mildred (cont)

Garage, 360 sq. ft. at $4.75 per sq. ft.	$1,710.00	
Shrubs, walks and drive	936.00	
Damages	898.00	
Amount to be paid owners - chrg to Right of Way		$22,900.00
State to assume 1955-56 taxes. Estimate		230.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$23,130.00

Grantor to vacate property within 30 days after final settlement.

THINGS TO BE DONE BY THE STATE

Have house, green house, garage, shrubs, etc. removed from property within 90 days after Grantors have vacated.

Access controlled - none allowed -

22727 Anderson, Alex et al (Smith)
Right of Way
Option expires December 4, 1955

0.34 acre at $4000 per acre	$1,360.00	
House, 828 sq. ft. at $10 per sq. ft.	8,280.00	
Lawn, driveway, concrete walks, shrubs	1,235.00	
Amount to be paid owners - chrg to Right of Way		$10,875.00
State to assume 1955-56 taxes. Estimate		110.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$10,985.00

Contract purchasers to vacate 60 days after notice.

Grantors may remove certain flowers and bushes within 60 days after notice.

Entire taking.

EXHIBIT "A" (cont)

STAYTON-STOUT CREEK UNIT-SALEM-STOUT CREEK SECTION - NORTH SANTIAM HIGHWAY

22651 Lake, Cecil and Everett (Gemmell)
Right of Way
Option expires December 20, 1955

2.88 acres	$20.00	
Amount to be paid owners - chrg to Right of Way		$20.00

Access controlled - none allowed -

22652 Ruedy, Verner E. and Faun P. (Gemmell)
Right of Way
Option expires December 20, 1955

3.33 acres at $200 per acre	$666.00	
Fencing allowance, 30 rods at $4 per rod	120.00	
Amount to be paid owners - chrg to Right of Way		$786.00

Grantor to fence Southerly right of way line.

THINGS TO BE DONE BY THE STATE

Fence Northerly r/w line; install 16' metal gate at approach.

Farm crossing, 955+25.
Access: 955+25, Southerly for production and transportation to market of farm products of grantors' remaining land, and private residential use, only.

Access controlled -

HARBOR DRIVE-CITY LIMITS UNIT-HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND-SALEM EXPRESSWAY

22906 Williams, Helen M. (Smith)
Right of Way,
Option expires December 20, 1955

18,000± sq. ft. at $0.08+ per sq. ft.	$1,480.00	
House, 580 sq. ft. at $6 per sq. ft.	3,480.00	
Car port and storage shed	120.00	
Drive, walks and shrubs	100.00	
Amount to be paid owner -chrg to Right of Way		$5,180.00

EXHIBIT "A" (cont)

HARBOR DRIVE-CITY LIMITS UNIT-HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND-SALEM EXPRESSWAY (cont)

22906 Williams, Helen M. (cont)

State to assume 1955-56 taxes. Estimate	100.00
GRAND TOTAL (Estimate) - chrg to Right of Way	$5,280.00

Grantor to rent or vacate property five days after receiving final settlement.

Entire taking -

23147 Sharp, Mac and Milda (Smith)
Right of Way
Option expires August 21, 1955

53,974 sq.ft. at $0.10- per sq.ft.	$ 5,300.00	
House, 1220 sq.f . at $8.50 per sq.ft.	10,370.00	
Motel, 10 units	26,500.00	
Neon sign	230.00	
Shrubs	100.00	
Amount to be paid owners - chrg to Right of Way		$42,500.00
State to assume 1955-56 taxes. Estimate		850.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$43,350.00

Grantors to rent or vacate property within 10 days after final settlement.

Entire taking -

BEAVERTON-REEDVILLE UNIT-BEAVERTON-FOREST GROVE SECTION-TUALATIN VALLEY HIGHWAY

22864 Brownlee, James A. and Ethel (Stuntz)
Right of Way,
Option expires December 6, 1955

3564 sq.ft. at $0.12 per sq.ft.	$ 428.00	
Allowance for moving house and garage	4,910.00	
Trees, lawn, shrubs and driveway	544.00	
Severance damage	118.00	
Amount to be paid owners - chrg to Right of Way		$6,000.00

EXHIBIT "A" (cont)

BEAVERTON-REEDVILLE UNIT - BEAVERTON-FOREST GROVE SECTION - TUALATIN VALLEY HIGHWAY (cont)

22864 Brownlee, James A. and Ethel (cont)

THINGS TO BE DONE BY THE STATE

Construct approach road to connect with existing driveway at 195+40.

Access: 195+40 and 196+20, North side, unrestricted. No obligation to construct at 196+20.

Access controlled.

22841 Hays, Jesse and Mazie (Black)
Right of Way
Option expires December 15, 1955

24,420 sq. ft. at $0.10 per sq. ft.	$2,442.00
House, 1180 sq. ft. at $5.50 per sq. ft.	6,490.00
Garage and work shop, 434 sq. ft. at $1 per sq. ft.	434.00
Front and back porches, lump sum	400.00
Lawn, trees, shrubs, hedge and driveway, lump sum	634.00
Well house, lump sum	100.00
Amount to be paid owners - chrg to Right of Way	$10,500.00
State to assume 1955-56 taxes. Estimate	105.00
GRAND TOTAL (Estimate) chrg to Right of Way	$10,605.00

Grantor to give possession 15 days after notice but not before July 25, 1955.

Entire taking -

22845 Wooley, Edward E. and Hazel C. (Black)
Right of Way
Option expires December 22, 1955

3800 sq. ft. at $0.10 per sq. ft.	$ 380.00
Damage, lump sum	9,620.00
Amount to be paid owners - chrg to Right of Way	$10,000.00

EXHIBIT "A" (cont)

BEAVERTON-REEDVILLE UNIT-BEAVERTON-FOREST GROVE SECTION - TUALATIN VALLEY HIGHWAY (cont)

22845 Wooley, Edward E. and Hazel C. (cont)

State to assume 1955-56 taxes. Estimate $ 100.00

GRAND TOTAL (Estimate) - chrg to Right of Way $10,100.00

Grantor may remove 4 trees before July 25, 1955.

Access: 160+95, North, unrestricted. Access to be built by Grantor.

Access controlled -

22978 Bonlokke, S. and Mary (Stuntz)
Right of Way
Option expires November 30, 1955

2178 sq. ft. at $0.25- per sq. ft.	$540.00
Trees, lawn, shrubs and driveway	280.00
Damage	600.00

Amount to be paid owners - chrg to Right of Way $1,420.00

Grantor may use area N. of curb for lawn & flowers till needed for hwy purposes.

THINGS TO BE DONE BY THE STATE

Construct road approach at 134+70.
Access 134+70 and 135+57, North side, unrestricted. No obligation to construct at 135+57.

Access controlled -

22872 Granum, Oscar M. and Hazel (Stuntz & Black)
Right of Way
Option expires December 23, 1955

2890 sq. ft. at $0.30 per sq. ft.	$ 867.00
Damage	673.00
Moving bid allowance	9,050.00

Amount to be paid owners - chrg to Right of Way $10,590.00

EXHIBIT "A" (cont)

BEAVERTON-REEDVILLE UNIT-BEAVERTON-FOREST GROVE SECTION - TUALATIN VALLEY HIGHWAY (cont)

22872 Granum, Oscar M. and Hazel (cont)

State to assume 1955-56 taxes. Estimate		$ 15.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$10,605.00

Grantor to have r/w clear not later than August 1, 1955

Access: 208+18 and 208+73, 30' wide, North side, unrestricted.

Access controlled -

23398 Christie, Darrell E. et al (Grant)
Right of Way
Option expires December 26, 1955

16,988 sq. ft. at $0.12 per sq. ft.	$2,038.56	
Damage	461.44	
Amount to be paid owners - chrg to Right of Way		$2,500.00
State to assume 1955-56 taxes. Estimate		25.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$2,525.00

Access: 8+00 and 10+00, Northerly side, unrestricted.

Access controlled -

S. P. CROSSING-OREGON CITY SECTION - CASCADE HIGHWAY

23445 Potts, Harold and Elizabeth M. (Grant)
Right of Way
Option expires December 22, 1955

11,008 sq. ft. at $0.04- per sq. ft.	$ 440.00	
House	3,240.00	
Yard improvements	100.00	
Amount to be paid owners - chrg to Right of Way		$3,780.00
State to assume 1955-56 taxes. Estimate		40.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$3,820.00

Entire taking -

EXHIBIT "A" (cont)

S. P. OVERCROSSING-LANE COUNTY LINE SECTION - PACIFIC HIGHWAY EAST

23579 Bond, Frank M. and Madge (Benner)
Quarry Site
Option expires December 23, 1955

7 acres ±	$2,400.00	
Amount to be paid owners - chrg to Quarry Site		$2,400.00
State to assume 1955-56 taxes. Estimate		25.00
GRAND TOTAL (Estimate) - chrg to Quarry Site		$2,425.00

THINGS TO BE DONE BY THE STATE

Extend present hauling road to the Southerly line of parcel and install 20' wide gate in fence. Grantor reserves right of perpetual easement over said road.
State to adequately fence site.

CEDAR CREEK-SILETZ BAY SECTION - SILETZ HIGHWAY

23222 Georgia-Pacific Plywood Company (Benner)
Quarry Site and Haul Road Easement Lease
Lease expires June 1, 1970 + 10 yr. renewal option

Lease dated June 1, 1955. $0.05 cu. yd. either truck or stockpile measure, payable semi-annual.

WILLAMETTE RIVER-GERVAIS UNIT-WILLAMETTE RIVER-HAYESVILLE SECTION - PORTLAND-SALEM EXPRESSWAY

23020 Bliss, Orrin W. and Hazel A. (Benner)
Easement to Waste Materials
Easement signed June 20, 1955

2 yr. easement over 1 acre, lump sum	$50.00	
Amount to be paid owners - chrg to Right of Way		$50.00

Access not controlled -

EXHIBIT "A" (cont)

HARBOR DRIVE-CITY LIMITS UNIT-HARBOR DRIVE-BARBUR BOULEVARD SECTION-PORTLAND-SALEM EXPRESSWAY

22533 Rowe, Etta (Smith)
Right of Way, 3622 S. W. Hood
Option expires November 30, 1955

2500 sq. ft. at $0.20 per sq. ft.	$ 500.00	
House, 818 sq. ft. at $3.75+ per sq. ft.	3,075.00	
Amount to be paid owner - chrg to Right of Way		$3,575.00
State to assume 1955-56 taxes. Estimate		70.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$3,645.00

Entire taking -

BEAVERTON-REEDVILLE UNIT-BEAVERTON-FOREST GROVE SECTION - TUALATIN VALLEY HIGHWAY

22852 Pizer, Milon R. and Norine (Black)
Right of Way,
Option expires December 23, 1955

8250 sq. ft. lump sum	$ 862.50	
House, 720 sq. ft. at $6 per sq. ft.	4,320.00	
Porch, 192 sq. ft. at $1 per sq. ft.	192.00	
Garage, 360 sq. ft. at $1.50 per sq. ft.	540.00	
Septic tank and field	400.00	
Driveway, lawn, trees, shrubs and flowers	685.50	
Amount to be paid owners - chrg to Right of Way		$7,000.00
State to assume 1955-56 taxes. Estimate		70.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$7,070.00

Grantor agrees to give possession July 25, 1955.

Entire taking -

EXHIBIT "A" (cont)

LOUSE CREEK-GRANTS PASS UNIT-JUMP OFF JOE CREEK-GRANTS PASS SECTION - PACIFIC HIGHWAY

23304 Gardner, Roy E. and Martha O. (Holt)
Right of Way
Option expires December 21, 1955

.53 acre, lump sum	$300.00	
Amount to be paid owners - chrg to Right of Way		$300.00

Access controlled - none allowed -

23299 Olds, Delmer Q. and Constance E. (Holt)
Right of Way
Option expires July 23, 1955

3.5 acres at $400 per acre	$1,400.00	
Damage	1,600.00	
Allowance to move machine shop	1,000.00	
Amount to be paid owners - chrg to Right of Way		$4,000.00

Grantor to remove shop building within 30 days from notice.

Access controlled - none allowed -

23312 Howell, Donald H. and Jeanne N. (Holt)
Right of Way
Option expires December 15, 1955

18,000 sq. ft. lump sum	$1,000.00	
Amount to be paid owners - chrg to Right of Way		$1,000.00
State to assume 1955-56 taxes. Estimate		10.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$1,010.00

Entire taking -

EXHIBIT "A" (cont)

LOUSE CREEK-GRANTS PASS UNIT-JUMP OFF JOE CREEK - GRANTS PASS SECTION - PACIFIC HIGHWAY (cont)

23306 Harvey, Fred Lewis and LaRene Milree (Holt)
Right of Way
Option expires December 28, 1955

Approx. 19 ac. at $750 per acre	$14,500.00
Barn	2,500.00
Damages	5,900.00

Amount to be paid owners - chrg to Right of Way $22,900.00

Access controlled - none allowed -

HARPER JUNCTION-VALE SECTION - CENTRAL OREGON HIGHWAY

23403 Elfering, Carl and Wilma (Brainerd)
Materials Source
Option expires December 20, 1955

4.3 acres at $100 per acre	$430.00

Amount to be paid owners - chrg to Quarry Site $430.00

SOUTH NEWPORT SECTION - OREGON COAST HIGHWAY

23463 McLaughlin, Gene K. and Joyce E. (Harrington)
Park
Warranty Deed dated June 28, 1955

28,250 sq. ft. lump sum	$100.00

Amount to be paid owners - chrg to Park Site	$100.00
State to assume 1955-56 taxes. Estimate	6.00

Entire taking -

EXHIBIT "A" (cont)

WILDERVILLE-JEROME PRAIRIE UNIT-HAYES HILL-GRANTS PASS SECTION - REDWOOD HIGHWAY

22998 Prichard, Virgil J. and Flora — CORRECTION REPORT (Holt)
Right of Way
Option expires October 11, 1955

9.8 acres at $700 per acre	$6,860.00	
Barn	392.00	
Fencing, 34 rods at $4 per rod	136.00	
Amount to be paid owners - chrg to Right of Way		$7,388.00

Previous approval April 13, 1955, for 9.7 acres estimated by r/w agent, figured at $700 per acre. Total - $7318.00.

Access controlled - none allowed -

WILLAMETTE JUNCTION-DIAMOND LAKE JUNCTION SECTION - THE DALLES-CALIFORNIA HIGHWAY

23686 Zbinden, John — (Cozad)
Right of Way
Option expires December 26, 1955

0.4 acre, lump sum	$400.00	
Amount to be paid owner - chrg to Right of Way		$ 400.00

Access controlled - none allowed -

LOUSE CREEK-GRANTS PASS UNIT-JUMP OFF JOE CREEK-GRANTS PASS SECTION - PACIFIC HIGHWAY

23302 Three C's Lumber Company — (Holt)
Right of Way
Option expires December 20, 1955

5 acres at $250 per acre	$1,250.00	
70 acres at $50 per acre	3,500.00	
Amount to be paid owners - chrg to Right of Way		$4,750.00
State to assume 1955-56 taxes. Estimate		50.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$4,800.00

Entire taking -

EXHIBIT "A" (cont)

LOUSE CREEK-GRANTS PASS UNIT-JUMP OFF JOE CREEK-GRANTS PASS SECTION - PACIFIC HIGHWAY (cont)

23307 Vinyard, V. E. and Ferna May (Holt)
Right of Way
Option expires December 29, 1955

.68 acre at $750 per acre $510.00

Amount to be paid owners - chrg to Right of Way $510.00

Access controlled - none allowed -

SHADY-BOOTH RANCH UNIT-SHADY-CANYONVILLE SECTION - PACIFIC HIGHWAY

22976 Holmgren, Joseph W. and Ruth E. (Holt)
Right of Way
Option expires December 16, 1955

3.36 acres at $178+ per acre $600.00

Amount to be paid owners - chrg to Right of Way $600.00

THINGS TO BE DONE BY THE STATE

Make fence stock-tight. Clean out ditch below slide area.

Access controlled - none allowed -

S. P. COMPANY OVERCROSSING-LANE COUNTY LINE SECTION-PACIFIC HIGHWAY EAST

23482 Foster, Merlin (Benner)
Quarry Site
Option expires December 20, 1955

10 acres open land at $250 per acre $2,500.00
17.27 acres wooded pasture at $200 per acre 3,454.00

Amount to be paid owner - chrg to Quarry Site $5,954.00

State to assume 1955-56 taxes. Estimate 60.00

GRAND TOTAL (Estimate) - chrg to Quarry Site $6,014.00

Grantor reserves right to move timber now cut and also

EXHIBIT "A" (cont)

S. P. COMPANY OVERCROSSING - LANE COUNTY LINE SECTION - PACIFIC HIGHWAY EAST (cont)

23482 Foster, Merlin (cont)

reserves the right to take water for irrigation purposes so long as such use does not interfere with State's operation.

THINGS TO BE DONE BY THE STATE

Fence parcel before construction begins.

BEAVERTON-REEDVILLE UNIT-BEAVERTON-FOREST GROVE SECTION - TUALATIN VALLEY HIGHWAY

22819 Portland General Electric Company (Black)
Right of Way
Deed signed June 23, 1955

3075 sq. ft. at $0.10 per sq. ft.	$307.50	
Amount to be paid owner - chrg to Right of Way		$307.50
State to assume 1955-56 taxes. Estimate		4.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$311.50

Access; 97+35, North side, unrestricted.

Access controlled -

22847 Thompson, Lee and Mary Alice (Black)
Right of Way
Option expires December 27, 1955

17,860 sq. ft. at $0.10 per sq. ft.	$ 1,786.00	
Lawn, trees and shrubs	1,000.00	
Proximity and severance damage	16,814.00	
Amount to be paid owners - chrg to Right of Way		$19,600.00
State to assume 1955-56 taxes. Estimate		200.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$19,800.00

THINGS TO BE DONE BY THE STATE
Construct three approaches to the hwy. 15 feet wide.
Access: 162+65, 163+70, 165+40, all North side, unrestricted.

Access controlled -

EXHIBIT "A" (cont)

BEAVERTON-REEDVILLE UNIT-BEAVERTON-FOREST GROVE SECTION - TUALATIN VALLEY HIGHWAY (cont)

22854 Lamkin, Thomas T. and Ruth E. (Black)
Right of Way,
Option expires December 27, 1955

6969 sq. ft. at $0.20 per sq. ft.	$1,393.80	
Store, 1180 sq.ft. at $4 per sq.ft.	4,720.00	
House, 1180 sq.ft. at $8 per sq.ft.	9,440.00	
Apartment, 440 sq.ft. at $7 per sq. ft.	3,080.00	
Garage, 440 sq.ft. at $2 per sq.ft.	880.00	
Deck over pumps, 300 sq. ft. at $1 per sq. ft.	300.00	
Blacktop, gas pumps, underground tanks, signs, etc.	386.20	
Amount to be paid owners - chrg to Right of Way		$20,200.00
State to assume 1955-56 taxes. Estimate		200.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$20,400.00

Grantor to give possession of improvements not later than July 25, 1955.

Access: 172+55 and 173+40, North side, unrestricted.

Access controlled -

22857 Thayer, Helen C. (Black)
Right of Way
Option expires December 27, 1955

27,870 sq. ft. at $0.10 per sq.ft.	$2,787.00	
House on parcel 2, 550 sq. ft. at $2 per sq. ft.	1,100.00	
Moving bid allowance for house on parcel 1	3,396.00	
Allowance for trees, shrubs, etc.	1,000.00	
Proximity & severance damage	11,717.00	
Amount to be paid owner - chrg to Right of Way		$20,000.00
State to assume 1955-56 taxes. Estimate		200.00
GRAND TOTAL (Estimate) - chrg to Right of way		$20,200.00

EXHIBIT "A" (cont)

BEAVERTON-REEDVILLE UNIT-BEAVERTON-FOREST GROVE SECTION-TUALATIN VALLEY HIGHWAY (cont)

22857 Thayer, Helen C. (cont)

Grantor to move house from Par. 1 not later than August 1, 1955.

Access: Stations and construction widths: 176+70, 15'; 178+10, 25'; 180+10, 25'; 185+10, 15'; 186+50 (don't build); all North side, unrestricted.

Access controlled -

EXHIBIT "B"

Minutes of June 30 and July 1, 1955

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission is the owner of a parcel of land lying along and adjacent to the Banfield Expressway described as follows:

A parcel of land lying in Section 27, Townsip 1 North, Range 2 East, W. M., Multnomah County, Oregon, and being a portion of that tract of land described in that certain deed to the State of Oregon, by and through its State Highway Commission recorded in Book 1426, Page 492 of Multnomah County Records of Deeds; the said parcel being described as follows;

Beginning at the Southwest corner of said property said point being 1980 feet North and 1302.20 feet West of the East $\frac{1}{4}$ corner of said Section 27; thence North 2° 02' 58" East along the West line of said property 130.64 feet; thence South 76° 25' 04" East 153.08 feet; thence South 2° 02' 58" West 98.22 feet to the South line of said property; thence North 88° 38' 32" West 150 feet to the point of beginning.

The parcel of land to which this description applies contains 0.4 acre.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes.

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $1,500.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW THEREFORE, BE IT RESOLVED, that the Secretary of the Commission, be and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.070 Et Seq.

AND BE IT FURTHER RESOLVED that this Miscellaneous Resolution No. 146 be entered in the minutes and records of the Commission as of the 30th day of June, 1955.

June 30, 1955

25071

EXHIBIT "C"

Minutes of June 30 and July 1, 1955

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of certain riparian rights abutting on the east, or right, bank of the Willamette River between the north line of North Street, extended northwesterly and the south line of Fifteenth Street, extended northwesterly, in Oregon City, Clackamas County, Oregon.

WHEREAS, after consideration, the Commission finds and declares that the said rights are no longer needed, required or useful for highway purposes.

AND WHEREAS, the said rights have been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $10,000.00, and the Commission is desirous of selling and disposing of said rights at a price not less than the appraised amount.

NOW THEREFORE, BE IT RESOLVED, that the Secretary of the Commission, be and he hereby is, authorized and instructed to advertise the said rights for sale, in accordance with the terms and provisions of ORS 273.070 Et Seq.

AND BE IT FURTHER RESOLVED that this Miscellaneous Resolution No. 147 be entered in the minutes and records of the Commission as of the 30th day of June, 1955.

June 30, 1955

EXHIBIT "D"

Minutes of June 30 and July 1, 1955

RESOLUTION

WHEREAS, ORS 366.130 directs and authorizes the State Highway Commission, with the approval of the Attorney General, to appoint a Chief Counsel; and

WHEREAS, Clifton W. Enfield is an attorney and a member in good standing of the Oregon State Bar, is admitted to practice before all of the courts of the State of Oregon, before the United States District Court for the District of Oregon, and the Supreme Court of the United States, and is qualified to discharge the duties of Chief Counsel for the Commission; and

WHEREAS, Clifton W. Enfield was appointed as Chief Counsel for the Commission on October 12, 1951, and has served in that capacity since said appointment; and

WHEREAS, ORS 366.130 provides that the Chief Counsel for the Commission shall serve at the pleasure of the Commission but shall not serve for a period in excess of four years without reappointment; and

WHEREAS, the Commission wishes to reappoint Clifton W. Enfield as Chief Counsel for the Commission for a new term of four years; and

WHEREAS, the reappointment of Clifton W. Enfield has been approved by the Attorney General of the State of Oregon;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Commission, all members being present and voting affirmatively, as follows:

1. That Clifton W. Enfield be and he hereby is reappointed as Chief Counsel for the State Highway Commission to serve in such capacity for a term of four years commencing the 1st day of July, 1955.

2. That the salary to be paid to Clifton W. Enfield is hereby fixed by the Commission in the sum of $738.00 per month.

3. That, in addition to the salary which shall be paid to Clifton W. Enfield, he shall be entitled to and shall be paid his actual traveling and other expenses as may be incurred in the performance of his official duties.

4. That this resolution shall be entered into the minutes and records of the Commission as of the 30th day of June, 1955.

June 30, 1955

EXHIBIT "E"

Minutes of June 30 and July 1, 1955

RESOLUTION

WHEREAS, pursuant to the provisions of ORS 366.810, there have been by the Oregon State Highway Commission apportioned to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

From Funds Accrued During the Second Six Months of 1954:

Adams	$ 541.63	Lafayette	$2,328.30
Banks	1,322.42	Lexington	833.55
Coburg	2,437.33	Manzanita	1,192.29
Columbia City	1,424.41	Merrill	2,936.75
Cove	991.81	Monroe	1,273.18
Creswell	2,328.30	Monument	801.89
Dayville	1,005.88	Mosier	910.92
Dufur	1,484.20	Nehalem	949.61
Dundee	1,083.26	Oakland	2,915.65
Echo	1,607.30	Oceanlake	2,461.95
Estacada	3,341.21	Powers	3,147.78
Fairview	1,540.48	Prairie City	2,891.03
Fossil	2,268.51	Rogue River	2,075.07
Gaston	1,294.28	Shaniko	214.54
Gates	1,484.20	Sisters	2,542.84
Gold Hill	2,177.06	Sodaville	552.18
Granite	140.68	Summerville	256.75
Grass Valley	685.83	Sumpter	513.49
Hubbard	1,733.91	Talent	2,599.11
Jefferson	2,236.86	Turner	2,145.41
Juntura	376.33	Waldport	2,423.26
		Wasco	1,072.71

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed

(cont.)

EXHIBIT "E" (cont.)

with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 30th day of June, 1955.

25075

EXHIBIT "F"

Minutes of June 30 and July 1, 1955

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of State Highway projects have been completed according to the terms and provisions of said contracts and that said jobs are now ready for acceptance:

"Contract No. 3875 with Roy L. Houck & Son for grading on the Turner Road-Battle Creek Junction Unit, Salem By-Pass Section of the Pacific Highway East in Marion County, completed November 24, 1954.

"Contract No. 4039 with United Builders, Inc., for structures on the Barbur Boulevard-Boones Ferry Road Section of the West Portland-Hubbard Highway (Portland-Salem Expressway) in Clackamas and Washington Counties, completed June 3, 1955.

"Contract No. 4053 with Gibbons & Reed Company for grading on the 42d Avenue-92d Avenue Section of the T. H. Banfield Expressway in Multnomah County, completed February 16, 1955.

"Contract No. 4065 with Durbin Brothers for grading Goshen-Coast Fork Willamette River Unit, Goshen-Divide Section of the Pacific Highway in Lane County, completed May 11, 1955.

"Contract No. 4128 with L. P. Stubblefield for grading and paving on the Siuslaw Junction-Smithfield Section of the Territorial Highway in Lane County, completed June 1, 1955.

"Contract No. 4130 with Lee Hoffman for constructing Calapooya Overflow Bridges on the Pacific Highway in Linn County, completed June 10, 1955.

"Contract No. 4156 with Young & Smith Construction Company for constructing Deschutes and Fulton Canyon Bridges on the Columbia River Highway in Sherman and Wasco Counties, completed May 31, 1955.

"Contract No. 4197 with Stephens & Carnes Construction Company for grading and oil mat surfacing on the East Unit, Rock Creek-Haines Section of the Rock Creek Road in Baker County, completed June 2, 1955.

"Contract No. 4209 with Tom Lillebo for constructing Hayesville Interchange structures on the Portland-Salem Expressway in Marion County, completed May 23, 1955.

"Contract No. 4215 with Tom Lillebo for structures on the Main Street, 16th Street and Taylor Street Overcrossing on the Pacific Highway in Lane County, completed June 6, 1955.

(cont.)

EXHIBIT "F" (cont.)

"Contract No. 4227 with Vernie Jarl for rock surfacing on the Hilgard Junction-Meadowbrook Section of the Ukiah-Hilgard Highway in Union County, completed May 23, 1955.

"Contract No. 4232 with Rogers Construction Company for oil mat surfacing on the Jordan-Keck Canyon Road Section of the Rhea Creek County Road in Morrow County, completed June 10, 1955.

"Contract No. 4250 with R & M Construction Company, for constructing guard rail on the Salem By-Pass Section in Marion County, completed March 31, 1955.

"Contract No. 4261 with F. O. Laws for grading and paving on the West Hood River Connection Section, Columbia River Highway in Hood River County, completed June 9, 1955.

"Contract No. 4272 with J. M. Arenz for grading and surfacing on the East Unit, Van-Drewsey Section of the Van-Drewsey County Road in Harney County, completed May 21, 1955.

"Contract No. 4279 with K. C. Dack Construction Company for grading and oil mat surfacing on the Mission-Cayuse Section of the Adams-Mission County Road in Umatilla County, completed May 27, 1955.

"Contract No. 4284 with Tom Lillebo for constructing the Gervais Road Undercrossing on the Portland-Salem Expressway in Marion County, completed June 2, 1955.

"Contract No. 4304 with M. R. Holst for constructing Winchester Maintenance Building in Douglas County, completed May 31, 1955.

"Contract No. 4321 with Hutton-Kalkhoven for pavement widening on the Barbur Boulevard (Front Avenue-Hamilton Street) Section of the Pacific Highway West in Multnomah County, completed June 7, 1955.

"Contract No. 4345 with Knight-Pearcy for roadside improvement on the Hayesville School-Battle Creek Junction Section, Salem By-Pass, in Marion County, completed May 31, 1955.

"Contract No. 4347 with Trowbridge Electric Company for installing Gresham Traffic Signals in Multnomah County, completed May 23, 1955.

"Contract No. 4361 with Grimstad & Vanderveldt for grading and pavement widening on the West Slope, Unit II, Summit Section of the Wilson River Highway in Tillamook County, completed June 7, 1955.

"Contract No. 4365 with Arthur Simonsen & Company for furnishing crushed material in stockpile on the Irrigon-Cold Springs Section of three state highways in Umatilla and Morrow Counties, completed May 13, 1955.

(cont.)

EXHIBIT "F" (cont.)

"Contract No. 4375 with A. H. Barbour & Son for Center Street bridge maintenance painting on the Willamina-Salem Highway in Marion County, completed June 25, 1955.

"Contract No. 4377 with Central Paving Company for paving on the Independence (North City Limits-Oak Street) Section of the Independence Highway in Polk County, completed June 4, 1955.

"Contract No. 4381 with Oregon Asphaltic Paving Company for grading and paving on Yamhill (Elm Street) city street section in Yamhill County, completed June 21, 1955.

"Contract No. 4393 with E. H. Itschner Company for furnishing crushed material in stockpile on the Prairie City-Baker County Line Section of the John Day Highway in Grant and Baker Counties, completed June 4, 1955.

"Contract No. 4440 with Vern Hoaglin for constructing guard rail on the Buchanan-Stinking Water Mountain Section of the Central Oregon Highway in Harney County, completed June 20, 1955.

THEREFORE BE IT RESOLVED that the work covered by State Highway contracts for the construction of said State Highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

BE IT FURTHER RESOLVED that this Contracts Completed Resolution No. 43 shall be entered in the minutes and records of the Commission as of the 30th day of June, 1955.

EXHIBIT "G-1"

Minutes of June 30 and July 1, 1955

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Ukiah-West Forest Boundary Section of the Ukiah-Hilgard Secondary Highway in Umatilla County, and of the East Forest Boundary-Meadow Creek Section of the Ukiah-Hilgard Secondary Highway in Union County, and in connection therewith to prepare maps showing the route and location of said sections and to file said reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said surveys and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said surveys, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That the survey of the Ukiah-West Forest Boundary Section of the Ukiah-Hilgard Secondary Highway, beginning at Highway Engineer's Station 0+00 at a junction with the Pendleton-John Day Highway west of the town of Ukiah and extending in an easterly direction through the town of Ukiah to Highway Engineer's Station 537+25 at the western boundary of the Umatilla National Forest, approximately 9.75 miles east of the point of beginning; together with the survey of the East Forest Boundary-Meadow Creek Section of the Ukiah-Hilgard Secondary Highway, beginning at Highway Engineer's Station 250+00 at the easterly edge of the Umatilla National Forest near the Mt. Emily Lumber Company Camp and extending easterly a distance of approximately 4.31 miles to Highway Engineer's Station 22+30 about two miles northeasterly from the town of Starkey, together with the map, which for identification purposes bears Map File No. 10C-21-18 and the date of June, 1955, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That when said highway section is permanently constructed, the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That the approval and adoption of said survey shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data

(cont.)

of real properties needed for and in connection with the construction, reconstruction, or improvement of the highway along and over said survey. Said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right of Way Department to proceed promptly with the acquisition of rights of way pursuant to the normal and approved method.

4. That this resolution shall supersede and cancel a similar resolution that was adopted by the Commission on June 23, 1954, pertaining to the same highway section.

5. That this resolution be entered in the minutes and records of the Commission as of the thirtieth day of June, 1955, as Survey Resolution No. 104-A.

EXHIBIT "G-2"

Minutes of June 30 and July 1, 1955

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Bradley Park-Columbia County Line Section of the Columbia River Highway in Clatsop County, and in connection therewith to prepare a map showing the route and location of said section, and to file said map, reports, and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said survey and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That the survey of the Bradley Park Columbia County Line Section of the Columbia River Highway, beginning at Highway Engineer's Station 114+50, near Bradley Park, and extending in an easterly direction to Highway Engineer's Station 363+30, at the Columbia-Clatsop County Line, approximately 3/4 mile east of the town of Westport, together with the map, which for identification purposes bears map file No. 1R-5-1085 and the date of June, 1955, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That when said highway section is permanently constructed, the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That the approval and acoption of said survey shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the construction, reconstruction, or improvement of the highway along and over said survey. Said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right of Way Department to proceed promptly with the acquisition of rights of way pursuant to the normal and approved method.

4. That heretofore by resolution of this Commission dated November 3, 1948, said section of the Bradley Park-Columbia County Line Section of the Colum

(cont.)

bia River Highway was designated as a throughway within the meaning and purpose of ORS 374.005, commonly known as the "Throughway Law"; and, for the reasons stated therein, the above-named section of said highway should be so designated, and it hereby is directed that the construction of the same shall be accomplished pursuant to and within the meaning and scope of said law except any portion of said section which had more than ten commercial businesses abutting thereon catering to the motoring public in any one mile as of the date said section of highway was designated as a throughway.

5. That this Resolution shall supersede that portion of Survey Resolution No. 66 adopted by the Highway Commission on April 21, 1952, particularly the portion that is described as beginning at Highway Engineer's Station 114+50 at Bradley Park and as ending at the road leading to Wauna (Highway Engineer's Station 613+84, old highway), and said portion of said Survey Resolution No. 66 is hereby rescinded, but the remaining portion thereof shall remain in full force and effect.

6. That this Resolution be entered in the minutes and records of the Commission as of the thirtieth day of June, 1955, as Survey Resolution No. 125.

EXHIBIT "G-3"

Minutes of June 30 and July 1, 1955

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Millicoma Bridge Unit of the Enegren Ferry-Allegany Section of the Coos River Secondary Highway in Coos County, and a complete and final survey of the route and location of the Havana Section of the Havana-Helix Secondary Highway in Umatilla County, and in connection therewith to prepare maps showing the route and location of each of said highway sections, and to file said maps, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said surveys and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said surveys, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That the survey of the Millicoma Bridge Unit of the Enegren Ferry-Allegany Section of the Coos River Secondary Highway, beginning at Highway Engineer's Station 8+50, south of the Millicoma River, and extending in a northerly direction approximately 1/4 mile to Highway Engineer's Station 22+63, a short distance north of the community of Allegany, together with the map, which for identification purposes bears map file No. 1R-5-739 and the date of June, 1955, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That the survey of the Havana Section of the Havana-Helix Secondary Highway, beginning at a point on the said highway at Highway Engineer's Station 0+00, a short distance north of McCormack Creek, and extending approximately one mile in a southerly direction to a connection with the Oregon-Washington Highway at Highway Engineer's Station 52+06.99, approximately 3/4 mile south of the town of Havana, together with the map, which for identification purposes bears map file No. 1R-5-749 and the date of June, 1955, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

3. That when said highway sections are permanently constructed, the same shall be done in accordance with said surveys and locations unless other-

(cont.)

wise directed or ordered by the Commission.

4. That the approval and adoption of said surveys shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the construction, reconstruction, or improvement of the highways along and over said surveys. Said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right of Way Department to proceed promptly with the acquisition of rights of way pursuant to the normal and approved method.

5. That this resolution be entered in the minutes and records of the Commission as of the thirtieth day of June, 1955, as Survey Resolution No. 126.

EXHIBIT "H-1"

Minutes of June 30 and July 1, 1955

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: CASCADE HIGHWAY Clackamas County

Highway number: 160 Route number

Location of Termini		Established Speed
M. P. 16.68 (south city limits of Oregon City)	to M. P. 16.93 (0.25 mile south of the south city limits of Oregon City	40 MPH

(cont.)

EXHIBIT "H-1" (cont.)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 193 be entered in the minutes and records of the Commission as of the 30th day of June, 1955.

EXHIBIT "H-2"

Minutes of June 30 and July 1, 1955

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: OREGON COAST HIGHWAY (Tillamook County)

Highway number: 9 Route number US 101

Location of Termini		Established Speed
M. P. 76.22 (0.10 mile north of the north city limits of the City of Tillamook)	to M. P. 76.32 (north city limits of Tillamook)	30 MPH

(cont.)

June 30, 1955

EXHIBIT "H-2" (cont.)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 194 be entered in the minutes and records of the Commission as of the 30th day of June, 1955.

EXHIBIT "H-3"

Minutes of June 30 and July 1, 1955

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely descrided and set forth hereinafter; and

WHEREAS, the data, facts and information, obtained in connection with said investigation, are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said ststute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: JOHN DAY-BURNS

Highway number: 48 Route number 395

Location or Termini		Established Speed
M. P. 0.38 (south city limits of John Day)	to M. P. 0.68 (0.30 mile south of the south city limits of John Day)	35 MPH
M. P. 0.68 (0.30 mile south of the south city limits of John Day)	to M. P. 0.94 (north city limits of Canyon City)	45 MPH

(cont.)

EXHIBIT "H-3" (cont.)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 195 be entered in the minutes and records of the Commission as of the 30th day of June, 1955.

EXHIBIT "H-4"

Minutes of June 30 and July 1, 1955

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information, obtained in connection with said investigation, are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particulatly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: JOHN DAY HIGHWAY (Grant County)

Highway number: 5 Route number US 26

Location of Termini		Established Speed
M.P. 161.76 (0.17 mile west of the west city limits of John Day	to M. P. 161.93 (west city limits of John Day)	35 MPH

(cont.)

EXHIBIT "H-4" (cont.)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number, adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 197 be entered in the minutes and records of the Commission as of the 30th day of June, 1955.

EXHIBIT "H-5"

Minutes of June 30 and July 1, 1955

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts, and information, obtained in connection with said investigation, are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: PACIFIC HIGHWAY WEST (Benton)

Highway number: 1W Route number US 99W

Location of Termini		Established Speed
M.P. 103.26 (south city limits of Monroe)	to M.P. 103.28 (south end of the Long Tom River Bridge)	35 MPH

(cont.)

EXHIBIT "H-5" (cont.)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 196 be entered in the minutes and records of the Commission as of the 30th day of June, 1955.

EXHIBIT "H-6"

Minutes of June 30 and July 1, 1955

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information, obtained in connection with said investigation, are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter;

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: McKENZIE HIGHWAY (Lane County)

Highway number: 15 Route number

Location of Termini		Established Speed
M.P. 1.38W (east city limits of Eugene)	to M.P. 0.71W (300 feet east of Jenkins Drive)	45 MPH
M.P. 0.71W (300 feet east of Jenkins Drive)	to M.P. 0.41W (400 feet west of Henderson Avenue)	35 MPH

(cont.)

25095

EXHIBIT "H-6" (cont.)

M. P. 0.41W (400 feet west of Henderson Avenue)	to M. P. 0.24	(west city limits of Springfield	25 MPH

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 198 be entered in the minutes and records of the Commission as of the 30th day of June, 1955.

EXHIBIT "H-7"

Minutes of June 30 and July 1, 1955

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information, obtained in connection with said investigation, are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: ELKTON-SUTHERLIN SECONDARY HIGHWAY (Douglas)

Highway number: 231 Route number 225

440 feet west of the Pacific Highway (new route)	to the west city limits of Sutherlin	35 M. P. H.

EXCEPT THAT BETWEEN

a point 300 feet west of End Street and End Street the indicated speed shall be 20 MILES PER HOUR during the hours of school crossings in accordance with the provisions of Subsection 1. a, of ORS 483.104.

EXHIBIT "H-7" (Cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 199 be entered in the minutes and records of the Commission as of the 30th day of June, 1955.

25098

EXHIBIT "H-8"

Minutes of June 30 and July 1, 1955

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts, and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: WALLOWA LAKE HIGHWAY (Union County)

Highway number: 10 Route number ORE 82

Location of Termini			Established Speed
M.P. 0.42 (east city limits of La Grande)	to	M.P. 0.58 (50 feet east of Portland Street)	35 M.P.H.
M.P. 0.58 (50 feet east of Portland Street)	to	M.P. 2.07 (450 feet west of west city limits of Island City)	50 M.P.H.
M.P. 2.07 (450 feet west of the west city limits of Island City)	to	M.P. 2.16 (West city limits of Island City)	35 M.P.H.

EXHIBIT "H-8" (Cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 200 be entered in the minutes and records of the Commission as of the 30th day of June, 1955.

EXHIBIT "H-9"

Minutes of June 30 and July 1, 1955

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts, and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: McVEY SECONDARY HIGHWAY (Lane County)

Highway number: 225 Route number 126

M. P. 0.00 (McKenzie Highway)	to M. P. 0.35 (0.15 mile south of 19th Street)	25 M. P. H.
M. P. 0.35 (0.15 mile south of 19th Street)	to M. P. 0.65 (0.37 mile north of the McVey Overcrossing)	40 M. P. H.

25101

EXHIBIT "H-9" (Cont)
EXCEPT THAT BETWEEN

M. P. 0.15 (250 feet north of 19th Street) and M. P. 0.30 (500 feet south of 19th Street) the indicated speed shall be 20 MILES PER HOUR during the hours of school crossings in accordance with the provisions of Subsection 1.a., of ORS 483.104.

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 201 be entered in the minutes and records of the Commission as of the 30th day of June, 1955.

EXHIBIT "I-1"

Minutes of June 30 and July 1, 1955

RESOLUTION

WHEREAS, the Alsea Highway is one of the major state primary highways and is likewise a federal highway, which highway throughout its entire length carries a large volume of traffic; and

WHEREAS, the junction of the Alsea Highway and the county road at the Five Rivers Bridge forms a T type intersection; and

WHEREAS, the highway at said point was widened on the westerly side to allow a greater turning radius for log trucks; and

WHEREAS, it is desirable to keep this widened area clear of parked vehicles so that the trucks will have adequate room to enter the highway with safety; and

WHEREAS, in the opinion of the Commission, public safety requires that parking of vehicles on the west side of Alsea Highway in said area should be prohibited;

NOW THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. The Commission does hereby find and declare, based upon investigation, reports and recommendation by members of its staff, that the parking of vehicles on the westerly side of the Alsea Highway between Engineer's Station 668+50 and Engineer's Station 670+45 in the vicinity of the Five Rivers Bridge creates a dangerous condition for the traveling public as well as for log trucks using this area.

2. That this Commission does hereby find and declare that the parking of vehicles within said termini should be prohibited.

3. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points between said termini as in his judgment are necessary to accomplish the purpose of this resolution and the action of the Commission as herein declared, on which signs shall be printed in plain letters the words "NO PARKING AT ANY TIME".

4. That a certified copy of this resolution be sent to the Superintendent of the Department of State Police for his information.

5. That this resolution be entered in the minutes of the Oregon State Highway Commission as of June 30, 1955, as "No Parking Resolution No. 131".

25[illegible]3

EXHIBIT "I-2"

Minutes of June 30 and July 1, 1955

RESOLUTION

WHEREAS, the Lower Columbia River Highway (US30) is one of the major state primary highways and is likewise a Federal-aid highway, which highway throughout its entire length carries a large volume of traffic; and

WHEREAS, it appears that the parking of vehicles on the shoulders of said highway, in the vicinity of the fairgrounds in St. Helens, Columbia County, creates a traffic hazard during the time the Columbia County Fair is in progress; and

WHEREAS, in the opinion of this Commission, public travel and public safety require that the use of the shoulders of said highway within said area for the parking of vehicles should be prohibited during the time the Columbia County Fair is in progress.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission, all members being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare, based upon investigation, reports, and recommendations by members of its staff, that the parking of vehicles on the shoulders of the Lower Columbia River Highway (US30) for a distance of 1500 feet (Engineer's Station 343+50 to Engineer's Station 373+50) in each direction from the entrance and exit gates of the fairgrounds creates a hazard to the traveling public as well as to the owners and occupants of said parked vehicles.

2. That the Commission does further find and declare that the parking of vehicles on the shoulders of said highway between said termini during the progress of the fair should be prohibited.

3. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points between said termini as in his judgment are necessary to accomplish the purpose of this resolution and the action of the Commission as herein declared, on which signs should be printed in plain letters the words "NO PARKING ON HIGHWAY SHOULDERS".

4. That a certified copy of this resolution be sent to the Superintendent of the Department of State Police.

5. That this No Parking Resolution No. 132 be entered in the minutes and records of the State Highway Commission as of the 30th day of June, 1955.

EXHIBIT "I-3"

Minutes of June 30 and July 1, 1955

RESOLUTION

WHEREAS, the State Highway Commission is authorized to designate main traveled or through highways or sections thereof by placing at the entrances thereto from intersecting highways signs or markers, notifying drivers of vehicles to stop before entering or crossing such designated highway or highways, and the State Highway Commission is further authorized to designate particular intersections and place such stop signs or markers at one or more entrances thereto; and

WHEREAS, the Commission heretofore on the 21st day of September, 1949, adopted a resolution by which certain state highways and sections thereof were declared to be and were designated as main or through highways, and the State Highway Engineer was instructed to properly mark the same; and

WHEREAS, by said resolution of September 21, 1949 the Highway Commission declared the Silver Creek Falls Secondary Highway to be a through highway and stipulated that traffic on said highway should stop before entering the highway; and

WHEREAS, since adoption of said resolution of September 21, 1949 a traffic engineering investigation has been made which reveals that traffic conditions have been changed by reason of construction of that section of the North Santiam Highway which extends from a connection with the Silver Creek Falls Highway south of a place known as Four Corners, to a connection with Airport Road, southeast of Salem; and

WHEREAS, based upon results of said investigation, the State Highway Engineer has recommended to this Commission a modification of the order contained in the afore-mentioned resolution of September 21, 1949.

NOW, THEREFORE, based upon the results of said traffic engineering investigation and upon the recommendation of the State Highway Engineer, this Commission does hereby find, declare, resolve and order as follows:

1. That said resolution of September 21, 1949 be amended by inserting the following exception pertaining to the Silver Creek Falls Secondary Highway:

"Traffic on the Silver Creek Falls Secondary Highway, Road No. 163, southbound, shall stop at its junction with the North Santiam Highway, Road No. 162, at M.P. 3.57."

But in all other respects the provisions of said resolution of September 21, 1949 shall remain in full force and effect.

25105

EXHIBIT "I-3" (cont.)

2. That the State Highway Engineer be and he hereby is instructed to place or cause to be placed and thereafter maintain the necessary signs and markers to accomplish the traffic control and regulation contemplated by this resolution. Such signs as may be erected at said intersection shall conform to the types and standards heretofore approved by the Commission.

3. That this resolution shall be entered in the minutes and records of the Commission as of the 30th day of June, 1955 as Through Highways Resolution No. 23, and a duly certified copy thereof delivered to the U. S. Bureau of Public Roads and a like copy to the County Clerk of Marion County and to the Superintendent of the Department of State Police, for their information.

EXHIBIT "J"

Minutes of June 30 and July 1, 1955

RESOLUTION

WHEREAS, on June 8, 1953, the Highway Commission adopted the survey of the relocated Zigzag-Rhododendron Section of the Mt. Hood Primary Highway No. 26, beginning at Highway Engineer's Survey Station 899+00, west of the hamlet of Zigzag and thence extending easterly to Highway Engineer's Survey Station 1032+83.2, at an easterly edge of Rhododendron; and

WHEREAS, the construction of the relocated Zigzag-Rhododendron Section of the Mt. Hood Primary Highway No. 26 was completed on September 27, 1954 and accepted by the State on November 19, 1954; and

WHEREAS, due to the relocation of the aforesaid section a portion of the former right of way is no longer needed for right of way purposes and may be eliminated from the boundaries of the relocated highway; and

WHEREAS, Clackamas County and the State Highway Commission entered into an agreement on the 5th day of August, 1952, relating to the disposition to be made of the portion that may be eliminated, therein and hereinafter referred to as Unit "A"; and

WHEREAS, said agreement provided that upon completion of said relocated section and acceptance by the State, Unit "A" would be abandoned by the State Highway Commission to the County as part of the Mt. Hood Primary Highway No. 26 and the State highway system, and Unit "A" would be maintained thereafter by the County as part of the County road system; and

WHEREAS, it is the judgment of the Highway Commission that a certain portion of the former right of way and of the relocated right of way of the Mt. Hood Primary Highway No. 26, together with other real property acquired by the State for roadway right of way and other public purposes, is needed and valuable for right of way purposes and public use; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon its records the disposition made of the portion or unit of the former right of way of the said Mt. Hood Primary Highway No. 26 referred to herein as Unit "A",as well as all the property affected by reason of said realignment.

NOW, THEREFORE, based upon the power and authority vested in this Commission by the State of Oregon, it is HEREBY ORDERED AND RESOLVED that:

25117

EXHIBIT "J" (cont.)

1. The portion of the former right of way which by reason of the relocation of the Zigzag-Rhododendron Section of the Mt. Hood Primary Highway No. 26 is no longer within the boundaries of the new right of way or required for State highway purposes, is identified as Unit "A" and described as follows:

Unit "A"

All of the land situated within the right of way boundaries of the Mt. Hood Primary Highway No. 26 as formerly routed, beginning at the southwesterly boundary opposite Highway Engineer's Survey Station 991+50 of the relocated Mt. Hood Highway in the southwest quarter of the southwest quarter ($SW\frac{1}{4}$ $SW\frac{1}{4}$), Section 2, Township 3 South, Range 7 East, W.M.; thence southeasterly via the said highway as formerly routed to the southeasterly right of way line opposite Highway Engineer's Survey Station 1017+00 of said relocated highway in Tract 37, Section 11, Township 3 South, Range 7 East, W.M.

2. Pursuant to the agreement entered into with Clackamas County on the 5th day of August, 1952, Unit "A", indicated on the map attached hereto, marked Exhibit "A", and by this reference made a part hereof, is hereby duly abandoned as part of the Mt. Hood Primary Highway No. 26 and the State highway system, and all right, title and interest which the State has in the right of way of Unit "A" herein described passes to and vests in the said Clackamas County, effective as of November 19, 1954, the date the relocated Zigzag-Rhododendron Section was officially accepted as completed by the State. *

3. The right of way of the former and of the relocated Mt. Hood Primary Highway No. 26, together with the real property acquired by the State for roadway right of way and other public purposes which shall be retained and held by the State is indicated on Exhibit "A" attached hereto.*

4. This Abandonment and Retention Resolution, No. 267, be entered in the minutes and records of the Oregon State Highway Commission as of the 30th day of June, 1955, and the Secretary is ordered to mail a duly certified copy hereof to the County Court of Clackamas County.

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*FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 267, under the heading, "Abandonment and Retention Resolutions" and said map by this reference is made part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "K-1"

Minutes of June 30 and July 1, 1955

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to-wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels;or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, the said Commission is required to designate, locate, relocate, construct and maintain in the State of Oregon a system of highways, including all necessary bridges and culverts; and,

WHEREAS, for the purpose of constructing and maintaining certain sections of the state highway system, the Commission plans and proposes to acquire a material site, and for such purpose and in connection therewith the real property hereinafter described is necessary; and,

WHEREAS, said Commission is authorized to take fee simple title to said real property;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interest therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, is more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

EXHIBIT "K-1" (cont.)

2. That the highway facilities for which the said parcels of property, or interest therein, are required and are being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and that in the event no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 30th day of June, 1955, as Condemnation Resolution No. 556.

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*FOOTNOTE:

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 556, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

25110

EXHIBIT "K-2"

Minutes of June 30 and July 1, 1955

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to-wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Reedville-Beaverton Section of the Tualatin Valley Highway; and,

WHEREAS, for the purpose of widening, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said Reedville-Beaverton Section of the Tualatin Valley Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully

EXHIBIT "K-2" (cont.)

as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said Tualatin Valley Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; provided, however, that there shall be reserved unto the respective owners, their heirs and assigns, for service of the said remaining land, such access reservations as are noted as to each parcel or parcels on the said attached list marked Exhibit "A". *

3. That the widening, improvement and maintenance of the said Reedville-Beaverton Section of the Tualatin Valley Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 30th day of June, 1955, as Condemnation Resolution No. 557.

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*FOOTNOTE:

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 557, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "K-3"

Minutes of June 30 and July 1, 1955

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to-wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites;or for the acquisition or manufacture of road building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Jumpoff Joe Creek-Grants Pass Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is ne-

cessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The State Highway Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Jumpoff Joe Creek-Grants Pass Section of the said Pacific Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A".*

3. That the relocation, construction, improvement and maintenance of the said Jumpoff Joe Creek-Grants Pass Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels

of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 30th day of June, 1955 as Condemnation Resolution No. 558.

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*FOOTNOTE:

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 558, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "K-4"

Minutes of June 30 and July 1, 1955

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to establish, construct and maintain the Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be located, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is

EXHIBIT "K-4" (Cont)

necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the establishment, construction and maintenance of the said Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said Portland-Salem Expressway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property.

3. That the establishment, construction and maintenance of the said Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

25117

EXHIBIT "K-4" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 30th day of June, 1955, as Condemnation Resolution No. 727.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 727, under the heading "Real Property Condemnation Resolutions", and said description, map and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "K-5"

Minutes of June 30 and July 1, 1955

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Jumpoff Joe Creek-Grants Pass Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is

necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Jumpoff Joe Creek-Grants Pass Section of the Pacific Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property.

3. That the relocation, construction, improvement and maintenance of the said Jumpoff Joe Creek-Grants Pass Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to

EXHIBIT "K-5" (Cont)

final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 30th day of June, 1955, as Condemnation Resolution No. 728.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 728, under the heading "Real Property Condemnation Resolutions", and said description, map and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "K-6"

Minutes of June 30 and July 1, 1955

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street, quarry sites, gravel pits, storage sites, stock pile sites, or for the acquisition or manufacture of roadbuilding materials, approach or hauling roads, connecting roads, frontage road, highway drainage, drainage tunnels, or for the elimination or prevention of hazardous points of entry from adjacent property to state highways, or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, the said Commission is required to designate, locate, relocate, construct and maintain in the State of Oregon a system of highways, including all necessary bridges and culverts; and,

WHEREAS, for the purpose of constructing and maintaining highways of the state highway system, the Commission plans and proposes to acquire certain real property for the acquisition of roadbuilding materials for use in connection with the construction and maintenance of highways of the state highway system; and,

WHEREAS, said Commission is authorized to take fee simple title to said real property.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, certain interests in or fee simple title to a certain parcel of real property. The said parcel of real property, or particular interest therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, is more particularly described in the attached list, marked Exhibit A, under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit A is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

EXHIBIT "K-6" (Cont)

2. That the highway facilities for which the said parcel of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcel of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcel of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 30th day of June, 1955, as Condemnation Resolution No. 729.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 729, under the heading "Real Property Condemnation Resolutions", and said description, map and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

25123

EXHIBIT "K-7"

Minutes of June 30 and July 1, 1955

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Deschutes River Section of the McKenzie Highway; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Deschutes River Section of the McKenzie Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

EXHIBIT "K-7" (Cont)

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated McKenzie Highway and all of the contiguous real property of the owners remaining after the appropriation of the said real property, provided, however, that there shall be reserved unto the owners, their heirs and assigns, for service of the said remaining land, such access reservations as are noted to each parcel or parcels on the said attached list marked Exhibit "A". *

3. That the relocation, construction, improvement and maintenance of the said Deschutes River Section of the said McKenzie Highway and the highway facilities for which each of the said parcels of real property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his ab sence, any assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 30th day of June, 1955, as Condemnation Resolution No. 792.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 792, under the heading "Real Property Condemnation Resolutions", and said description, map and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

Second Inspection Trip (1955)
July 11 to 14, Inclusive

The State Highway Commission made its second inspection trip in 1955 during the period July 11 to 14, inclusive. The trip covered a total of approximately 1,203 miles and was made by Greyhound bus, equipped with public address system. There follows a list of people that composed the Commission group:

STATE HIGHWAY DEPARTMENT

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, Deputy State Highway Engineer
H. B. Glaisyer, Secretary
C. W. Enfield, Chief Counsel
C. H. Armstrong, State Parks Superintendent
A. G. Skelton, Division Engineer, Portland (Portland to Viento Park)
Dean Swift, Division Engineer, Bend (Viento Park to Bend)
A. F. Parson, Division Engineer, La Grande (Blalock to Lakeview)
Les Farnum, Chauffeur
Gene Kinney, Photographer

LEGISLATIVE HIGHWAY INTERIM COMMITTEE

Rep. Wm. W. Bradeen, Secretary, Burns (Ontario to Lakeview)
Sen. Charles W. Bingner, La Grande (La Grande to Portland)
Rep. E. A. Littrell, Medford
Rep. Fred Meek, Portland

STATE PARKS ADVISORY COMMITTEE

William M. Tugman, Chairman, Reedsport
Frank Jenkins, Klamath Falls

C. G. Polk, District Engineer, U.S. Bureau of Public Roads, Salem
Ed H. Thompson, Highway Engineer, U.S. Bureau of Public Roads, Portland
R. F. Grefe, Acting Regional Forester, U.S. Forest Service, Portland
Ray Conway, Manager, Oregon State Motor Association, Portland
Charles W. Terry, Civil Service Director, Salem
Harry S. Dorman, Director, Department of Finance & Administration, Salem
Roy A. Klein, Former State Highway Engineer, Portland
Rep. Loran L. Stewart, Cottage Grove (Portland to Lapine)
George Henderson, Vice President, First National Bank, Portland
F. D. Eason, Salem, Former Division Engineer

The purpose of the trip was to inspect highway construction and state parks. The Commission departed from the Benson Hotel, Portland, at 8:00 a.m. on July 11, and drove over the Upper Columbia Highway to Pendleton. Following luncheon with the Pendleton Chamber of Commerce, the Commission viewed highways and parks enroute to Wallowa Lake where an overnight stop was made. The group was the guest of the Enterprise and Joseph Chambers of Commerce for dinner. On Tuesday, July 12, the Commission returned to La Grande and continued along the Old Oregon Trail to Baker where luncheon was served by the Baker Chamber of Commerce. The trip was resumed along the Old Oregon Trail during the afternoon of that day and an overnight stop was made at Ontario. On Wednesday, July 13, the Commission continued its inspection over the Central Oregon Highway. Members of the group were guests of the Burns Chamber of Commerce for luncheon, and then drove over the Lakeview-Burns Highway to Lakeview for an overnight stop. The Lakeview Chamber of Commerce was host to the group at dinner that evening. On Thursday, July 14, the Commission inspected the Fremont Highway and stopped for luncheon at Bend, following which the trip was resumed along US 97 to Madras, thence to Portland over the Warm Springs and Mt. Hood Highways. Time did not permit return via the Hood River Valley as was originally contemplated; moreover, because of adverse snow conditions at Cloud Cap, it would not have been possible for the Commission to have inspected the proposed recreational area at that place.

The following matters of business were disposed of by the Commission enroute Wednesday afternoon, July 13, between Burns and Lakeview. Present and participating in the discussion were:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
H. B. Glaisyer, Secretary

The Commission unanimously approved a report submitted by the Engineer with respect to the awards of the following state highway contracts for which bids were received by the Commission at its regular meetings held on May 25 and 26, 1955 and on June 30 and July 1, 1955.

1. Grading and paving Applegate River Section of Redwood Highway, Josephine County. Bids received May 25, 1955. Conditions of award satisfied July 7, 1955. C. R. O'Neil, Pendleton, contractor.

2. Oiling Metolius-Juniper Butte Section of Metolius-Culver and Culver-Juniper Butte County Roads, Jefferson County. Bids received July 1, 1955. Conditions of award satisfied July 8, 1955. Babler Bros., Inc., Portland, contractor.

3. Paving Orleans-Tangent Junction Section of Orleans-Lebanon Road, Linn County. Bids received July 1, 1955. Conditions of award satisfied July 8, 1955. Warren Northwest, Inc., Portland, contractor.

The Commission discussed a progress report by the Engineer concerning the experience that has been gained by providing containers for the deposit of the contents of litter bags that had been circulated and dispensed by several corporations. According to the report it is the consensus of opinion among the Division Engineers and the District Maintenance Superintendents that regardless of some abuse at certain locations, the practice of providing receptacles in which to deposit litter definitely results in decreasing the cost of clean up on state highways. It was the Engineer's belief that as a result of the publicity that is being given to this subject, greater cooperation from the public can be expected in the future. The Commission accepted the report and authorized the Engineer to prepare a press release covering the subject. (For details see copy of the Engineer's report, dated July 8, 1955, in the General Files.)

The Engineer reported results of further investigation with respect to the request of Mr. Virgil Rose, Cushman Lumber Company, for permission to truck-haul logs over the Alsea-Deadwood Secondary Highway northerly from the summit of Deadwood Mountain, a distance of three miles, to the Coquille Valley Lumber Company's mill near a place known as Paris. He said that Mr. Rose has about one and one-half million feet of timber to haul and that the logs will be cut to a length not in excess of 20 feet; also, that Mr. Rose proposes to operate three trucks, each of which will average four trips per day, or a total of twelve trips daily. He pointed out that the roadway is narrow and winding and is quite steep; however, there are numerous turnouts, averaging about 1,000 feet apart, which would be suitable for solo trucks to pass one another or to pass a car. He mentioned that the Coquille Valley Lumber Company ordinarily employs four and sometimes five trucks in the transportation of lumber from the Company's mill over the entire length of this highway to a connection with the Siuslaw Highway, thence to Swisshome, each of which makes an average of three trips per day, and in addition to this lumber haul, there are an estimated 35 other vehicles, cars, etc. that daily use that portion of the highway which extends over the summit. He also said that school busses do not operate over the summit. He advised that Mr. Rose's operations can be legalized and made reasonably safe were the movements to be supervised by a flagman who has been deputized as a deputy sheriff or if movements are controlled by push button flash light installation. He recommended the granting of a revocable permit to Mr. Rose subject to the following requirements, and provided the movements are supervised by the deputy sheriff:

" 1. The three log trucks, loaded in the woods, will enter the highway at the summit (M.P. 15.68) where they will wait until a flagman in a pickup proceeds to the foot of the hill (M.P. 18.21), which will require an estimated 15 minutes' time.

2. The three trucks will remain at the summit an additional 20 minutes, which will allow sufficient time for any loaded lumber trucks ascending the hill southbound to reach the summit. At the end of the 35-minute wait, the three loaded log trucks will proceed northerly down the hill at approximately 500-foot intervals, using due caution even though the road will nominally be clear of all approaching traffic.

3. The flagman in the advance pickup will, upon reaching M.P. 18.21, dismount and hold any southbound traffic until the three loaded log trucks have reached this point, which it is estimated will require a maximum of 15 minutes' time in addition to the 20 minutes allowed for any loaded lumber trucks or other traffic to ascend the hill, making a total delay of 35 minutes for southbound traffic.

4. During the 35-minute wait at the summit before entering the highway the driver of one of the loaded log trucks will hold (at the summit) all northbound traffic in order that there will be no undue delay in loaded lumber trucks or other traffic clearing the $2\frac{1}{2}$-mile north slope during the 20 minutes' time allotted. Any traffic held at this point would be permitted to proceed ahead of the loaded log trucks at the end of the 35-minute wait.

Empty log trucks will be permitted to ascend the hill in a southerly direction, one at a time at an estimated interval or spacing of 15 minutes apart without the protection of a flagman as the empty trucks are somewhat more maneuverable than a loaded truck and can utilize any of the 15 suitable turnouts if any northbound traffic is met."

The Commission unanimously adopted the recommendation on the condition that Mr. Rose's operations be limited to two months duration and that he will use no more than three trucks.

The Engineer also rendered a progress report on removal of danger trees along state highways covering the period January 1, 1954 to July 1, 1955. He advised that at the beginning of this period there were reported 2,103 danger trees; also, that during the period state forces removed 3,522 trees at a total cost of $38,569, or an average of $10.95 per tree. At the end of the period, he said, there remained 3,005 trees, classed as danger trees, a slight increase over the number that was reported at the beginning of the period. He explained that the accumulation of danger trees is the result of logging operations adjacent to the state highways and trees which have been killed by forest pests. He estimated the cost to remove the 3,005 danger trees at $35,000, and he gave as his opinion that the Commission should authorize an annual expenditure of about $30,000 for this purpose because it appears that the removal of danger trees will be a continual obligation. The Commission accepted the report and authorized the Engineer to include $30,000 annually in the budget for this purpose.

The Engineer reported orally on the proposed development at Depoe Bay, involving construction of a building with concession, lookout and restroom facilities. He was instructed by the Commission to render a cost report on the subject at the next meeting of the Commission. Chairman Chandler requested that a copy of the report be sent to him on his vacation trip in Europe.

The Commission discussed a report from the Engineer on the request of Willard L. Archer and others for a traffic interchange on the Portland-Salem Expressway at Norwood Road. In his report the Engineer stated that pursuant to previous instructions from the Commission a care-

ful origin and destination survey has been made which shows rather conclusively that a traffic interchange at this point is not warranted. He again recommended that the request be denied. The Commission adopted the recommendation and ordered that Mr. Archer be informed of the action taken.

The Commission had under discussion the adoption of the survey for the Astoria-Seaside Section of the Oregon Coast Highway, particularly the Smith Point-Glenwood Unit thereof, as tentatively approved by the Commission at its meeting held on June 30 and July 1, 1955. As a result of discussion, the Commission unanimously approved the survey as recommended by the Engineer over the Smith Point Route by adoption of the attached resolution relative thereto, marked EXHIBIT "A-1", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

In this connection the Commission decided that it would be preferable to construct the bridge across Youngs Bay as the first project on the new route and to complete the entire job within a period of five years or more if and when the Congress makes Federal-aid funds available. The Engineer was instructed to investigate the old highway between the proposed interchange,near a place known as Glenwood, and Seaside to determine what improvements are necessary to put this highway in satisfactory condition pending construction of the new highway. He also was instructed to investigate the need for additional right of way into Seaside along Roosevelt Drive.

The Engineer reported that the surveys for the proposed relocation of the following state highway sections have been completed: (1) Boulder Gorge Section of Sumpter Valley Secondary Highway, Baker County; (2) Siletz-Camp Twelve Unit of the Siletz-Toledo Section of the Siletz State Secondary Highway, Lincoln County; and (3) Hillsboro One-Way Street Section of the Tualatin Valley Highway, Washington County. He exhibited maps showing the proposed locations and explained details. He recommended adoption of the surveys so the several projects may be advertised for bids at the earliest possible time. As a result of discussion, the Commission unanimously approved and adopted the said surveys as recommended. The attached resolution relative thereto, marked EXHIBIT "A-2", which resolution by this reference is made a part hereof with like effect as though extended in full herein was thereupon adopted by the Commission by unanimous vote.

The Engineer brought up for discussion the matter of revising the location survey that was made in 1937 for the proposed relocation of the Oregon Coast Highway between Oretown and Neskowin in Tillamook County. He said that the route surveyed in 1937 has been blocked by a large number of summer residences so a revision is essential at this time to connect with the survey that is being made by the Bureau of Public Roads over Cascade Head to the south of Neskowin. He requested authority to conduct a survey as may be necessary between Oretown and Neskowin, a

distance of 4.4 miles which, he said, will cost approximately $15,400. The Commission approved the request.

A request was presented from the Union High School District No. 1, Seaside, for the oiling of a car-parking area on a small tract across the Oregon Coast Highway from their school house. The Engineer advised that the area in question is a viewpoint from which tourists, southbound, obtain their first view of the ocean and the bay. He estimated the cost of the oiling work at $1,500 and advised that the School District will pay one-half of such expense, or $750. He recommended approval of the project. The Commission deferred action in the matter until its next meeting, and instructed the Engineer to submit a complete report at that time on the probable use of the area.

The Engineer requested authority for an expenditure of approximately $21,000 to construct guard fence, sight posts, and portable type snow fence on the recently constructed section of the Weston-Elgin State Secondary Highway between Weston and Weston Mountain. The Commission approved the request.

The Engineer also requested authority to spend about $6,000 to raise the grade and to pave a short section of U. S. 30 near 122nd Avenue, Portland, immediately east of the community of Parkrose. He explained that in recent years several complaints have been received from highway users as to the inconvenience and hazard that result from the annual flooding of two low sections of this highway section. The matter, he said, has been under investigation for sometime to determine what remedial corrections are necessary, and it has been determined that the only way to alleviate the condition is to raise the grade of the highway approximately eighteen inches and to construct a pavement on the new grade. The section involved, he added, is 700 feet long and extends easterly from a point 1,200 feet east of 122nd Avenue. He mentioned that if the Commission approves the project, it will be advertised for bids to be received at the August meeting of the Commission. The Commission approved the project unanimously.

There was presented to the Commission a request from Mr. R. W. Van Buren, Business District Representative of Cedar Hills Company, Portland, for an investigation of traffic conditions on and adjacent to the Sunset Highway near the area of the underpass at Cedar Hills Shopping Center. The Engineer advised that an investigation by the Traffic Engineer discloses that the shoulder parking of cars on Connection "E" of the Cedar Hills Interchange between Barnes Road and the Sunset Highway in the vicinity of the Tektronix Plant is a cause of hazard and confusion. He recommended as a solution of the problem that the shoulder parking of vehicles be prohibited on said Connection "E" between Barnes Road (Engineer's Station 6+60) and the Sunset Highway (Engineer's Station 13+00). The Commission approved the Engineer's recommendation by adoption of the attached resolution relative thereto, marked EXHIBIT "B", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission approved and signed the voucher covering payment of principal and interest on outstanding bonds that is due September 1, 1955, totalling $2,487,187.50.

Consideration was given by the Commission to the renewal of an arrangement with the Columbia Sand and Gravel Products Company, Umatilla, covering removal of material from a State-owned gravel pit at Umatilla. A proposed form of agreement of one year's duration, which has been executed by the Company, was presented. In the discussion of this matter the question arose whether or not the Company had fulfilled its obligation in connection with the previous agreement. In view of this uncertainty, the Commission deferred action in the matter until its next regular meeting. The Engineer was instructed to check the records and report at that time whether or not the Company has completed its obligation.

The Commission discussed and approved a form of agreement with the Pacific Telephone and Telegraph Company concerning the installation of an additional radio control loop from the State Highway office in Bend to the remote radio station on Pilot Butte.

The Commission discussed a letter from the Hon. George H. Layman, Mayor of the City of Newberg, in which the members of the Commission and the Engineer were invited to be present and to participate in the dedication of Ex-President Herbert Hoover's boyhood home in Newberg on the occasion of his 80th birthday, Wednesday, August 10, 1955. Mr. Layman advised that Mr. Hoover will be present for the ceremonies, and he requested installation of appropriate signs naming the area "Herbert Hoover Park", and additional signs along U. S. Highway 99W, reading "Herbert Hoover Boulevard", as previously designated by the Highway Commission. The Commission accepted the invitation and authorized the Engineer to erect signs as requested.

There was brought to the attention of the Commission a law that was enacted by the 1955 Legislative Assembly (Chapter 447, Oregon Laws, 1955) which requires that notice be given to the Mayor of any city before the Highway Commission acquires any new rights of way or relocates or abandons any existing state highway within such city, and provides for a public hearing in the event the Mayor or Council of such city remonstrates or objects to the action contemplated by the Highway Commission. The Engineer advised that it is necessary and desirable that the Commission establish a standard procedure so as to permit full and complete compliance with the provisions of this law and the intent of the Legislative Assembly. He suggested in view of the possibility that some hearings will be required, that the Commission authorize certain officials of the Highway Department to conduct the hearings in behalf of the Commission. He also suggested that a tape recording of the hearings be made in addition to the notes that are kept by the Secretary. As a result of discussion, the Commission approved the Engineer's suggestions and thereupon, by unanimous vote, adopted the attached resolution relative thereto marked EXHIBIT "C", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer brought to the Commission's attention a letter, dated July 7, 1955, received from the City Manager of the City of Coos Bay, in which he advises that the City is prepared to cooperate with the Highway Commission in the widening of Central Avenue from 8th Street to 14th Street to the extent of $10,875, representing 25% of the estimated cost of the project; also, that the City is able to finance the work this summer provided the work can be completed before winter, otherwise it would be satisfactory to postpone the work until the summer of 1956 which would allow the City time to reconstruct a sanitary sewer on Central Avenue prior to the highway improvement. The Engineer estimated the cost of the project at $43,500, and he recommended acceptance of the City's offer, and that the work be done either this fall or in the spring of 1956. The Commission approved the recommendation and instructed the Engineer to notify the City accordingly.

The Commission had under discussion the matter of increasing the salary of the Secretary, Mr. H. B. Glaisyer. It was the feeling of the members of the Commission that the Secretary is entitled to a salary increase comparable to the increases that have been granted other officials in the State Highway Department. Accordingly, the matter was referred to the Engineer to discuss with Mr. Harry Dorman, Director of the Department of Finance and Administration. The Commission authorized any salary increase that Mr. Dorman may approve.

The Commission discussed a definite date for its meeting in September, heretofore tentatively scheduled for Thursday and Friday, September 22 and 23. It was decided to change the meeting date to Monday and Tuesday, September 26 and 27, subject to further consideration at the next meeting.

Consideration was also given by the Commission to the request of Mr. Donald M. Sharp, Hood River, for state assistance in developing a recreational area at Cloud Cap Inn on the Mt. Hood Highway, Hood River County, involving construction of a roadway to a proposed ski site and a car parking area. The Commission recalled Mr. Sharp's previous statements to the effect that the U. S. Forest Service contemplates constructing the road and the parking lot, and that if the roadway is provided then a private company will spend about $200,000 in developments, but their main problem is to keep the road open for travel during the winter season. In the discussion mention was made of information received from the U. S. Forest Service Engineer that the Forest Service is not interested in building a road to the ski area, but will approve an expenditure of forest highway funds to improve the Mt. Hood Highway to facilitate the truck hauling of logs to Parkdale. It was the feeling of the Commission that it is more important to complete reconstruction of the Mt. Hood Highway between Portland and Government Camp than it is to improve the highway in the Parkdale area. It was also recalled that Mr. Sharp was informed that the Commission would investigate the proposed recreational development at Cloud Cap sometime this summer. The Engineer advised that it would not be possible to make such inspection at this trip because of snow conditions. Accord-

ingly, the Commission decided to take no action in the matter now and to return to Portland via Government Camp rather than through the Hood River Valley as was originally intended.

The Commission discussed a request from the U. S. Forest Service that the State take over some of the forest wayside camps along the John Day Highway, particular mention being made of such a camp between Austin and Baker, and a camp at Aneroid Lake in Wallowa County. It appeared from the discussion that the Forest Service is of the feeling that the camp between Austin and Baker should be a state responsibility because it is adjacent to the John Day Highway; also that the Forest Service has no money available to finance development. The Engineer was instructed to discuss the matter with the Regional Forester, Mr. J. Herbert Stone.

During the progress of the inspection trip the Commission observed the condition of numerous stock pile sites on some of which sage brush has been allowed to grow causing an unsightly appearance. The Engineer was instructed to remove the sage brush and to perform such other work as may be necessary to give the sites a more pleasing appearance.

The Engineer reported on the request of the Overland Greyhound Corporation for permission to operate its scenicruisers over the Old Oregon Trail between the Idaho State line and Portland, particularly between Pendleton and La Grande, where the alignment of the highway is such that this type of vehicle cannot operate without encroaching in the opposing lane of travel on the approaches to the several bridges across the Grande Ronde River and at the Glover overpass. He said that while it is true that 35-foot busses also have some trouble, they are permitted to operate under statute, but the statute expressly forbids the issuance of a permit for a longer vehicle unless a trial run discloses that the vehicle can stay on its side of the road at all times. He further stated that a trial run of the 40-foot scenicruiser disclosed that it could not meet this requirement,so the Commission authorized a contract for widening these approaches to a width that would permit such movements without encroaching on the opposing traffic lanes. He again pointed out that the Highway Commission cannot give a permit to the Overland Greyhound Corporation to operate its scenicruisers until this work is done, and be within the law. He mentioned that it is expected the contract will be completed by September 1.

In the ensuing discussion, it was pointed out that trucks and busses that now operate over the highway without special permit have difficulty in crossing the bridge structures proper without crowding the vehicle in the opposing traffic lane because of the narrowness of the bridge structures. The Engineer recalled that he recommended some time ago that traffic control lights be installed, but he said, perhaps the condition could be cared for by installing signs warning trucks and busses not to attempt to pass on the bridges. It was the opinion of the Commission that neither the scenicruisers nor any other trucks or busses should be allowed to cross any of the bridge structures when they are occupied by another ve-

hicle; accordingly the Engineer was instructed to erect appropriate signs at once at each end of the several structures, prohibiting any truck or bus from entering upon them when they are occupied by another vehicle.

The Commission discussed the question of what action to take against contractors who have claims for compensation in excess of the amount shown by the Engineer's final estimate to have been earned under contracts with the State Highway Department, of more than one year's standing, and who have not instituted court action to collect. The Commission stated that in its opinion, contractors in that category are not qualified to perform work on public contracts, and will henceforth be disqualified from bidding on State Highway work. The Engineer was instructed to submit a list of such contractors to the Commission at its next regular meeting so as to enable the Commission to take appropriate action with respect to each of the contractors concerned.

There being no further business to come before the Commission at this time, the meeting was declared adjourned at 4:00 p.m., upon arrival at Valley Falls.

State Highway Engineer

Chairman

Commissioner

Secretary

Commissioner

EXHIBITS "A-1" through "C"

Minutes of

OREGON STATE HIGHWAY COMMISSION SECOND INSPECTION

TRIP (1955)

July 11 to 14, 1955

EXHIBIT "A-1"

Minutes of July 11 to 14, 1955

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Smith Point-Glenwood Section of the Oregon Coast Highway in Clatsop County, and in connection therewith to prepare a map showing the route and location of said section and to file said map, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said survey and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That the survey of the Smith Point-Glenwood Section of the Oregon Coast Highway, beginning at Highway Engineer's Station 0+00 at Smith Point and extending in a southwesterly direction across Youngs Bay to Highway Engineer's Station 432+00, approximately 1½ miles south of the community of Glenwood, north of Seaside, together with the map, which for identification purposes bears Map File No. 1R-5-751 and the date of July, 1955, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That when said highway section is permanently constructed, the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That the approval and adoption of said survey shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the construction, reconstruction, or improvement of the highway along and over said survey. Said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right of Way Department to proceed promptly with the acquisition of rights of way pursuant to the normal and approved method.

EXHIBIT "A-1" (cont)

4. That heretofore by resolution of this Commission dated November 3, 1948, said section of the Oregon Coast Highway between Astoria and Seaside has been designated as a "throughway" within the meaning and purpose of ORS 374.005, commonly known as the "Throughway Law, and, for the reasons stated therein, the above-named section of said highway should be so designated and it is hereby directed that the construction of the same shall be accomplished pursuant to and within the meaning and scope of said law except any portion of said section which had more than ten commercial businesses abutting thereon catering to the motoring public in any one mile as of the date said section of highway was designated as a "throughway".

5. That this resolution be entered in the minutes and records of the Commission as of the thirteenth day of July, 1955, as Survey Resolution No. 128.

EXHIBIT "A-2"

Minutes of July 11 to 14, 1955

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make complete and final surveys of the routes and locations of (1.) Boulder Gorge Section of the Sumpter Valley Secondary Highway in Baker County, (2.) Siletz -Camp Twelve Unit of the Siletz-Toledo Section of the Siletz Secondary Highway in Lincoln County, and (3.) Hillsboro-One-Way Streets Section of the Tualatin Valley Highway in Washington County, and in connection therewith to prepare maps showing the routes and locations of said highway sections and to file said maps, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said surveys and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said surveys, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1-a. That the survey of the Boulder Gorge Section of the Sumpter Valley Secondary Highway, beginning at Highway Engineer's Station 283+00 approximately 4½ miles west of the junction with the Baker-Unity Highway,and extending in a westerly direction to Highway Engineer's Station 313+50 at California Gulch, together with the map, which for identification purposes bears Map File No. 1R-5-761 and the date of July, 1955, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

1-b. That the survey of the Siletz-Camp Twelve Unit of the Siletz-Toledo Section of the Siletz Secondary Highway, beginning at Highway Engineer's Station 364+32.52 near the old bridge across the Siletz River at the southerly city limits of the town of Siletz, and extending in a northeasterly direction to Highway Engineer's Station 407+13 in the town of Siletz, together with the map, which for identification purposes bears Map File No. 1R-5-767 and the date of July, 1955, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to

EXHIBIT "A-2" (cont)

file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

1-c. That the survey of the Hillsboro One-Way Streets Section of the Tualatin Valley Highway, beginning at Highway Engineer's Station 405+02.64 near the southeasterly city limits of the City of Hillsboro and extending in a northerly direction along 10th Street to Baseline Street, thence westerly through the City of Hillsboro along Baseline Street and Oak Street to a junction at Highway Engineer's Station 36+86 at Dairy Creek, a short distance west of the west city limits of Hillsboro, together with the map, which for identification purposes bears Map File No. 1R-5-766 and the date of July, 1955, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That when said highway sections are permanently constructed, the same shall be done in accordance with said surveys and locations unless otherwise directed or ordered by the Commission.

3. That the approval and adoption of said surveys shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the construction, reconstruction, or improvement of the highway along and over said surveys. Said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right of Way Department to proceed promptly with the acquisition of rights of way pursuant to the normal and approved method.

4. That this resolution be entered in the minutes and records of the Commission as of the thirteenth day of July, 1955 as Survey Resolution No. 129.

EXHIBIT "B"

Minutes of July 11 to 14, 1955

RESOLUTION

WHEREAS, the Sunset Highway is a State Primary Highway and likewise a Federal-Aid Highway which throughout its entire length carries a large part of traffic; and

WHEREAS, it appears that on "Connection E" of the Cedar Hills Interchange between Barnes Road and the Sunset Highway in the vicinity of the Tektronix Plant, a short distance west of Portland, vehicles are parked on both sides of said "Connection E" for extended periods of time; and

WHEREAS, the parking of vehicles on said "Connection E" creates traffic congestion to such an extent that in the opinion of the Highway Commission, a hazardous condition is created to the traveling public; and

WHEREAS, in the opinion of the Commission public travel and public safety require that parking should be prohibited on both sides of said "Connection E".

NOW THEREFORE, BE IT AND IT HEREBY IS RESOLVED, by the State Highway Commission as follows:

1. The Commission does hereby find and declare, based upon recommendations by members of its staff, that the parking of vehicles on either shoulder of said "Connection E", between Highway Engineer's Station 6+60 at Barnes Road and Highway Engineer's Station 13+00 at the Sunset Highway, creates a hazard to the traveling public.

2. That in the opinion of this Commission, the right of way of said highway at said location is not of sufficient width to permit parking of vehicles thereon and at the same time provide the degree of safety and convenience, which, in the opinion of the Commission, should be provided the motoring public.

3. That the Commission does further find and declare that the parking of vehicles on either side of the right of way of said "Connection E" within said termini should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points between said termini as in his judgment are necessary to accomplish the purpose of this resolution and the action of the Commission as herein declared, on which signs shall be printed in plain letters the words, "NO PARKING ON HIGHWAY SHOULDER".

EXHIBIT "B" (cont)

5. That a certified copy of this resolution be sent to the Superintendent of the Department of State Police.

6. That this No Parking Resolution No. 133 be entered in the minutes and records of the State Highway Commission as of the thirteenth day of July, 1955.

EXHIBIT "C"

Minutes of July 11 to 14, 1955

RESOLUTION

WHEREAS, the Legislative Assembly at its Forty-eighth Regular Session enacted Senate Bill No. 478 (Chapter 447, Oregon Laws 1955), which requires that notice be given to the Mayor of any city before the Highway Commission acquires any new rights of way or relocates or abandons any existing state highway within such city and provides for public hearing in the event the Mayor or Council of such city remonstrates or objects to the action contemplated by the Highway Commission; and

WHEREAS, it is necessary and desirable that the Commission establish a standard procedure so as to permit full and complete compliance with the provisions of said law and the intent of the Legislative Assembly;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively, as follows:

1. Not less than thirty days prior to the acquisition of any right of way for any highway project within the limits of any incorporated city and not less than thirty days prior to the execution of any agreement or the adoption of any resolution by the Highway Commission for the relocation or abandonment of any existing state highway within any incorporated city, the Secretary of the Highway Commission is directed to give notice of the contemplated action by letter addressed to the Mayor of the city affected by the contemplated action. Such letter shall contain sufficient information to permit the Mayor and City Council of the city concerned to identify the location of the same and to ascertain its effect upon the city. If the Mayor or City Council requests further or additional information and data, the Secretary shall immediately submit such maps, construction plans or other data as may be necessary to afford the Mayor and City Council the complete information relative to the details of the contemplated action of the Highway Commission.

2. If the Mayor or City Council of any city objects or remonstrates to the action contemplated by the Highway Commission within ten days after receipt of the letter referred to in paragraph one of this resolution, the Secretary for the Highway Commission shall make all necessary arrangements for a public hearing to be held at the City Hall in such city and shall give written notice of the date and time of such public hearing to the State Highway Commission and the Mayor of such city at least ten days prior to the date of the hearing.

3. That whenever it is practical, the Highway Commission shall attend and conduct said public hearing. Recognizing, however, that in many instances it may be impractical or impossible for all or any of the

members of this Commission to attend and conduct said public hearing, each of the following persons are hereby designated as the representative of the Commission for the purpose of such public hearings and are hereby authorized and directed to conduct public hearings in behalf of the Commission in accordance with the provisionsof Chapter 447, Oregon Laws 1955:

A. Any Highway Commissioner
B. The State Highway Engineer
C. The Deputy State Highway Engineer
D. Any Assistant State Highway Engineer

4. That either the Secretary of the State Highway Commission or the Assistant Secretary of the Highway Commission shall be present at each of said public hearings and shall maintain minute records of the proceedings and furnish copies of the minute records to each member of the Highway Commission as soon as practicable after each said public hearing.

5. That when any such public hearing is conducted by any of the representatives of the Commission designated in paragraph three of this resolution, such representative shall prepare a written report of the public hearing, together with his recommendations concerning the matter, and submit a copy of the same to each member of the State Highway Commission as soon as practicable after each said public hearing. In the event more than one of the representatives of the Commission designated in paragraph three of this resolution conducts the hearing, said report and recommendation may be prepared jointly by such representatives.

6. That after considering the reports and recommendations of the representatives of the Commission and the minute records of each public hearing and such additional information and data as the Commission may consider pertinent, the Commission shall enter in its official records a resolution setting forth its decision with respect to the proposed public improvement for which the public hearing was held. The Secretary for the Commission or the Assistant Secretary for the Commission shall deliver certified copies of such resolution to the Mayor of the city wherein such meeting was held.

7. That this resolution be entered in the minutes of the Commission as Miscellaneous Resolution, No. 148, as of this 13th day of July, 1955.

Portland, Oregon
August 11, 1955

The Oregon State Highway Commission met in regular session at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

Chas. H. Reynolds, Acting Chairman
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, Deputy State Highway Engineer
W. W. Stiffler, Assistant State Highway Engineer
R. L. May, Jr., Assistant Chief Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

Chairman Chandler was excused from attending this meeting.

Bids as follows for highway construction were opened and read aloud by the Secretary, who then announced that the award of contracts would be made at 3:00 p.m. in the same room.

CLACKAMAS AND MULTNOMAH COUNTIES
OSWEGO HIGHWAY TRAFFIC SIGNAL INSTALLATION

Trowbridge Electric Co., Roseburg	$ 17,580.00
W. R. Grasle Co., Portland	18,754.00
Rochat Electric Co., Portland	20,500.00

CLATSOP COUNTY
GRADING, PAVING, ETC. BRADLEY PARK-WAUNA SECTION OF THE COLUMBIA RIVER HIGHWAY

Rogers Construction, Inc., Portland	$ 844,000.50
Fred H. Slate Co., Ore. Ltd., & E. C. Hall Co., Portland	849,382.50
Vernie Jarl, Gresham	961,215.50
Gibbons & Reed Co., Portland	975,780.50
Peter Kiewit Sons' Co., Longview, Wn.	1,048,421.50
J. N. Conley, Portland	1,059,979.00
J. Ira McNutt Construction Co., Springfield	1,099,444.50
Kuckenberg Construction Co., Portland	1,106,864.50
R. A. Heintz Construction Co., Portland	1,144,540.50
Earl L. McNutt Co., Eugene	1,160,291.50
Parker-Schram Co., Portland	1,206,767.00
J. W. Briggs, Bend	1,299,205.50
Max J. Kuney Co., Inc., Spokane, Wn.	1,417,180.00

COOS COUNTY
BUNKER HILL-DELMAR SCREEN PLANTING PROJECT ON THE OREGON COAST HIGHWAY

Woodward & Son & Barklow, Coquille	$ 14,970.00

COOS COUNTY
AERIAL PHOTOGRAPHY AND TOPOGRAPHIC MAPPING ON DAVIS SLOUGH-BANDON SECTION OF THE OREGON COAST HIGHWAY

Aero Service Corp., Philadelphia, Pa.	$ 14,582.00
Aerial Mapping Co., Portland	19,596.28
Ryall Engineering Co., Denver, Colo.	20,135.77
Pafford, Jones & White, Los Angeles, Calif.	21,599.92
Henry R. Staats, Portland	28,875.00
Fairchild Aerial Surveys, Inc., Los Angeles, Calif.	38,085.00

DESCHUTES COUNTY
TUMALO STATE PARK LATRINE

P. C. Knox & V. C. Johnson, Gladstone	$ 3,865.00
Enoch I. Maerz, Salem	3,867.00
R. H. Jones, Hillsboro	4,790.00

DOUGLAS COUNTY
MYRTLE CREEK-CANYONVILLE STRUCTURES ON PACIFIC HIGHWAY

Hamilton & Thoms, Eugene	$406,161.50
Lee Hoffman, Beaverton	418,704.00
Tom Lillebo, Reedsport	423,095.75
Peter Kiewit Sons' Co., Longview, Wn.	433,497.75
Manson Construction & Engineering Co., Seattle, Wn.	503,848.50

GRANT COUNTY
AUSTIN SAND STORAGE SHED

Gilbert Roberts, Hood River	$ 12,800.00
Walt M. Young, Hermiston	13,975.00
Lankford Bros., Nyssa	16,490.16
W. F. Stratton, Hermiston	19,285.80

LANE COUNTY
GOSHEN-DIVIDE GUARDRAIL PROJECT ON PACIFIC HIGHWAY

T. W. Thomas, Portland	$ 70,240.00
Fred Stubbert, Springfield	73,220.00
Vern Hoaglin, Beaverton	78,830.00
George E. Berry, Beaverton	79,700.00
Vernie Jarl, Gresham	80,010.00

August 11, 1955

Goshen-Divide Guardrail Project (Cont.)

Glen Ousley, Eugene	$ 82,630.00
Max J. Kuney, Spokane, Wn.	93,140.00
Glen Snook, Eugene	105,080.00

LINCOLN COUNTY
SILETZ RIVER BRIDGE ON SILETZ HIGHWAY

Lee Hoffman, Beaverton	$124,510.00
Parker-Johnson Co., Portland	124,938.00
Hannan Bros. Co., Portland	133,207.00
Hamilton & Thoms, Eugene	136,680.00

LINN COUNTY
MUDDY CREEK BRIDGE ON OAKVILLE COUNTY ROAD

Hannan Bros. Co., Portland	$ 26,445.00
Hamilton & Thoms, Eugene	26,960.00
Glen Snook, Eugene	27,435.00
Babler Bros., Inc., Portland	27,925.00
Chas. E. Wiedeman, Dallas	28,495.00
Orlando C. Bennard, Portland	32,110.00

MALHEUR COUNTY
OLDS FERRY-ONTARIO SECTION STRUCTURES ON OLD OREGON TRAIL

Hannan Bros. Co., Portland	$ 77,427.00
Neilson & Smith, Twin Falls, Idaho	80,341.00
R. H. Jones, Hillsboro	88,374.00
Orlando C. Bennard, Portland	99,551.00

MULTNOMAH COUNTY
42nd AVENUE-99th AVENUE ROADSIDE IMPROVEMENT PROJECT ON
T.H. BANFIELD EXPRESSWAY

Russellville Nursery, Portland	$ 55,155.80
Walker & Mays, Portland	56,953.85
Harry L. Pearcy & Knight Pearcy, Salem	62,290.15

MULTNOMAH COUNTY
GRADING, PAVING & ROADSIDE IMPROVEMENT ROSS ISLAND BRIDGE
ON-RAMP SECTION OF PACIFIC HIGHWAY EAST

L. B. Read, Portland	$ 25,995.90

August 11, 1955

POLK COUNTY
HOLMAN PARK LATRINE ON THE WILLAMINA-SALEM HIGHWAY

V. C. Johnson, Gladstone	$ 3,272.00
Enoch I. Maerz, Salem	3,340.00
T. J. Patzer, Salem	4,744.00
James & Yost, Inc., Portland	4,987.00

POLK COUNTY
LEVENS STREET BRIDGE IN CITY OF DALLAS, OREGON

Chas. E. Wiedeman, Dallas	$ 16,262.50
L. B. Read, Portland	18,282.50
James & Yost, Inc., Portland	19,333.00
Glen Snook, Eugene	21,995.00
Orlando C. Bennard, Portland	22,360.00
Concrete Structures, Portland	22,630.00

UMATILLA AND UNION COUNTIES
PENDLETON-LA GRANDE ROCK PRODUCTION PROJECT ON THE OLD OREGON TRAIL HIGHWAY

Rogers Construction Co., Portland	$ 81,000.00

WASHINGTON COUNTY
GRADING AND PAVING HILLSBORO SECTION OF THE TUALATIN VALLEY HIGHWAY

Rogers Construction Co., Portland	$237,504.00
T. W. Thomas, Portland	240,364.00
Warren Northwest, Inc., Portland	246,964.00
Porter W. Yett, Portland	247,612.00
Parker-Schram Co., Portland	257,713.00
Central Paving Co., Independence	258,209.00

The Commission approved the minutes of the meeting held on May 25 and 26, 1955.

The State Parks Superintendent reported on the following matters pertaining to parks:

1. Proposed exchange of land with Lincoln County for state park purposes in the townsite of South Newport, south of Yaquina Bay: The

Parks Superintendent reported that negotiations have been completed for most of the land in the proposed park site, excepting 31 lots owned by Lincoln County, which the County will deed to the State if the State will deed to the County a 40-acre tract of land to the east, which the County deeded to the State a number of years ago, being situate in the SW¼ NE¼ of Section 20, Township 11 South, Range 11 West. The property contains approximately 1,200,000 B.F of timber, mostly spruce and hemlock, valued at $5,000 to $6,000. The County would like to have the land returned to them and as it is not suitable for park purposes, he recommended that it be deeded to Lincoln County in exchange for the 31 lots in the park area, and provided further that Lincoln County will construct and maintain boat launching facilities on the Siletz River for benefit of fishermen. The Commission approved the exchange of properties and ordered that an agreement be prepared covering the provisions mentioned by the Parks Superintendent.

2. Proposed park at the mouth of the Deschutes River in Wasco and Sherman Counties: The Parks Superintendent reported that he had investigated the area which had been recommended by The Dalles Chamber of Commerce and others, and had found it to be quite suitable for park purposes. He estimated the cost of primary development, excluding a road connection, at $40,000, of which $20,000 represents the cost of the land. He recommended that the necessary land be acquired, but that no development be made until the Columbia River Highway has been widened for 4 lanes of travel and a traffic interchange has been constructed to provide a safe entrance to the park.

The Engineer reported that the newly constructed section of the Columbia River Highway is so close to the railroad that under present conditions it is not feasible to construct a grade separation. He gave as his opinion that it will be necessary to widen the highway to 4-lanes within a few years and when this is done, an adequate entrance could be made to the park. He recommended against the construction of a grade crossing now. Following further discussion, the Commission authorized the Parks Superintendent to negotiate the acquisition of the land with the understanding that it is not to be developed until such time as it is possible to provide an adequate traffic interchange for ingress and egress to the park.

3. Report on acquisition of property in the Columbia Gorge as recommended by the Columbia Gorge Commission: The Parks Superintendent reported that the Gorge Commission has recommended the acquisition of 13 areas and that appraisals and studies have been made on some of them. Appraisals, timber cruises, contacts with owners, and other work will be pushed as rapidly as possible, he stated, with the idea in mind of presenting some completed transactions to the Commission at its next meeting. The Gorge Commission, he added, is in accord with the progress being made and the methods used. The Highway Commission accepted the report.

4. Out-of-State travel by the Parks Advisory Committee and the Parks Superintendent: The State Parks Advisory Committee, the Parks Superintendent reported, is planning a trip to Seattle during August 27-28 to visit parks in the western part of the State of Washington. He requested permission for himself and the Assistant Parks Superintendent, Mr L. V Koons, to make the trip. He estimated the cost for the entire group at $214. The Commission approved the trip for all and instructed the Parks Superintendent to submit a report concerning what had been seen and the reaction of the Parks Advisory Committee.

5. Out-of-State travel by the Parks Superintendent to attend the National Conference on State Parks: This Conference, the Parks Superintendent stated, is to be held at Mt. Mansfield State Park near Stowe, Vermont, during September 25-28. The estimated cost by plane, he stated, is $440 and he requested authority to attend. The Commission approved the request

6. Request of the "Geological Society of the Oregon Country", Portland, for development of a park area around an "erratic" stone located a short distance east and north of Bellevue on the Salmon River Highway in Yamhill County: This stone, the Parks Superintendent stated, is unusual in its size, weighing about 200 tons, and the fact that it was probably carried to this point in floating ice at a time when the Willamette Valley was covered with flood waters The composition of the stone is such that it is not of local origin. He recommended that authority be granted to acquire a few hundred square feet of land around the stone by purchase or lease, to provide a trailway to the stone and to install a suitable marker on the highway opposite the area. The Commission accepted the recommendation

7 Investigation of possible recreational areas on the Snake River in conjunction with the proposed Pleasant Valley and Mountain Sheep dams: A meeting was recently held, the Parks Superintendent stated, to discuss the possible recreational features at these damsites. At this meeting the U. S. Forest Service, the National Park Service, the Idaho Fish and Game Department, and the Oregon State Parks Department were represented. Inasmuch as the areas lie between the States of Oregon and Idaho, it was the feeling at the meeting that the National Park Service should carry on the necessary investigation for an overall recreational development. He requested that authority be granted him to join in this investigation so that the interests of the State of Oregon are not overlooked. The Commission granted the authority.

The Right of Way Engineer presented for consideration options secured for acquisition of real property needed for state highway improvements and for other purposes. After careful consideration, the Commission unanimously approved closing the options at the prices mentioned therein by adopting the attached resolution relative thereto marked

EXHIBIT "A", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The Commission accepted the Right of Way Engineer's report on Miscellaneous Sales made by the Property Manager since the last meeting of the Commission. (For details concerning the sales, see the Property Manager's report dated August 11-12, 1955 in the Highway Commission's files in Salem.)

Renewal of a ground lease with the Weyerhaeuser Timber Company for 3 stock pile sites on the Green Springs Highway in Klamath and Jackson Counties was considered. The Right of Way Engineer reported that these sites have been under lease since 1930 and it is desired to extend the lease for a period of 5 years, beginning August 14, 1955, for a consideration of $1.00 and he so recommended. The Commission approved the lease extension.

Approval was requested for the sale of 1.6 acres of excess land on the Chenoweth Park-Deady Section of the Pacific Highway in Douglas County. The Right of Way Engineer advised that the property has been appraised at $500 and that an offer of such amount was received from Mr. Milo Fellows, at a public auction, Mr. Fellows being the only bidder for the property. He said that the property no longer is required for highway purposes,and he recommended in view thereof that it be sold to Mr. Fellows for the amount of his bid. The Commission approved the sale.

The Right of Way Engineer presented a number of requests for changes in points of access to state highways. He explained that none of these requests involve additional access, but are changes only for existing points of access. He recommended approval of the following changes:

a. Gillette property, File 20049, on the Mt. Vernon-John Day Section of the John Day Highway in Grant County.

b. Pope property, File 20098, on the Dayville-Mt. Vernon Section of the John Day Highway in Grant County.

c. Koble property, File 20101-20102, on the Dayville-Mt. Vernon Section of the John Day Highway in Grant County.

d. Morris property, File 20300, Dayville-Mt. Vernon Section, John Day Highway in Grant County.

e. Beck property, File 18472, Newport-Toledo Section of the Corvallis-Newport Highway in Lincoln County.

f. Chipman property, File 18469, Newport-Toledo Section of the Corvallis-Newport Highway in Lincoln County.

g. Goodwin property, File 21333, Dayville-Mt. Vernon Section of the John Day Highway in Grant County.

h. Masson property, File 20060, Dayville-Mt. Vernon Section of the John Day Highway in Grant County.

i. Petwin property, File 18541, Newport-Toledo Section of the Corvallis-Newport Highway in Lincoln County.

j. Burkland property, File 5076-5078-5079, Interstate Avenue, Pacific Highway West in Multnomah County.

The Commission approved the changes as recommended.

Upon the Right of Way Engineer's recommendation, the Commission approved entering into a "Lease Agreement" with the Signal Oil Division of Standard Oil Company of California for temporary use of Lots 1, 2, 3 and 4, Block 110, Portland. The Right of Way Engineer explained that this property lies within the Harbor Drive-Clay-Columbia Interchange Section and the lease will be cancelled very soon because of construction operations. However, the Oil Company requests that the lease be signed so that they can pay for the use of the property for two months on a basis of 2 cents per gallon of gasoline sold.

Sale of 1.65 acres of excess property on the Mt. Vernon-John Day Section of the John Day Highway in Grant County was discussed. The Right of Way Engineer stated that this property has been declared surplus and that a minimum value of $500 has been placed on it. At a public sale held on July 13, 1955, Mr. Fred Clift and Mr. Robert Keerins submitted the only bid received in the amount of $500. He recommended that the property be sold to them for such amount with one unrestricted access to the highway of a width not to exceed 25 feet. The Commission approved the sale of the property as recommended.

The following parcels of property were reported by the Right of Way Engineer as being no longer required for highway purposes, and he requested authority to advertise them for public sale:

a. 1.449 acres on the Silverton Section of the Salem-Silverton Highway in Marion County, for a minimum price of $1,800. (See EXHIBIT "B-1".)

b. 1.4 acres on the Portland-Milwaukie Section of the Pacific Highway East in Clackamas County, at a minimum price of $2,000. (See EXHIBIT "B-2".)

c. 160 acres of timber land on the Wolf Creek-Grants Pass Section of the Pacific Highway in Josephine County, at a minimum price of $61,000 and allowing a temporary access for logging purposes. (See EXHIBIT "B-3".)

d. 1.5 acres on the Gervais-Hayesville Section of the Portland-Salem Expressway in Marion County, for a minimum price of $1,000, without access to the Portland-Salem Expressway. (See EXHIBIT "B-4".)

The Commission approved the request by adopting the attached resolutions relative thereto marked EXHIBITS "B-1" through "B-4", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

Consideration was given to conveying to Douglas County 0.45 acre of excess land on the Garden Valley Road-South Umpqua River Section of the Pacific Highway in Douglas County. The County has requested this property, the Right of Way Engineer stated, as additional ground for the Douglas County Farm Home. The property is 26 feet below the new highway level, and presently is a decided eyesore, and is of no value for highway purposes. He recommended that it be deeded to Douglas County with access restrictions, for the sum of $1.00. The Commission accepted the recommendation with the stipulation that the property is to be used by the County for public purposes only.

Authority was requested by the Right of Way Engineer to offer at public sale 0.45 acre of land on the Greggs Creek-Wedderburn Section of the Oregon Coast Highway in Curry County, which land, he said, is located just south of Nessica Beach, and is not required for highway purposes. He recommended that it be advertised for sale for a minimum price of $450. The Commission authorized the sale at such minimum amount.

Attention was given to a proposed exchange of property with Mr. O. A. Erickson, on the Olds Ferry-Ontario Section of the Old Oregon Trail, Malheur County. The Right of Way Engineer stated that in acquiring right of way from Mr. Erickson, it had been agreed to re-establish his irrigation system on the westerly side of the highway. Mr. Erickson has now offered to accept 8.26 acres previously acquired from him, and in exchange he will release the State from its obligation to reconstruct his irrigation system. The appraised value of the land, he stated, is $704, and it is estimated that it will cost $962.75 to reconstruct the irrigation system. He recommended that the 8.26 acres be deeded to Mr. Erickson without access to the Old Oregon Trail, on condition that he will release the State from all obligation to re-establish the irrigation system. The Commission accepted the recommendation.

The Right of Way Engineer recommended and the Commission authorized the expenditure of not to exceed $360 for installation of new heating units in property that was acquired in connection with a settlement for right of way for the City Limits-Barbur Boulevard Unit of the Portland-Salem Expressway in Multnomah County. These properties, the Right of Way Engineer explained, provide an income of $200 a month and purchase of the heating units is well justified.

Consideration was given to a "Waiver and Relinquishment of Lease" on a parcel of ground leased by the State Highway Department, October 17, 1941, for a period of 15 years, for a borrow pit on the 7th Street-11th Street Connection in the City of Eugene. The Right of Way Engineer explained that the 7th Street-11th Street Connection has now been turned over to the City, so the State has no use for the borrow pit. He recommended that the lease be relinquished. The Commission approved the relinquishment as recommended.

Payment to the West Coast Telephone Company of the sum of $850 for moving its poles on the Hinsdale Slough-Luder Creek Section of the Umpqua Highway in Douglas County, was presented by the Right of Way Engineer. He explained that the poles are on property owned by the Telephone Company and that it is necessary that they be moved to accommodate highway construction that is now under way. He recommended that an amount not to exceed $850 be paid the Telephone Company. The payment was approved by the Commission.

The Commission approved a request from the Right of Way Engineer that he be granted authority to offer at public sale 0.51 acre on the Bear Creek-Talent Section of the Pacific Highway in Jackson County. This land, the Engineer commented, was acquired for the sum of $51 and is no longer needed for highway purposes; also, that the property has been appraised at a value of $300. He recommended that it be offered at public sale for not less than $300 with complete restriction of access to the Pacific Highway. The Commission authorized the sale on such basis.

Consideration was given to approval of a new lease with Roberts Motor Company for use of property at the east end of the Steel Bridge in Portland, known as the Mack Truck Building. The proposed lease, the Right of Way Engineer stated, provides that the Company shall pay $750 per month for the lease, and shall also pay taxes on the property, the premium for fire insurance, and that either party may cancel the lease upon one year's written notice. He advised that the new lease covers the period November 1, 1955 to October 31, 1960, and he recommended approval of the same. The Commission approved the lease as recommended.

The Right of Way Engineer recommended entering into an agreement with Multnomah County relative to the acquiring of properties that are needed for the ramp connecting the T. H. Banfield Expressway with 122nd Avenue, Portland. He explained that Multnomah County is at this time acquiring right of way to widen 122nd Avenue as part of a county project, and that the Right of Way Department is at this time attempting to acquire properties from the same owners for the construction of this ramp. The matter has become somewhat confused by reason of two public agencies negotiating simultaneously with the same property owners. Four properties are required in connection with the Highway Department's contract. It is proposed that the State acquire three of these parcels and the County acquire one parcel. It is further proposed that the cost of each parcel be prorated according to the appraisal of Mr. Leroy Draper. Mr. Draper has, or will, set up percentages which in his opinion will reflect the amount of money that the County should pay and the amount of money that the State should pay. The Right of Way Engineer requested, if the Commission approves this arrangement, that it be covered by appropriate agreement with the County and that the

Chief Counsel be authorized to sign such agreement in behalf of the Commission in order to expedite the awarding of the contract. The Commission approved the arrangement as recommended and authorized the Chief Counsel to sign the agreement. The attached resolution relative thereto marked EXHIBIT "H", which resolution by this reference is made a part hereof with like effect as though extended in full herein was thereupon adopted by the Commission.

The Chief Counsel requested authority to acquire by condemnation, if necessary, the following properties which are needed as right of way in connection with various highway improvements or for other purposes, and to tender offers for the same in conformity with instructions given him by the Commission in its resolution adopted December 20, 1951:

Dolph Corner-Rickreall Section of the Willamina-Salem Highway

R-18155- Ross A. Simpson
Right of Way (Polk)
Parcel No. 1: 7.65 acres
Parcel No. 2: 2.15 acres

R-18161- Joseph H. Harland
Right of Way (Polk)
13.13 acres

Meacham-Hilgard Section of the Old Oregon Trail Highway

R-22793- Chester C. Whitehill
Right of Way (Union)
12.64 acres

Bradley Park-Columbia County Line Section of the Columbia River Highway

R-23858- Thomas W. Freeman
Right of Way (Clatsop)
2.14 acres

R-23863- Arthur T. Trenholm
Right of Way (Clatsop)
1.01 acres
Permit of Entry obtained

Hillsboro One-Way Streets Section of the Tualatin Valley Highway

R-23840- The City of Hillsboro
Right of Way (Washington)
0.61 acre

R-23841- O. E. Schwab
Right of Way (Washington)
302 square feet

R-23842- Millard E. Morley
Right of Way (Washington)
350 square feet

R-23843- Charles W. Marshall
Right of Way (Washington)
1660 square feet

R-23844 C. C. Rate
Right of Way (Washington)
900 square feet

Hillsboro One-Way Streets Section of the Tualatin Valley Highway (cont)

R-23845- William O. Joos
Right of Way (Washington)
1.76 acres

R-23846- Walter L. Peavey
Right of Way (Washington)
2650 square feet

R-23847- E. D. Carver
Right of Way (Washington)
2650 square feet

R-23848- Eva Elnora Bailey
Right of Way (Washington)
6.25 acres

R-23849- H. N. Kummer
Right of Way (Washington)
.06 acre

R-23850- G. E. Gibbons
Right of Way (Washington)
0.28 acre

R-23853- Charles W. Ketcham
Right of Way (Washington)
.01 acre

Bandon-Port Orford Section of the Oregon Coast Highway

R-22524- W. J. Sweet
Road-building materials (Curry)
9.5 acres

Tualatin River-Middleton Section of the Pacific Highway West

R-23347- Anna E. Stein
Right of Way (Washington)
0.90 acre

R-23348- Elizabeth Miller
Right of Way (Washington)
0.23 acre

R-23397- Elizabeth Rose and Maxwell F. Beno
Right of Way (Washington)
2.5 acres

Shady Point-Booth Ranch Section of the Pacific Highway

R-23035- Raymond C. Laurence
Right of Way (Douglas)
0.23 acre

Myrtle Creek-Canyonville Section of the Pacific Highway

R-21012- Roy W. Alspaugh
Right of Way (Douglas)
3.32 acres

R-21013- Adeline Weaver
Right of Way (Douglas)
Parcel No. 1: 6.4 acres
Parcel No. 2: 1.32 acres

R-21014- Orville H. Weaver
Right of Way (Douglas)
Parcel No. 1: 5.22 acres
Parcel No. 2: 0.76 acre

R-21016- Bess W. Briggs
Right of Way (Douglas)
3.13 acres

R-21017- William P. Weaver
Right of Way (Douglas)
2.36 acres

R-21018- C. R. Weaver and William P. Weaver
Right of Way (Douglas)
2.31 acres

R-21019- C. R. Weaver
Right of Way (Douglas)
2.28 acres

R-21020- J. R. Weaver
Right of Way (Douglas)
2.25 acres

R-21021- C. R. Weaver
Right of Way (Douglas)
2.19 acres

R-21022- Harlan B. Carter
Right of Way (Douglas)
2.16 acres

R-21023- Henry Schmoll
Right of Way (Douglas)
2.28 acres

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Myrtle Creek-Canyonville Section of the Pacific Highway (cont)

R-21027- Mabel Lewis
Right of Way (Douglas)
Parcel No. 1: 16.12 acres
Parcel No. 2: 0.80 acre

R-21030- Ora Weaver Carter
Douglas
Parcel No. 1: 11.52 acres for right of way
Parcel No. 2: 0.24 acre for easement for drainage ditch

R-21031- Alton E. Alspaugh
Right of Way (Douglas)
1.44 acre

R-21040- Venita Starnes
Right of Way (Douglas)
Parcel No. 1: 5.36 acres
Parcel No. 2: 1.63 acres

R-21042- Agnes A. Riddle
Right of Way (Douglas)
5.67 acres

R-21043- A. L. Matthews
Right of Way (Douglas)
Parcel No. 1: 0.43 acre
Parcel No. 2: 4.10 acres

R-22480- R. F. Klose
Right of Way (Douglas)
0.96 acre

R-22481- Treva Alspaugh
Right of Way (Douglas)
1.32 acre

R-22482- Kenneth Bruce Amesbury
Right of Way (Douglas)
1.52 acres

R-22483- Alton E. Alspaugh
Right of Way (Douglas)
1.52 acres

R-23735- G. A. Fitzpatrick and Joseph E. Fitzpatrick
Right of Way (Douglas)
100 acres

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Myrtle Creek-Canyonville Section of the Pacific Highway (cont)

R-23736- L. H. Taylor
Right of Way (Douglas)
1.71 acres

R-23737- Hanna Coal & Ore Corporation, a Delaware corporation
Right of Way (Douglas)
0.03 acre

R-23738- George Patrick
Right of Way (Douglas)
8.85 acres

R-23749- Edward Puddicombe
Right of Way (Douglas)
1.07 acres

R-23750- Jim McClure and Harrison Courtney McClure
Right of Way (Douglas)
1.05 acres

R-23753- Edward J. Puddicombe
Right of Way (Douglas)
.60 acre

R-23755- Clem Tavenner
Right of Way (Douglas)
13.0 acres

R-23756- Jimmie H. Juhl
Right of Way (Douglas)
.42 acre

R-23757- Herbert F. Juhl
Right of Way (Douglas)
0.42 acre

R-23758- Lois M. Clough
Right of Way (Douglas)
20.8 acres

R-23739- Arthur R. Holder
Right of Way (Douglas)
5.08 acres

Clay-Columbia Street Interchange of the Portland-Salem Expressway

R-20670- Continental Pacific Trailways
Multnomah
20,790 square feet
To condemn leasehold interest of above lessee

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Washburn-North Plains Section of the Wilson River Highway

L-2051- Florence E. Jones, et al.
New resolution required for additional taking

L-2055- Melissa J. Gibson, et vir.
New resolution required for additional taking

The Commission granted the request by adoption of the attached resolutions relative thereto marked EXHIBITS "I -1" through "I -12 ", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Commission considered and unanimously approved the Chief Counsel's written report of cases which have been tried in court by his staff since the June 30, July 1 meeting of the Commission,as follows:

REPORT OF CONDEMNATION CASES TRIED JUNE 28, 1955 to AUGUST 8, 1955

Case	County	Highway	Section	State's Offer	Defts. Demands	Verdict
R-10008 Walmsley	Columbia	Columbia River	Goble-St. Helens	$ 555.00	$ 850.00	$ 650.00
R-21898 Billings	Curry	Oregon Coast	Wedderburn-Giesel Monu.	1,000.00	None	1,050.00
R-21546 Collins	Curry	Oregon Coast	Euchre Creek-Wedderburn	3,500.00	$ 3,500.00	3,500.00
R-21223 Sherrill	Lane	Pacific	Goshen-Divide	8,726.00	13,226.00	10,000.00
R-22098 Smith	Marion	Pacific East	Salem By-Pass-Jefferson Junction	2,934.00	12,500.00	3,000.00
R-20361 Stampley	Marion	Portland-Salem-Expressway	Hayesville Jct.-Wilsonville Junction	6,847.00	19,256.00	10,250.00
R-19735-Wesling	Washington	Pacific West	Tualatin River-Middleton	506.00	1,600.00	500.00
R-22411 Branchflower	Yamhill	Yamhill-Newberg	Carlton Jct.-Newberg	4,570.00	8,000.00 + Lessee's Interest	6,500.00

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(Note: For details see copy of the Chief Counsel's written report to the Commission, dated August 4, 1955, in the General Files.

The Commission also approved the Chief Counsel's report of cases which have been settled out of court since the last Commission meeting, as follows:

REPORT OF CONDEMNATION CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
R-22685 Georges	Clackamas	Cascade Secondary	S.E. Flavel Street-Lake Road	$15,000.00	$16,500.00
R-21893 Connet	Curry	Oregon Coast	Euchre Creek-Wedderburn	7,140.00	9,260.00
R-22976 Holmgren	Douglas	Pacific	Shady Point-Booth Ranch	400.00	600.00
R-21233 Lombard	Lane	Pacific	Goshen-Divide	4,000.00	4,625.00
R-23225 Swyter	Linn	Corvallis-East Side	Poor Farm-Pacific Highway East	500.00	600.00
R-22167 Thayer, Wendel G.	Malheur	Old Oregon Trail	Olds Ferry-Ontario	3,760.00	3,760.00
R-22169 Thayer, Verl	Malheur	Old Oregon Trail	Olds Ferry-Ontario	4,360.00	4,360.00
R-22155 Thayer, C. H.	Malheur	Old Oregon Trail	Olds Ferry-Ontario	10,825.00	16,500.00*
R-22165 Thayer, Merton H.	Malheur	Old Oregon Trail	Olds Ferry-Ontario	1,025.00	1,850.00
R-20020 Curry	Wallowa	Enterprise-Lewiston	Flora Spur	1,642.00	1,642.00
R-19822 R-22910 Chapman	Washington	Wilson River	Washburn-North Plains	5,866.00	6,000.00

Case	County	Highway	Section	State's Offer	Amount of Settlement
R-22414 Crow	Yamhill	Yamhill-Newberg	Carlton Junction-Newberg	$ 2,242.00	$2,650.00
R-22682 Baroni	Clackamas	Cascade Secondary	S. E. Flavel Street-Lake Road	2,650.00	3,350.00
R-21990 Trinkhaus	Curry	Oregon Coast	Euchre Creek-Wedderburn	1,250.00	1,400.00

*Saving of $4,100 effected by construction of smaller underpass.

(For further details see the Chief Counsel's letters of August 4, 9, and 10, 1955 in the General Files.)

The Chief Counsel presented and the Commission accepted offers, as follows, for the acquisition of real property, which offers were tendered to the owners of the properties prior to the institution of condemnation proceedings in accordance with authority granted by the Commission on December 20, 1951:

Goshen-Divide Section of the Pacific Highway:

R-23448-Hubert Hickethier, et al. 11.7 acres for acquisition of roadbuilding materials. Offer of $4,440 approved by Mr. Reynolds August 5, 1955.

Jumpoff Joe Creek-Grants Pass Section of the Pacific Highway:

R-23276-John M. Green, et al. 5.6 acres for right of way purposes. Offer of $940 approved by Mr. Reynolds August 5, 1955.

R-23282-Mary Josephine Hurst. 0.63 acre for right of way purposes. Offer of $150 approved by Mr. Reynolds August 5, 1955.

R-23284-Martha A. Morris. 11 32 acres for right of way purposes. 36.36 acres for excess taking. Offer of $2,057 approved by Mr. Reynolds August 5, 1955.

R-23285-William V. Burgess, et ux. 1.19 acres for right of way purposes. Offer of $150 approved by Mr. Reynolds August 5, 1955.

R-23286-M. W. Koons, et al. 3.32 acres for right of way purposes. 0.98 acre for excess taking. Offer of $215 approved by Mr. Reynolds August 5, 1955.

Jumpoff Joe Creek-Grants Pass Section of the Pacific Highway (Cont)

R-23732-Mary Josephine Hurst, et al. 1.3 acres for right of way purposes. Offer of $19,350 approved by Mr. Reynolds August 5, 1955.

Harbor Drive-Barbur Drive Section of the Portland-Salem Expressway

R-22545-Sam Fazzolari, et ux. 10,000 square feet for right of way purposes. Offer of $7,500 approved by Mr. McIver July 29, 1955.

R-22549-Edward L. Kelley, et ux. 5,000 square feet for right of way purposes. Offer of $3,000 approved by Mr. McIver July 29, 1955.

Reedville-Beaverton Section of the Tualatin Valley Highway:

R-22525-John Farley, et al. 2,890 square feet for right of way purposes. Offer of $8,750 approved by Mr. McIver July 29, 1955.

R-22810-Austen Sinnerud, et al. 0.1 acre for right of way purposes. Offer of $2,050 approved by Mr. McIver July 29, 1955.

R-22821-Ruth M. Ross. 0.12 acre for right of way purposes. Offer of $9,000 approved by Mr. McIver July 29, 1955.

R-22832-H. A. Nielsen, et ux. 0.42 acre for right of way purposes. Offer of $9,750 approved by Mr. McIver July 29, 1955.

R-22859-Fletcher Russell, et al. 0.09 acre for right of way purposes. Offer of $433 approved by Mr. McIver July 29, 1955.

R-22862-Raymond R. Mathis, et al. 0.23 acre for right of way purposes. Offer of $26,625 approved by Mr. McIver July 29, 1955.

R-22871-John Farley, et al. 0.25 acre for right of way purposes. Offer of $2,600 approved by Mr. McIver July 29, 1955.

A report was submitted by the Chief Counsel and accepted by the Commission concerning orders issued by the Public Utilities Commissioner which are of interest to the Highway Commission, as follows:

PUX 113: S. W. Emigrant Avenue Overcrossing in Pendleton: On motion of the Highway Commission the application of the Commission was dismissed without prejudice.

PUX 128: Relocated Divide Overcrossing and removal of existing overcrossing on the revised location of the Pacific Highway in Lane County. The order issued by the PUC fully authorizes the work proposed by the Commission.

PUX 130: Ochoco Lumber Company truck crossing near Prineville in Crook County. The order provides in detail the signing and signal protection being installed at the crossing.

PUX 132: City of Hillsboro grade crossing of the tracks of Southern Pacific Company southeast of Hillsboro. The order entered by the PUC validates an existing crossing of the railroad which long has been in use.

The matter of disqualifying as prospective bidders those contractors who have outstanding claims against the Highway Department of more than one year's duration was discussed. The Assistant Counsel pointed out that a provision has recently been placed in all contract forms providing that any claim for additional compensation must be submitted by the contractor within ninety days following mailing of the Engineer's final estimate to the contractor; that the contractor must commence suit or action to collect or enforce his claim within a period of one year and, if such action is not taken, the contractor waives all claim for additional compensation. The Engineer stated that at this time only one contractor, Mr. Edwin C. Gerber, will be affected by the Commission's disqualification ruling as made on July 13, 1955 during an inspection trip. It was the Assistant Counsel's opinion that the prequalification law pertains to the ability of a contractor to perform contract work, and he expressed doubt as to the legal authority of the Commission to disqualify a contractor because he refuses to sign a final estimate voucher. He recommended that the Commission rescind its previous order. The matter was the subject of considerable discussion, with the result that the Commission decided to adhere to its previous decision and ordered that Mr. Gerber be notified that he has been disqualified from further bidding.

The Assistant Counsel presented a report concerning the institution of the case of Ballard vs. State of Oregon, by and through its State Highway Commission. He explained that this case, filed in the name of Ballard, is really in behalf of a number of employees of the Consumers Cooperative Association who seek to collect wages for loss of time because of damages to the Association's sawmill resulting from blasting operations conducted by state highway crews on the Siuslaw Highway about one mile west of Swisshome, on January 5, 1955. He recalled that the Commission previously indicated that it would not oppose payment of property damages to the sawmill, and that legislation had been enacted to enable such payment; also, that when the matter was previously considered the Commission, on recommendation of the Chief Counsel, denied all claims for loss of wages due to the fact that the law does not provide for such payments. The complaint now submitted demands recovery of a total of $9,325.40. The Commission ordered appropriate action taken to defend the State.

A report on damage claims that have been abandoned was also submitted by the Assistant Counsel, as follows:

Milton A. Klippel: For damages to a state vehicle in the amount of $7.15. It now appears that the State Highway Department's vehicle struck Mr. Klippel's vehicle on entering the highway from a private driveway, and the State operator may have been at fault.

State Board of Forestry: For damages to a highway pilot car caused when a car owned by the State Board of Forestry attempted to pass the pilot car, causing damages to the pilot car in the approximate amount of $100. Subsequently, it was determined that the State's automobile liability policy does not cover damages caused by one State vehicle to another State vehicle. The Commission approved the abandonment of the claims as presented.

Commissioner McIver inquired concerning the status of the "Q" Street route between Eugene and Springfield regarding which the Commission previously adopted a survey extending from the East end of the Ferry Street Bridge to the Mohawk Road. Mr. W. C. Williams, Deputy State Highway Engineer, stated that he has heard that a supermarket and possibly other developments are scheduled to start on the proposed right of way in the near future. This property, he stated, is becoming increasingly valuable, particularly near the Ferry Street Bridge and he estimated that it would cost about $180,000 to acquire the right of way in that vicinity. Mr. R. H. Baldock, State Highway Engineer, pointed out that the "Q" Street route is an integral part of the State Highway system in the Eugene area and is badly needed; also, being on the interstate system, it appears that the Federal Government will pay 90 per cent of the cost. The Commission instructed the Engineer to give the matter further thought and present a report tomorrow concerning what should be done regarding the acquisition of right of way.

(On the following day the Right of Way Engineer reported that it would cost at least $750,000 to acquire right of way on the "Q" Street route from the Ferry Street Bridge to the Mohawk Road. He requested authority to negotiate acquisition of those properties on which it appears that building developments will soon take place. The Engineer emphasized the need for acquiring land on the proposed right of way before expensive development is undertaken and urged that authority be given to negotiate purchase of five tracts fronting on Coburg Road which are the most necessary properties; also, that authority be given to condemn these properties if the negotiations are unsuccessful. The Commission granted the authority for acquisition and condemnation, as requested).

The Engineer reported that, as previously authorized by the Commission, he has awarded contracts referred to him to award when certain conditions had been satisfied, as follows:

1. Bruce Junction-Martins Lake Section of Martins Lake Road, Benton County. Bids received July 1, 1955. Conditions of award satisfied July 11, 1955. C. J. Eldon, Portland, contractor.

2. Gladstone (Clackamas Blvd.) Paving Project, Clackamas County. Bids received July 1, 1955. Conditions of award satisfied July 11, 1955. P. A. Shoat Co., Portland, contractor.

3. North Yamhill Bridge on Moores Valley Road, Yamhill County. Bids received June 30, 1955. Conditions of award satisfied July 13, 1955. Birkemeier Construction Co., Milwaukie, contractor.

4. East Unit, Alicel Junction Cove Section of Lower Cove Road Oiling Project, Union County. Bids received June 30, 1955. Conditions of award satisfied July 13, 1955. Russell Olson Construction Co., Pendleton, contractor.

5. Enterprise (Depot Street) Paving Project, Wallowa County. Bids received June 30, 1955. Conditions of award satisfied July 15, 1955. Morrison & Lamping, Milton-Freewater, contractor.

6. Mt. Angel (Church and College Streets) Grading and Paving project, Marion County. Bids received July 1, 1955. Conditions of award satisfied July 21, 1955. Warren Northwest, Inc., Portland, contractor.

7. Grading and surfacing Werst Corner-Wallowa Section of Werst Corner-Wallowa River Road, Wallowa County. Bids received June 30, 1955. Conditions of award satisfied July 22, 1955. C. C. Meisel, McMinnville, contractor.

8. Grading and paving Walker Mountain Road-Lenz Road Unit, Lapine-Lenz Road Section of The Dalles-California Highway, Klamath County. Bids received July 1, 1955. Conditions of award satisfied July 25, 1955. Rogers Construction Co., Portland, contractor.

9. Weaver Overcrossing of the Southern Pacific Company Tracks near Myrtle Creek on the Pacific Highway, Douglas County. Bids received May 25, 1955. Conditions of award satisfied August 8, 1955. A. H. Saxton & Son, Corvallis, contractor.

The Commission accepted the report.

The Engineer also reported that test runs had been made with truck and trailer combinations over that portion of the Medical Springs Secondary Highway No. 340 from Pondosa to its junction with the Baker-Homestead Highway near the City of Baker, and that the tests revealed that such equipment can be operated over the highway without encroaching on the opposing lane of traffic. As the result of these test runs, he stated, that he has reclassified this highway section from a Group II Highway to a Group I Highway. The Commission accepted the report.

Consideration was given to the renewal of an agreement with the Columbia Sand and Gravel Products Company, of Umatilla, Oregon, con-

cerning its operations in a State-owned gravel pit at Umatilla. The Engineer reported that as instructed by the Commission at the previous meeting, he has checked to ascertain if the Company has completed its obligations under the terms of the previous two-year agreement which expired April 9, 1955, and found that the obligations have been fulfilled. He recommended,in view thereof,that the agreement be extended for one year. The Commission approved such extension.

A tabulation of statistics taken from the weighmaster records for a three-month period, from April through June for the years 1951 to 1955, inclusive, was presented by the Engineer who commented that there appears to be nothing particularly significant about the statistics except that the number of pending cases is still increasing and the number of log-hauling violations in excess of 10,000 pounds has increased somewhat. The Commission accepted the report.

Consideration was given to a request from the Seaside High School Board for oiling of a parking area across the Oregon Coast Highway from the school. The oiling, the Engineer explained, would extend from the pavement edge to the right of way line and also onto an area outside the right of way which area is owned by the School District. He called attention to the fact that the area is used as a view point by tourists in the summer months to view the ocean and bay, and when school is not in session tourists will have almost exclusive use of it. As a matter of good public relations, he recommended that the parking area inside and outside of the right of way be oiled, on the basis that the State and the School District, each pay half of the total estimated cost of $1,500. The Commission approved the project.

The Commission discussed briefly the Engineer's report on six schemes for construction of a rest room and concession building at Depoe Bay. Action, however, was deferred until later in the day.

(Shortly after the meeting reconvened at 1:30 p.m., the Commission again discussed with the Engineer the several plans for this project. Commissioner McIver moved adoption of Scheme "E" (Drawing No.S-237). As a result of the discussion that followed, the Commission unanimously approved such plan tentatively estimated to cost $46,500, subject to minor changes with respect to location and design as may be approved by Commissioner McIver, after personal inspection of the premises. Authority was also given the Engineer to advertise the project for bids to be received at the September meeting of the Commission.)

A petition was considered from E. D. Wardlaw and other farm residents along the new section of the Old Oregon Trail immediately northwest of Ontario, requesting an additional interchange at a location known as the old CCC Camp. The Engineer reported that there is an existing interchange approximately 1-2/3 miles northwest of the requested interchange and that the petitioners will be required to travel only about one-half mile additional distance to use it. He also pointed out that there are not more than fifteen farms which would be materially benefited by the requested interchange.

Construction of such interchange, he stated, will cost approximately $70,000, expenditure of which is not justified by the number of prospective users; moreover, it would be inimical to the principles of a freeway design. The Commission deferred action on this matter pending the appearance of a delegation on the following day.

(The delegation which appeared before the Commission was informed that the Commission does not feel that the interchange is justified now, but further consideration will be given the matter after the highway has been opened to traffic for a year or two).

The following matters of unfinished business as shown on the Secretary's report of July 13, 1955 were considered by the Commission:

1. State park at the mouth of the Deschutes River as proposed by the Deschutes County Planning Commission and The Dalles Chamber of Commerce: This item was ordered removed from the list of unfinished business as the matter had been considered earlier in the day.

2. Request for signs on scenic drives in Hood River Valley: The Engineer recalled that action had been deferred on this matter pending inspection by the Commission on their July trip which was not done due to lack of time. Action was again deferred pending inspection by the Commission. This item is to remain on the list of unfinished business.

3. Request from the Columbia Gorge Committee for acquisition of several areas in the Columbia Gorge: The Commission ordered this item deleted from the list of unfinished business as the matter had been taken care of in reports previously submitted at this meeting by the Parks Superintendent.

4. Purchase of Fritz Luscher property in the Columbia Gorge: This item was considered earlier in the day in a report made by the Parks Superintendent and was ordered deleted from the list of unfinished business.

5. Proposed concession and rest room facilities at Depoe Bay: This item was also ordered removed from the list of unfinished business as action on the matter was previously approved by the Commission.

6. Request of Seaside High School Board for the oiling of a parking area and view point adjacent to the Oregon Coast Highway, opposite their high school: This matter having been reported by the Engineer, the Commission ordered it deleted from the list of unfinished business.

7. Renewal of an agreement with Columbia Sand and Gravel Products Company for removal of material from a State-owned gravel pit at Umatilla: The Commission ordered this item removed from the list of unfinished business as the matter had been previously disposed of.

8. Hearings concerning rerouting of highways in cities and towns: The Engineer stated that there is nothing to report at this time and he recommended that the item be removed from the list of unfinished business, to appear as new business when the matter again arises. The Commission ordered the item deleted from the list of unfinished business.

9. Proposed road construction leading to Cloud Cap Inn Recreational Area: This matter was scheduled for Commission inspection during the road trip in July but time and snow conditions did not permit. Commissioner Reynolds stated that he had been informed that the U.S. Forest Service does not intend to construct the roadway to the area. The item was ordered removed from the list of unfinished business.

A request from Mr. O. C. McWherter, Myrtle Point, for construction of a cattle pass on the Coos Bay-Roseburg Highway, approximately five miles east of Myrtle Point, was considered. The matter was investigated by the Traffic Engineering Division, the Engineer reported, and it was found that the accident rate in this vicinity is very good and that Mr. McWherter moves stock across the highway only twice a year. He recommended, in view of these findings, that the request be denied. The Commission accepted the report.

The Engineer requested authority to expend the sum of $4,200 to recondition a section of guard fence between Wygant Park and Hood River on the Columbia River Highway, specifically 2,400 lineal feet between M.P. 58.9 and M.P. 59.4. He explained that since the guardrail was originally installed, the embankment has settled unequally, giving the guardrail an unsightly appearance and reducing its effectiveness as a traffic safeguard. He recommended that the fence be raised to proper grade, realigned, cleaned and painted, as a minor betterment project. The Commission approved the project.

The Engineer also requested authority to expend $3,500 to construct a decelerating lane, a left-turn refuge for southbound traffic and drainage facilities on US101 at its junction with a Coos County road which the County is constructing as an approach to a new bridge across Isthmus Slough. This County road, he stated, will make a new connection with the Oregon Coast Highway and the connection facilities would have been provided for in the over-all contract on US101, if the County road had been reconstructed at that time. As it is the State's obligation to accommodate the County road, he recommended that the project be approved as a minor betterment project to be performed by State forces. The Commission accepted the recommendation.

Consideration was given by the Commission to adopting a survey for the relocation of a section of the Mt. Hood Highway from the foot of Laurel Hill to a point immediately east of Government Camp. The Engineer pointed out that on this revised section there are only two major

curves and that the new section will eliminate an extremely crooked section of the old highway. The Assistant Counsel called attention to the fact that under Oregon Law it is necessary that all three Commissioners be present to adopt a survey. Both he and the Engineer recommended that the Commission approve the project and authorize negotiations for the acquisition of right of way, with the understanding that the survey will be adopted when all three Commissioners are present. The Commission approved the recommendation.

In connection with this same matter, the Engineer reported that the U. S. Forest Service has indicated a desire to transfer the sum of $500,000, allocated to the Laurel Hill project on the Mt. Hood Highway, to the North Umpqua and other forest roads. He urged the Commission not to accede to this request and to give him authority to write a letter to the Forest Service officials stating that the Highway Commission does not wish to postpone construction of the Mt. Hood Highway project. The Commission granted him authority to notify the Forest Service by letter, that the Commission does not wish to postpone the Mt. Hood Highway job.

Authority was requested by the Engineer to conduct a detailed location survey of the Oregon Coast Highway between Manzanita and Rockaway in Tillamook County. The Engineer commented that reconnaissance surveys have been completed and it appears that this section has a high priority in the rebuilding of the Oregon Coast Highway. The Commission approved the request.

Requests by the Engineer for increases in the following project authorizations were granted by the Commission:

1. An increase of $29,500 in Contract No. 4070 on the Mill City-Niagara Section of the North Santiam Highway. This increase was caused, he stated, by the additional cost of sealing the pavement and an overrun in extra base rock and in excavation quantities.

2. An increase of $30,000 on Contract No. 4212 for grading and paving the South Umpqua-Shady Unit on the Pacific Highway in Douglas County. This overrun, he stated, is mostly the result of placing a seal coat which will cost $27,000.

3. An increase of $110,000 on Contract No. 4153 for grading the Shady-Booth Ranch Section of the Pacific Highway in Douglas County. This overrun, the Engineer stated, was caused by having to flatten the slope in a deep cut which cost approximately $275,000. Considerable savings, however, were effected on other items in the contract and it is necessary to ask only for an increase of $110,000.

4. An increase of $35,000 on Contract No. 3915 for paving the 92nd Avenue-Fairview Section of the T. H. Banfield Expressway in Portland. This overrun, he stated, is caused almost entirely by the increasing of pavement thickness at several locations which showed signs of weakness.

5. An increase of $47,000 on Contract No. 4021 for grading the North Unit, Elbow Lake-Gardiner Section of the Oregon Coast Highway in Douglas County. The major cause of the overrun, he stated, was due to slides costing $35,000 and an increase in base surfacing materials in the sum of $8,500.

In connection with these increased authorizations, the Engineer called attention to a statement of underruns and overruns on contract projects which he recently sent to the Commission. He pointed out that many of the contracts underran the authorization, with the result that the net saving in 1954 was approximately $1,200,000.

Authority was requested by the Engineer to enter into another agreement with the U. S. Geological Survey regarding measurement of flood water on small drainage areas. He stated that for the past four years the State has cooperated with the U. S. Geological Survey to provide data for the design of culverts serving small drainage areas. As the result of the studies conducted during these four years, it has been possible to effect considerable savings in drainage structures but because of the short period of observation the designs are still on a conservative basis. It was his thought that the program has been well worth the money expended and that it is worthwhile to continue the program for at least one year. He recommended that such be done at a cost to the State of $5,000. The Commission approved extension of the agreement for one year and the expenditure of $5,000. The Engineer was instructed to find out how long the studies are to be continued.

The Engineer called attention to the fact that the Congress on June 30, 1955 cancelled an unappropriated balance of the 1954 authorization for forest highways in the sum of $2,191,118. He presented the following statement from the Bureau of Public Roads showing those projects which had been cancelled or reduced, and those which still remain in the forest highway program:

Cancel and/or Reduce Program as Follows:

	3-A1, Oregon Coast Highway	$ 440,000.00
	8-A3, Umpqua Highway	250,000.00
	35-B5, G3, John Day-Burns	390,000.00
	36-B3, John Day Highway	260,000.00
	47-E1, North Umpqua Highway	100,000.00
	47-F, North Umpqua Highway	90,000.00
(1)	51-A1, B, Belknap Springs Highway (Reduce Only)	250,000.00
	43-C5, Diamond Lake Highway	250,000.00
	Subtotal	$2,030,000.00
	Reduce State Contingent Balance by	161,118.00
	Total	$2,191,118.00

Remaining Program

	10-C2, Oregon Coast	$ 400,000.00
	25-A10, Mt. Hood	500,000.00
	38-B2, Un. 2, Flora-Enterprise	247,000.00
	46-C5, D4, E3, Cascade Lakes	150,000.00
(1)	51-A1, Belknap Bridges	100,000.00
	52-B, Ukiah-Starkey	200,000.00
	State Contingent Balance	$ 235,213.00
	Total	$1,832,213.00

He recommended that the cancelled projects in the sum of $2,191,118 be given first priority in the programming of 1957 fiscal year forest funds when such funds are available. He commented on two of the projects, calling attention to 3-A1, one of the cancelled projects on the Oregon Coast Highway, as being the section over Cascade Head between Neskowin and Oceanlake, and project 10-C2 on the Oregon Coast Highway, in the amount of $400,000, which remains in the program for surfacing and paving the Greggs Creek-Wedderburn Section north of Gold Beach. He pointed out that this information is in the form of a report only and no further action can be taken until the 1957 forest highway funds are available for programming. The Commission accepted the recommendation.

Attention was given to letters from the postmaster and other residents of Walton, Oregon, for improvement of the Richardson-Eugene Secondary Highway between Noti and Richardson. The cost of properly improving the 19-mile section, the Engineer stated, is approximately $3,000,000. He pointed out that there is no money available at present to finance such a project, and he suggested that consideration be given to the request when additional federal or state funds become available. He also recommended that to alleviate the dusty condition on the section between Noti and Walton that a one-mile section be treated with calcium chloride as an experiment, and if this proves successful, that the balance of the section be treated with the same material at a total estimated cost of $10,000. The Commission accepted the recommendation.

The Engineer reported that Jackson County has requested an additional 1957 County Federal-aid project, being the McKee Bridge over the Applegate River on Federal-aid Secondary Highway No. 559, approximately nine miles south of Ruch. This project, he stated, is estimated to cost $63,000, and he recommended that it be approved. He also pointed out that there still remains an unprogrammed balance of $1,149,000 of Federal-aid Secondary County Road Funds. The Commission approved the project as recommended.

Consideration was given to a request submitted by the City of Springfield for widening of the existing pavement on Main Street in Spring-

field which is used for westbound traffic on the McKenzie Highway. The Engineer reported that base rock heretofore placed by the City is satisfactory but to simply widen the pavement would result in a type of improvement which he felt would not be acceptable, as drainage conditions could not be controlled. A satisfactory improvement should entail a regulation curbed section, with provision for parking and adequate drainage. The estimated cost of an adequate project, he stated, is $70,000, and he recommended that such a project be considered when funds are available for this type of work. The Commission accepted his recommendation.

Consideration was also given to a request from the City of Canyonville for installation of a traffic signal at the intersection of Main and Third Streets in Canyonville. Main and Third Streets, the Engineer explained, form a four-way intersection for the Tiller-Trail Highway. The intersection was carefully investigated, and it was found that conditions at this intersection do not meet nationally accepted warrants for signalization. In view of these findings, he recommended that the request be denied. The Commission accepted his recommendation.

The Commission gave attention to a request from the City of Oakridge for installation of flashing beacons on the Willamette Highway at its intersection with Crestview Street and Hills Street. Crestview and Hills Streets, the Engineer reported, are the only two streets connecting the main business district of Oakridge with the Willamette Highway. He also said that a Traffic Engineering investigation disclosed that the volume of traffic and the accident rate in that area warrant the installation of flashing beacons. He recommended that a flashing beacon be installed at each of the two intersections, provided the City of Oakridge will agree to maintain them and will furnish electrical energy to operate them. He estimated the cost of installation at $1,200. The Commission approved the installation as recommended.

The Engineer recalled that at a Commission meeting in the fall of 1954, installation of a flashing beacon at the intersection of the North Santiam Highway and Fern Ridge County Road, just north of Stayton, was approved. At that time, he said, it was thought that the intersection was within the city limits of Stayton and the installation had been approved upon condition that the City would assume the cost of maintaining the beacon; however, it has since been determined that the intersection is outside of the Stayton city limits so the City is precluded from paying the maintenance expense. As the intersection is hazardous, he recommended that a flashing beacon be installed, maintained and operated at State expense. The Commission approved the installation on such basis.

A request was considered from the City of Ontario for installation of fixed-time traffic signals at the intersection of Oregon Street and Idaho Avenue on the Old Oregon Trail in Ontario. The Engineer reported that an investigation disclosed ample warrant for the signalized control, provided certain left-turn movements are prohibited which would eliminate intersectional complications. The City of Ontario, he stated, is now in a position to enter into a cooperative arrangement with respect to install-

ation of these signals, and he recommended that they be installed at an estimated cost of $3,200, on condition that the City of Ontario will pay one-half of the installation cost and will pay all of the maintenance and power consumption costs and will enact the necessary ordinance to prohibit left-turn movements of westbound traffic on Idaho Avenue. The Commission accepted the recommendation.

The Engineer reported that the Traffic Engineer in his studies to remedy accident-prone locations, investigated the intersection at 42nd Avenue with the McKenzie Highway east of Springfield and ascertained that this intersection stands quite high in the "high accident" list of unsignalized rural intersections. Most of the conditions at the intersection, he stated, more than meet the minimum warrants for signalization, and he recommended in view thereof that a fully actuated traffic signal be installed at a total estimated cost of $5,000, as a 1955 minor betterment traffic signal project. The Commission approved the installation.

The meeting recessed at 12:00 noon and reconvened at 1:30 p.m. with the same persons present and participating.

The Commission discussed with the Engineer several plans for construction of a rest room and concession building at Depoe Bay on the Oregon Coast Highway. After careful consideration of these plans, the Commission approved "Scheme E" (Drawing No. S-237), with minor changes in design of the building and location to be approved by Commissioner McIver, following inspection on the ground. The Commission also authorized the expenditure of approximately $46,500 for construction and granted authority to advertise the project for bids to be received at the September meeting of the Commission.

A list of construction projects deferred on account of their being on the Interstate System was presented by the Engineer. These projects, he stated, were deferred in the hope that federal legislation would enable financing the work with Interstate funds on a 90 to 10 matching ratio. However, the federal legislation did not materialize, and in view of the urgency of the projects, he recommended that the following be removed from the deferred list, to be contracted as soon as possible as bond projects:

1. Shady-Canyonville Section:

   Shady-Booth Ranch Unit, Structures---------2nd Bond $150,000

2. Shady-Canyonville Section:

   Shady-Booth Ranch Unit, Paving----------2nd Bond 485,000

3. Shady-Canyonville Section:

   Booth Ranch Unit, S. Umpqua River Bridge ----------2nd Bond 320,000

4. Shady-Canyonville Section:

Booth Ranch Unit, Structure---------2nd Bond	$ 50,000
	$1,005,000

The Commission approved the recommendation.

The Engineer also reported that an amount of $67,000 is being held as a reserve in the 1956 Federal-aid Primary Funds allotted to Division 5. He recommended allocation of such amount to the Meacham-Glover Section of the Old Oregon Trail. The Commission approved the transfer as recommended.

The Engineer also reported that there is now in the 1957 Federal-aid Program an unprogrammed balance of $2,576,600 and a reserve amount of $405,000 as follows:

	Unprogrammed	Reserves	Totals
Interstate	$ 475,600	$ - -	$ 475,600
Urban	1,578,000	- -	1,578,000
Primary	523,000	405,000	928,000
	$2,576,600	$405,000	$2,981,600

He recommended in order to balance the Federal-aid Programs for 1956 and 1957 according to formula, allocations to the several Divisions as follows:

	Unprogrammed	Reserves	Totals
Division 1	$ 766,780	$ - -	$ 766,780
Division 2	357,876	90,000	447,876
Division 3	497,740	- -	497,740
Division 4	409,204	- -	409,204
Division 5	545,000	315,000	860,000
	$2,576,6 00	$405,000	$2,981,600

He also recommended distribution of this money to the following projects:

Interstate Funds:		
Division 5	Meacham-Glover (Partial)	$ 475,600
Urban Funds:		
Division 1	Banfield Expressway	$ 766,780
Division 3	Springfield Bridge	811,220
		$1,578,000
Primary Funds:		
Division 2	Valley Junction-Sheridan (Partial)	$ 447,876
Division 3	North Ashland	225,000
Division 3	North Brookings	161,520
Division 3	Transfer from Springfield Bridge	- 700,000*
Division 4	Crescent Lake Jct.-Dalles Cal. Jct.	409,204
Division 5	Meacham-Glover (Partial)	384,400
		$ 928,000

*The Engineer explained that the transfer of $700,000 of primary funds from the Springfield Bridge, and the substitution of $811,220 of urban funds therefor, is suggested in part to provide more funds for the bridge and in part to release primary funds for use on projects which are not eligible for urban funds. Of the $700,000 of primary funds thus released $313,480 is to be used to finance the Crescent Lake Jct.-Dalles Cal. Jct. Project, $225,000 for the North Ashland Project and $161,520 for the North Brookings Project.

The Commission approved the allocations as recommended by the Engineer.

Discussed was a request from the Bureau of Public Roads that the State oil a detour road and a connecting road on the Greggs Creek-Wedderburn project of the Oregon Coast Highway in Curry County. The Engineer stated that the detour road is at Nessica Beach near the north end of a Forest Highway project and that the connecting road is at the south end of the job. The Bureau, he stated, has agreed to reimburse the State for the entire cost of the work, estimated at not to exceed $3,500, and an agreement has been prepared covering this matter. Upon his favorable recommendation the Commission approved the agreement.

The Commission considered and upon recommendation of the Engineer, approved the following requests for extensions of time within which to complete state highway contracts:

1. Morrison & Lamping, Contract No. 4413, for grading the Seufert Frontage Road on the Columbia River Highway in Wasco County, requested an extension of time from May 31, 1955 to June 25, 1955. Extension approved as requested without penalty.

2. Wold Bros., Contract No. 4238, for construction of guardrail on the Rocky Point-Greggs Creek Section of Oregon Coast Highway in Curry County, requested an extension of time from June 30, 1955 to August 31, 1955. Extension approved as requested without penalty.

3. P. B. Doherty & Son, Contract No. 4402, for the Sardine Creek Rock Production Project on the Sardine Creek-Linn County Line Section of the North Santiam Highway in Marion County, requested an extension of time from June 30, 1955 to August 15, 1955. Extension approved as requested without penalty.

4. W. G. Wright, Contract No. 4296, for grading and paving the Willamina ("D" Street-East) Section of the Salmon River Highway in Yamhill County, requested an extension of time from July 15, 1955 to July 30, 1955. Extension approved as requested without penalty.

5. C & W Crushing Company, Contract No. 4322 for rock production on the Clatsop County Line-Rockaway Section of the Oregon Coast and Necanicum Highways in Tillamook County, requested an extension of time from July 31, 1955 to August 31, 1955. Extension approved as requested without penalty.

6. George L. Rochat & Son, Contract No 4237, for illumination installation on the Barbur Boulevard-White School Section of the Portland-Salem Expressway and Wilsonville-Hubbard Highway in Clackamas, Marion, Multnomah and Washington Counties, requested an additional extension of time from May 28, 1955 to June 6, 1955. Extension approved as requested without penalty.

7. Johnson & Amens, Contract No. 4236, for construction of Baker Creek and Panther Creek Bridges on the Carlton-McMinnville and Baker Creek Roads in Yamhill County, requested an additional extension of time from June 14, 1955 to July 15, 1955. Extension approved to July 12, 1955, the actual completion date of the contract, without penalty.

8. C & W Crushing Company, Contract No. 4314, for rock production on the Necanicum Section of the Oregon Coast, Sunset and Necanicum Highways in Clatsop County, requested an extension of time from July 31, 1955 to August 31, 1955. Extension approved as requested without penalty.

9. Acme Construction Co., Contract No. 4187, for grading, paving and bridge construction on the Jasper Bridge-Pleasant Hill Section of Springfield-Creswell Secondary Highway in Lane County, requested an extension of time from October 15, 1954 to July 31, 1955. Extension approved without penalty.

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10. Lockyear and White, Inc., Contract No. 4218, for construction of Broadacres Road and Crosby Road Undercrossings on the Portland-Salem Expressway in Marion County, requested an extension of time from April 30, 1955 to July 30, 1955. Extension approved as requested without penalty.

11. Columbia Empire Constructors, Inc. & P. S. Lord Mechanical Contractors, Contract No. 4332, for construction of Cottage Grove Overcrossing on the Pacific Highway in Lane County, requested an extension of time from June 30, 1955 to September 30, 1955. Extension approved as requested without penalty.

12. Birkemeier and Saremal, Contract No. 4161, for construction of eight structures on the Willamette River-Gervais Unit of the Portland-Salem Expressway in Clackamas and Marion Counties, requested an extension of time from April 30, 1955, to July 31, 1955. Extension approved as requested without penalty.

13. Portland Construction Co., Contract No. 4288, for roadside improvement on the Boones Ferry Road-Willamette River Unit, Barbur Boulevard-White School Section of the Portland-Salem Expressway in Washington and Clackamas Counties, requested an extension of time from May 31, 1955 to July 15, 1955. Extension approved as requested without penalty.

14. Berke Bros. & C. R. O'Neil, Contract No. 4076, for grading on the Emigrant Hill Section of the Old Oregon Trail Highway in Umatilla County, requested an extension of time from June 30, 1955 to July 15, 1955. Extension approved as requested without penalty.

15. Donald M. Drake Co., Contract No. 4118, for construction of the Tualatin River Bridge on the Pacific Highway West in Washington County, requested an extension of time from June 30, 1955 to August 29, 1955. Extension approved as requested without penalty.

16. Whittenburg Construction Co. & Q. L. Rufener, Contract No. 4273, for grading, oiling and bridge construction on Bealls Corner-Dougherty Corner of the Woodworth County Road in Hood River County, requested an extension of time from July 31, 1955, to August 31, 1955. Extension approved as requested without penalty.

17. Valley Construction Co., Contract No. 4207, for construction of Row River Bridges on the Pacific Highway in Lane County, requested an additional extension of time from June 30, 1955 to August 31, 1955. Extension approved as requested without penalty.

FOOTNOTE: The action taken by the State Highway Commission upon the extensions of time within which to complete the highway contracts listed above was based upon the recommendation of the State Highway Engineer

and his reports which considered but did not necessarily adopt either or any of the reasons given by the contractors in their requests for such extensions of time. For details regarding these extensions of time, see copies of the contractors' requests and the Engineer's recommendations on file in the respective contracts in the Secretary's office.

The Engineer reported that Contract Nos. 3807, 3923, 4064, 4138, 4161, 4178, 4187, 4203, 4204, 4218, 4236, 4237, 4241, 4275, 4291, 4296, 4305, 4307, 4315, 4320, 4327, 4334, 4335, 4340, 4346, 4360, 4362, 4366, 4369, 4378, 4385, 4391, 4395, 4396, 4397, 4404, 4405, 4414, 4419, 4420, 4427, 4429, 4455, 4480, 4481 for construction of state highway projects have been completed according to requirements of the contracts or modifications thereof, and said projects are ready for acceptance. After due consideration, the Commission accepted the particular contracts by adopting the attached resolution relative thereto, marked EXHIBIT "C", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer reported that the following cities and towns have satisfied the legal requirements with respect to expenditure of state tax street funds accrued to them during the first and second six-month periods of 1954:

From funds accrued during first half of 1954

Donald	$ 532.48
Taft	1,281.37

From funds accrued during second half of 1954

Amity	$ 2,363.47
Antelope	211.02
Aurora	851.13
Barlow	263.78
Boardman	422.05
Chiloquin	3,197.01
Condon	3,404.52
Donald	657.69
Gervais	1,607.30
Halfway	1,097.32
Hammond	1,835.91
Huntington	2,578.01
Joseph	2,342.37
Seaside	13,667.33
Taft	1,582.68

The plans for the projects proposed by each city or town, he said, have been examined and found satisfactory, and he recommended that they be

approved. The Commission approved the plans as recommended by adopting the attached resolution relative thereto, marked EXHIBIT "D", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission gave attention to a request from the Columbia Empire Constructors, Inc., and P. S. Lord Mechanical Contractors that they be relieved of their Contract No. 4460 to construct a bridge over the Nehalem River on the Miami-Barnsdale School County Road in Tillamook County. The Engineer stated that bids for this project were received on May 25 and these two companies, bidding as a joint venture, were the low bidder in the sum of $115,321. Matters pertaining to a grade crossing were cleared up on June 9, 1955, and the contractor was advised of the award of the contract. On June 13, contract forms were mailed to the contractor for execution. On July 22, the contractor requested cancellation of the contract and return of his bid bond, alleging that the Southern Pacific Company would not grant him a private crossing of the railroad to get to the job until Tillamook County had entered into an agreement with the Railroad Company relative to such matter. The Engineer further stated that because of these details, the contractor felt that he would not be able to complete the work this year and that were the job delayed for another year, his costs would be materially increased because of increases in steel prices and labor rates. The matter was investigated and the contractor's statements were found to be substantially correct in that he was prevented from starting the work on scheduled time through no particular fault of his own. He recommended in view thereof that the contract be cancelled and the contractor's bid bond released, provided that the contractor will release the State from any and all claims that may have accrued. He also recommended that the project be readvertised for bids as soon as Tillamook County has done enough grading so that there is reasonable assurance that the grade will be ready when the bridge contractor is ready to start work. The Commission approved the Engineer's recommendations.

Consideration was given to a request from D-H Paving Company that they be allowed additional compensation in connection with their contract for pavement sealing on state highways in Division 3. The Engineer advised that a careful analysis of the Company's bid has been made and in his opinion the Company had made an honest mistake. He pointed out that on the particular item in question the contractor bid $2.60 per cu. yd. for crushed rock under the belief that the State would furnish the aggregate, being $2.55 beneath the only other bid submitted for this item in the amount of $5.15. The Legal Department, he stated, has ruled that the Commission does not have authority to allow additional compensation inasmuch as the D-H Paving Company accepted the contract. The Commission denied the claim and ordered that the contractor be advised that the Commission has no legal means to compensate him as requested.

Construction of a pedestrian walkway on the Eagle Creek Bridge on the Clackamas Secondary Highway was requested in a letter submitted by Gilbert M. Bowe in behalf of the Oregon Area Council of Girl Scouts. This request, the Engineer stated, was carefully investigated and it was found that the bridge in question is a structure 150' long with 26-$\frac{1}{2}$' roadway be-

tween curbs which are 1-½' wide. The wide curbs, he stated, are not intended as a walkway but do provide a refuge for pedestrians. To construct a timber sidewalk attached to the bridge would cost approximately $2,500. Also, it would be necessary to construct stairways down the embankment slopes at both ends of the bridge, estimated to cost $550, which amount the Council of Girl Scouts has offered to pay. There is no roadside culture within one-half mile of the bridge in either direction and there appears to be no use for the sidewalk other than for the Girl Scouts. During the past 2½ years, the Engineer said, no accidents have been reported. He recommended in view of these findings that the request be denied. The Commission adopted the recommendation.

In considering requests for reduced speed zones, the Engineer explained that a number of them are made necessary by reduced speed zones designated by the State Speed Control Board within cities and towns, and it is desirable for the Highway Department to take correlating action beyond the city limits where roadside culture requires speed restrictions. He recommended establishment of reduced speed zones, as follows:

1. 40 miles per hour on the Hillsboro-Silverton Secondary Highway from M.P. 19.02 to the north city limits of Newberg at M.P. 19.87. (See EXHIBIT "E-1".

2. 50 miles per hour on The Dalles-California Highway from M.P. 143.59 at Hayes Avenue near the south city limits of Bend, to M.P. 145.08 south of Bend. (See EXHIBIT "E-2".)

3. 45 miles per hour on the Silver Creek Falls Secondary Highway from M.P. 39.42 which is 0.55 mile east of the east city limits of Silverton to the east limits of Silverton at M.P. 39.97. (See EXHIBIT "E-3".)

4. 35 miles per hour on the Old Oregon Trail from the east city limits of La Grande, at M.P. 288.38, to a point 0.43 mile east of the east city limits of La Grande, at M.P. 288.81, except that between M.P. 288.38 and M.P. 288.48, the indicated speed shall be 20 miles per hour during the hours of school crossings. (See EXHIBIT "E-4".)

5. 40 miles per hour on the Columbia River Highway from M.P. 80.49 west of the city limits of The Dalles to M.P. 81.66 at the west city limits of The Dalles; and, 45 miles per hour from the east city limits of The Dalles at M.P. 84.23 to a point 0.14 mile east of the junction with the toll bridge road at M.P. 85.39. (See EXHIBIT "E-5".)

6. 50 miles per hour on The Dalles-California Highway from the south city limits of Redmond, at M.P. 123.99, to a point 300 feet south of the Juniper Crafts Shop, at M.P. 125.07. (See EXHIBIT "E-6".)

7. 45 miles per hour on the Pacific Highway East from M.P. 90.28, which is 0.32 mile north of the town of Shedd, to M.P. 91.01, 0.44 mile south of the road to Plainview, except that between M.P. 90.36 and M.P. 90.58 the indicated speed shall be 20 miles per hour during the hours of school crossings. (See EXHIBIT "E-7".)

The Engineer also recommended and the Commission approved that speed zone resolution No. 56 in the vicinity of Shedd which was adopted January 23, 1951, be rescinded.

8. 50 miles per hour on the Pacific Highway West from a point 500 feet north of its junction with the Tualatin Valley Highway at M.P. 35.76 to the city limits of McMinnville, at M.P. 36.81; and,

50 miles per hour on the Pacific Highway West from the city limits of McMinnville at M.P. 37.07 to the city limits of McMinnville at McDonald Lane, M.P. 37.37. (See EXHIBIT "E-8".)

The Commission approved all of the Engineer's recommendations by adopting the attached resolutions relative thereto marked EXHIBITS "E-1" through "E-8", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Commission also considered a request for a reduced speed zone on the Coos Bay-Roseburg Highway in the vicinity of Tenmile. The Engineer stated that investigation of this request covered a 0.28 mile section, and it was determined that roadside culture was insufficient to warrant a speed restriction. He recommended that the request be denied. In lieu of the speed zone, he stated that measures are being taken to remove the brush from the curve on the section and to install "Slow Congested Zone" signs. The Commission accepted the recommendation.

The Engineer reported that a hazardous condition is created by the parking of vehicles on the shoulders of the Salem-Lancaster Drive Section of the North Santiam Highway west of the Salem By-pass, in the vicinity of Mill Creek, and that such condition will be accentuated when this highway section is opened to general public use in the near future. He therefore recommended that a "No Parking on Highway Shoulders" zone be established on both sides of this highway section from Airport Road (Engineer's Station 120+00) to the Salem By-Pass (Engineer's Station 160+00). The Commission accepted the recommendation by adopting the attached resolution relative thereto, marked EXHIBIT "F", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

An agreement with Ray and Miriam Hough modifying a previous agreement, dated October, 1948, relative to maintenance of a pump house and accessories on the Judkins Point-Goshen Section of the Pacific Highway was discussed. The Engineer explained that the previous agreement allowed the owner to maintain a well, pump, tank, and pump house within the limits of property acquired from them, and that landscaping, which was to be

performed under the terms of the old agreement, will seriously interfere with the sight distance involving access from a frontage road. The new agreement, he stated, allows the State to cut the height of the pump house to a height not exceeding 3 feet with appropriate planting to hide the structure. The Commission accepted his recommendation that the agreement be approved.

The Engineer reported that under provisions of Oregon Law, the sum of $2,321,772.11 has accrued to the various cities and towns within the State from the State Highway Fund during the period of January 1 to June 30, 1955, by reason of the 10% statutory requirements. It is necessary, he stated, that the Commission take official action to transfer the amounts due the several cities and towns. The Commission thereupon adopted the attached resolution relative thereto, marked EXHIBIT "G", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The City of Prineville, the Engineer reported has requested the State Highway Department to design, prepare contract documents, and to receive bids in behalf of the City for widening the Ochoco Creek Bridge on Main Street in Prineville. This structure, he said, is on a city street and the City has agreed to deposit with the State a check covering the estimated cost of the work to be performed. As the City of Prineville does not have an engineering organization, he recommended that he be authorized to perform the work and collect from the City the cost thereof. The Commission approved his request.

Consideration was given to a request from the U.S Corps of Engineers for a new location of a private access road connecting with the Columbia River Highway at Engineer's Station 1596+34 near The Dalles Dam project. The Engineer advised that the old access at Engineer's Station 1628+90 must be abandoned because of levee construction protecting the railroad and highway. The proposed access, he stated, is superior to the old access from the safety standpoint. He recommended that the change be granted with the proviso that when the road is used only as a private access by the Corps of Engineers that a locked gate be installed. Use of this access by others than Government employees will cease about January 1, 1957. The Commission approved the access as requested.

An agreement with Union County regarding maintenance of a three-mile section of the existing Hilgard-Starkey Secondary Highway was discussed. This section, the Engineer stated, will not be a part of the newly designated Ukiah-Hilgard Secondary Highway and will be maintained by the County which has agreed to assume such maintenance obligation if the State will perform the necessary snow removal, for which work the County will reimburse the State. Upon the Engineer's favorable recommendation, the Commission approved the agreement.

The Engineer reported that requests have been received from the Humble Oil & Refining Company and from the Standard Oil Company of

California for permission to conduct geological and seismic surveys on State highway rights of way. The Humble Oil & Refining Company, he stated, wishes to conduct its surveys in Deschutes, Jefferson, Crook, Grant and Wheeler Counties, and the Standard Oil Company wishes to perform work on highways lying west of the Cascade Mountains. Both Companies, he said, have agreed to furnish property damage and liability insurance in amounts not less than $50,000/$100,000 personal injury and $25,000 property damage. He recommended that a permit be granted to the Humble Oil & Refining Company expiring 60 days after date of issuance and that a like permit be granted to the Standard Oil Company expiring August 1, 1956. The permits are to provide, among other things, that all drilled holes shall be located in advance and be approved by the Engineer or his representative, and other regulations similar to those stipulated in a permit previously granted to the Standard Oil Company for exploratory surveys in the vicinity of Fort Clatsop. The Commission approved issuance of the permits as recommended.

Out-of-state travel expense for the following Highway Department personnel was recommended by the Engineer and approved by the Commission:

Mr. R. B. Sipprell-to attend a meeting of the Steering Committee on Reciprocity of the Council of State Governments in Salt Lake City, September 12 and 13, at an estimated cost of $140.

Mr. F. B. Crandall-to attend the annual meeting of the Institute of Traffic Engineers at Pittsburg, Pennsylvania, October 23-28, at an estimated cost of $370.

Mr. Mark H. Astrup-to attend the Fourteenth Annual Short Course on Roadside Development, in Columbus, Ohio, October 4-7, at an estimated cost of $310.

The Secretary's report of papers signed in behalf of the Commission during the period from June 28 to August 9, 1955 was approved.

The next Commission meeting date was set for September 22 and 23, in the Green Room of the Imperial Hotel, Portland, Oregon. Also, a tentative date of November 3 and 4 was set for the next following meeting. The Secretary was instructed to make the usual arrangements for a meeting place

Attention was given to a request from Mr. Melvin Hess to transport logs on a truck and trailer, over-all length of 55 feet, over the Baker-Homestead Highway from Ballards Bridge across the Snake River to Richland, Oregon. Mr. Hess, the Engineer stated, is now hauling logs with the over-all length limited to 50 feet. A test run with the longer length was conducted on July 21, and it was found that the major portion of this 32-mile section of highway does not have sufficient width for two legal vehicles to pass. Mr. Hess, he said, has approximately 5 million feet of timber to haul which will take him about three summer seasons to log and haul out.

He recommended that log hauling be permitted and that he be authorized to issue overlength permits for logs, poles or piling having an over-all length of vehicle load in excess of 50 feet, subject to certain stipulated regulations which shall provide, among other things, that at certain locations the trucks shall stop for a designated length of time while a police officer proceeds ahead to stop traffic until the log trucks pass through; and on other sections, that the log trucks proceed in convoy preceded by a flag car. The Commission authorized the hauling of logs under the conditions as outlined by the Engineer.

(For further details, see the Engineer's letter to the Commission, dated August 9, 1955.)

The matter of purchasing liability and indemnity insurance as authorized by the 1955 legislature was discussed by the Commission. This subject, the Engineer stated, has been studied by his staff and by the Assistant Counsel, with the result that he recommends the purchase of liability insurance that will protect employees in the State Highway Department against any action taken, work done, or omission in their official capacities or in the course of their employment; and also to protect them against any injury to persons or property resulting from the dangerous or defective condition of any public property. He pointed out that 3,300 employees of the Highway Department have been tentatively classified into five groups, showing relatively their exposure to such claims and the risk involved. Contacts with representatives of insurance companies, he stated, show an extremely wide variation as to the estimated annual premium based on covering 2,400 employees. These estimates vary from an annual premium of $40,000 to a low of $6,000. In the discussion of this matter, Commissioner Reynolds stated that in advertising for bids an attempt should be made to secure coverage for all State employees. He also suggested that the State Insurance Agents Association be contacted for any possible suggestions that they might have concerning the type of policy that should be secured. The Assistant Counsel suggested that consideration be given to securing a policy which would offer a $500 deductible clause inasmuch as the State law allows the Highway Commission to pay claims up to but not exceeding the amount of $500. After some further discussion, the Commission authorized the Engineer to advertise for bids for furnishing insurance at the September meeting of the Commission, details of which are to be discussed with and approved by Commissioner Reynolds.

The disposition to be made of the old steel bridge across the Snake River at Nyssa was discussed. The Engineer stated that the bridge presently belongs to the State of Oregon, but Malheur County originally participated in its construction. In conformity with past practice in matters of this kind, he recommended that the old bridge be offered to Malheur County when the new structure is completed and ready for traffic, which he thought would be in about two years. The Commission approved the recommendation.

The Commission discussed with the Engineer matters to be presented by delegations on the following day, but no action was taken at this time.

August 11, 1955

The Engineer brought up the matter of a proposed agreement with Southern Pacific Railroad Company concerning the lowering of the highway beneath the railroad tracks on the McVay Secondary Highway south and east of Eugene. He recalled that this cooperative project was authorized by the Commission in December, 1954, on a 50/50 basis. The Commission approved and later in the day signed the agreement.

Development of a state park at Rooster Rock along the Columbia River Highway was considered. The Engineer stated that to safely take traffic off and onto the highway at this location would require construction of an interchange and a four-lane section of highway. He estimated the cost of the four-lane section at $150,000. He recommended approval of the project and that the widening be charged as a highway cost and the balance of the interchange construction be financed with parks funds. The Commission approved the additional authorization of $150,000 from State or Federal funds, and the plan of construction as presented by the Engineer. The Commission also authorized the Engineer to call for bids for construction of the project as soon as plans can be prepared.

Commissioner Reynolds commented that Mr. Giles L. French, Moro, Oregon, had asked that the directional signs located at the intersection of US97 and US197 in Wasco County, be changed by adding thereto the name of Yakima and deleting the name Biggs. He gave as his understanding that the Department policy will permit no more than three names on a sign, none of which are those of out-of-state cities. The Engineer replied that such a policy has been in effect for many years and Oregon is establishing a good reputation for its signing as evidenced by a number of complimentary letters that have been received. He recommended no deviation from the previously established policy. The Commission accepted his recommendation and instructed the Engineer to inform Mr. French that it is contrary to Commission policy to change the sign as he requests.

The Commission discussed with the Engineer bids received at the morning session, and at 3:00 p.m., Commissioner McIver announced awards of contracts as follows:

"Installation of traffic signal on the Oswego Highway in Clackamas and Multnomah Counties: The Commission has awarded the contract to the low bidder, Trowbridge Electric Co., Roseburg, at their bid price of $17,580.

"Grading, paving and furnishing crushed rock in stock piles on the Bradley Park-Wauna Section of the Columbia River Highway, about 21 miles east of Astoria in Clatsop County: The Commission elects to accept the bid of Rogers Construction, Inc., Portland, in the sum of $844,000.50 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Bunker Hill-Delmar Screen Planting Project on the Oregon Coast Highway, about 2 miles south of Coos Bay in Coos County: The Commission rejects the only bid on this project as being too high.

"Aerial photography and topographic mapping on the Davis Slough-Bandon Section of the Oregon Coast Highway in Coos County: The Commission has awarded the contract to the low bidder, Aero Service Corp., Philadelphia, Pennsylvania at their bid price of $14,582.

"Tumalo State Park Latrine in Deschutes County: The Commission rejects all bids on this project as being too high.

"Construction of Myrtle Creek-Canyonville Structures on the Pacific Highway in Douglas County: The Commission has awarded the contract to the low bidder, Hamilton & Thoms, Eugene, at their bid price of $406,161.50.

"Construction of a Sand Storage Shed at Austin in Grant County: The Commission has awarded the contract to the low bidder, Gilbert Roberts, Hood River, at his bid price of $12,800.

"Goshen-Divide Guardrail Project on the Pacific Highway, intermittent along 20.8 miles of highway south from Goshen in Lane County: The Commission has awarded the contract to the low bidder, T. W. Thomas, Portland, at his bid price of $70,240.

"Construction of Siletz River Bridge on Siletz Highway in Lincoln County: The Commission elects to accept the bid of Lee Hoffman, Beaverton, in the sum of $124,510 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired.

"Construction of Muddy Creek Bridge over Muddy Creek on Oakville County Road in Linn County: The Commission elects to accept the bid of Hannan Bros. Co., Portland, in the sum of $26,445 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Linn County is received and the sum of $5,950 is deposited by the County.

"Construction of Olds Ferry-Ontario Section Structures on the Old Oregon Trail Highway in Malheur County: The Commission has awarded the contract to the low bidder, Hannan Bros. Co., Portland, at their bid price of $77,427.

"42nd Avenue-99th Avenue Roadside Improvement Project on the T. H. Banfield Expressway, in Southeast Portland in Multnomah County: The Commission has awarded the contract to the low bidder, Russellville Nursery, Portland, at their bid price of $55,155.80.

"Grading, paving and roadside improvement of Ross Island Bridge On-Ramp Section of the Pacific Highway East at the east end of the Ross Island Bridge in Portland in Multnomah County: The Commission rejects the one and only bid on this project as being too high.

"Construction of Holman Park Latrine near Eola on the Willamina-Salem Highway in Polk County: The Commission rejects all bids on this project as being too high.

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"Construction of Levens Street Bridge over Rickreall Creek in the City of Dallas in Polk County: The Commission has referred all bids to the City of Dallas as this is a City project.

"Pendleton-La Grande Rock Production Project on the Old Oregon Trail Highway in Umatilla and Union Counties: The Commission has awarded the contract to the only bidder, Rogers Construction Co., Portland, at their bid price of $81,000.

"Grading and paving Hillsboro Section of the Tualatin Valley Highway (eastbound) at Hillsboro in Washington County: The Commission elects to accept the bid of Rogers Construction Co., Portland, in the sum of $237,504 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received."

The Commission signed agreements and other papers as follows:

"Agreement Extending Term of Ground Leases" re renewal of lease for three stock pile sites on Green Springs Highway from Weyerhaeuser Timber Company.

"Bargain and Sale Deed" re sale to Mr. and Mrs. Milo Fellows of 1.6 acres of property on Chenoweth Park-Deady Section of Pacific Highway, Douglas County. Consideration $500.

"Indentures of Access" re changes of access points for the following:

a. Gillette property on Mt. Vernon-John Day Section of John Day Highway, Grant County.

b. Pope property on East Unit, Dayville-Mt. Vernon Section of John Day Highway, Grant County.

c. Koble property on East Unit, Dayville-Mt. Vernon Section of John Day Highway, Grant County.

d. Morris property on East Unit, Dayville-Mt. Vernon Section of John Day Highway, Grant County.

e. Beck property on Newport-Toledo Section of Corvallis-Newport Highway, Lincoln County.

f. Chipman property on Newport-Toledo Section of Corvallis-Newport Highway, Lincoln County.

g. Goodwin property on Dayville-Mt. Vernon Section of John Day Highway, Grant County.

h. Masson property on East Unit-Dayville-Mt. Vernon Section of John Day Highway, Grant County.

i. Potwin property, Newport-Toledo Section, Corvallis-Newport Highway, Lincoln County.

j. Burkland property on Interstate Avenue (US99W), Portland, Multnomah County.

"Lease Agreement" with Signal Oil Division of Standard Oil Company for temporary use of Lots 1, 2, 3 and 4, Block 110, Portland. Consideration based on 2 cents per gallon of gasoline delivered to the premises.

"Bargain and Sale Deed" re sale of 1.65 acres on John Day Highway to Fred Cliff and Robert Keerins for $500.

"Quitclaim Deed" re conveyance of 0.45 acre on US99 near Garden Valley Road to Douglas County. Consideration $1.00.

"Agreement" with Columbia Sand and Gravel Products Company, Umatilla, Oregon, renewing arrangement for removal of material from a State-owned gravel pit at Umatilla.

"Agreement" with Bureau of Public Roads for oiling of a detour road at Nesika Beach and a connecting road to certain establishments in Wedderburn on Oregon Forest Highway Project 10-01, Greggs Creek-Wedderburn Project. Estimated cost not to exceed $3,500. Bureau will reimburse State for entire cost of oiling.

"Agreement" with Ray and Miriam Hough modifying a previous agreement, dated October, 1948, re maintenance of a pump house and accessories on state highway property that was acquired as right of way for the Judkins Point-Goshen Section of US99, Lane County.

"Throughway Agreement" covering Fords Bridge Unit, Myrtle Creek-Canyonville Section.

"Maintenance and Finance Agreement" with Gilliam County covering Hay Creek-Canyon Section, FAS 440. (Authorized 10-28-54)

"Maintenance and Finance Agreement" with Linn County covering Muddy Creek-Bridge Section, FAS 595. (Authorized 10-28-54)

"Waiver and Relinquishment of Lease" re relinquishing lease on property acquired for the 7th Street-11th Street connection in Eugene.

"Abandonment Agreement" covering Siletz-Camp Twelve Section of Siletz Secondary Highway in Lincoln County.

"Maintenance and Finance Agreement" with Marion County, covering Clear Lake Bridge Section, FAS 592. (Authorized 10-28-54)

"Maintenance and Finance Agreement" with Clackamas County, covering Bakers Bridge on FAS 131. (Authorized 10-28-54)

"Lease" with Roberts Motor Company covering use of property, known as Mack Truck building, at east end of Steel Bridge, Portland. Consideration $700 per month.

"Supplemental Throughway Agreement" correcting a county road name on Fairgrounds-Shady Unit of Deady-Shady Section of Pacific Highway, Douglas County.

"Agreement" with City of Hillsboro covering construction of the one-way couplet for the Tualatin Valley Highway through this city, including installation of traffic signals. (Previously authorized by Commission.)

"Agreement" with Southern Pacific Company relative to lowering roadway at Glenwood Undercrossing on the McVay Secondary Highway, Springfield.

"Finance & Maintenance Agreements" with Curry County covering the Coast Highway-Forest Boundary Section of the Elk River Road, FAS 597.

"Agreement" with the City of Salem covering the proposed traffic signal installation at eight intersections in the City of Salem.

The meeting adjourned at 3:15 p.m., to reconvene on the following day at 9:00 a.m.

Portland, Oregon
August 12, 1955

The meeting of the State Highway Commission reconvened at 9:00 a.m. in the Green Room of the Imperial Hotel with the following persons present and participating:

Chas. H. Reynolds, Acting Chairman
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, Deputy State Highway Engineer
W. W. Stiffler, Assistant State Highway Engineer
Robert L. May, Jr., Assistant Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

Bids as follows for highway construction were opened and read aloud by the Secretary, who announced that the award of contracts would be made in the same room at 2:30 p.m.:

CLACKAMAS COUNTY
BAKERS BRIDGE APPROACH RECONSTRUCTION ON MARKET ROAD NO. 39

Babler Bros., Inc., Portland	$ 62,192.50
Hannan Bros. Co., Portland	64,410.00
Orlando C. Bennard, Portland	65,959.00
Birkemeier Construction Co., Milwaukie	66,772.50
United Builders, Inc., Beaverton	67,899.10
Lee Hoffman, Beaverton	67,900.00
Workman & Wilson, Canby	68,450.00
Inland Construction Co., Milwaukie	69,747.00
L. B. Read, Portland	70,965.00
Lockyear & White, Inc., Longview, Washington	72,986.50

CURRY COUNTY
BRUSH CREEK RELIEF CHANNEL, BRUSH CREEK-GREGGS CREEK SECTION OF THE OREGON COAST HIGHWAY

Glen Ousley, Eugene	$23,496.00
Peter Kiewit Sons' Co., Longview, Washington	23,572.80
Allum Brothers, Eugene	31,809.00

CURRY AND COOS COUNTIES
COAST HIGHWAY-FOREST BOUNDARY SECTION OF ELK RIVER COUNTY ROAD, AND BANDON-PORT ORFORD ROCK PRODUCTION PROJECT ON OREGON COAST HIGHWAY

Calkins Crushing Co., Oceanlake	$90,323.50
Allum Brothers, Eugene	95,904.00

DOUGLAS, JACKSON AND LANE COUNTIES
JUDKINS POINT-SEVEN OAKS SCREEN PLANTING PROJECT ON THE PACIFIC HIGHWAY

Knight Pearcy, Salem	$10,416.50
Russellville Nursery, Portland	13,610.50

GILLIAM COUNTY
GRADING HAY CREEK CANYON SECTION OF THE MIKKALO COUNTY ROAD

O & K Construction Co., Gresham	$66,063.50
Rogers Construction, Inc., Portland	67,978.00
Cartwright Construction Co., Durkee	69,204.00
Zachary Construction Co., Everett, Washington	70,525.00
Vernie Jarl, Gresham	71,477.00
Durbin Bros., Eugene	71,835.00
J. W. Briggs & Associates, Bend	75,655.00
Lee Hoffman, Beaverton	76,736.00

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Hay Creek Canyon Section (Cont.)

J. M. Arenz, Portland	$ 80,978.00
Fred H. Stegeman & Associates, Lebanon	81,390.00
Fred H. Slate Co., Ore. Ltd., & E. C. Hall Co., Portland	87,256.00
T. W. Thomas, Portland	91,773.00
Allum Brothers, Eugene	98,412.00
C. J. Eldon, Portland	117,825.50
J. Bacaloff Co., Portland	125,448.50

GRANT COUNTY
CITY OF JOHN DAY (MAIN STREET-S.W. 2ND AVENUE) GRADING AND SURFACING PROJECT

Lankford Bros., Nyssa	$ 7,945.00

KLAMATH COUNTY
CHEMULT SAND STORAGE SHED

R. H. Jones, Hillsboro	$ 11,230.00
M. R. Holst, Oakridge	12,212.60
Hampton C. Platt, Salem	13,250.00
Walt M. Young, Hermiston	13,475.00
Rogers Construction Co., Portland	13,900.00
T. W. Thomas, Portland	17,800.00

MARION COUNTY
CLEAR LAKE BRIDGE SECTION ON CLEAR LAKE COUNTY ROAD NO. 604

Tom Lillebo, Reedsport	$ 56,413.00
Orlando C. Bennard, Portland	59,030.50
Hannan Bros. Co., Portland	60,386.00
Babler Bros., Inc., Portland	61,111.50
Hamilton & Thoms, Eugene	66,443.00
C. J. Eldon, Portland	68,263.50
Schrader Construction Co., Portland	80,498.00
Glen Snook, Eugene	88,728.10

MARION COUNTY
TRAFFIC SIGNALS IN CITY OF SALEM

Trowbridge Electric Co., Roseburg	$ 18,000.00
Electric Corp., Salem	18,660.00
Marion Electric Co., Salem	18,915.00

MARION COUNTY
DETROIT LAKE STATE PARK OVERNIGHT CAMP FACILITIES

Enoch I. Maerz, Salem	$ 24,245.40

Detroit Lake State Park Overnight Camp Facilities (Cont.)

Salem Sand & Gravel Co., Salem	$ 24,650.00
Martin & Wornstaff, McMinnville	26,193.00
Schrader Construction Co., Portland	35,828.00

MULTNOMAH COUNTY
CLAY-COLUMBIA STREET TRAFFIC INTERCHANGE

General Construction Co., Portland	$881,706.00
Manson Construction & Engineering Co., Seattle, Washington	898,983.00
Lord Bros., Portland	929,160.50
Peter Kiewit Sons' Co., Longview, Washington	964,070.00
Lee Hoffman, Beaverton	992,248.50
Natt McDougall Co., Portland	993,345.60
Kuckenberg Construction Co., Portland	1,077,674.80

MULTNOMAH COUNTY
42ND AVENUE-99TH AVENUE IRRIGATION SYSTEM PROJECT ON THE T. H. BANFIELD EXPRESSWAY

Russellville Nursery, Portland	$ 16,317.65
Willamette Irrigation Co., Portland	18,306.90
C. S. Whitcomb Co., Portland	18,498.35
Ernest Ferrante & Co., Portland	19,201.80
Schrader Construction Co., Portland	20,129.00

MULTNOMAH COUNTY
PAVING EAST PARKROSE SECTION OF COLUMBIA RIVER HIGHWAY

Warren Northwest, Inc., Portland	$ 10,567.00

POLK COUNTY
HELMICK PARK SHELTER AND LATRINE ON THE OLD PACIFIC HIGHWAY WEST

V. C. Johnson, Gladstone	$ 5,838.00
James & Yost, Inc., Portland	8,239.00
Schrader Construction Co., Portland	8,850.00
Robert C. Wilson, Corvallis	10,832.00

UMATILLA COUNTY
HAT ROCK PARK BUILDINGS

Walt M. Young, Hermiston	$ 8,157.00
S. A. Moore & Co., Umatilla	9,941.90
Sam L. Godwin, Portland	12,000.00
W. F. Stratton, Hermiston	13,950.00
Marshall Construction Co., Hermiston	14,294.92

August 12, 1955

The matter of allowing planes to land on the Oregon beaches was brought up by Commissioner Reynolds. He inquired if it is proper to say that the Commission will continue to deny requests for this privilege. The Engineer commented that he has always recommended in the past and that he still will recommend that planes not be allowed to use the beaches for this purpose due to the hazards that they create for pedestrians. He urged the Commission to maintain such policy. The Commission took no action.

The matter of adopting a survey for the proposed Hinkle interchange on the Old Oregon Trail at the intersection of the Hermiston Highway was also brought up by Commissioner Reynolds. The Engineer stated that the survey as yet has not been adopted and cannot be adopted until all three Commissioners are present. He suggested that the Right of Way Engineer be authorized to negotiate right of way options now,so that feature will be disposed of when the survey is adopted, probably at the meeting in November. The Commission accepted the Engineer's recommendation by approving the project and authorizing the acquisition of right of way, it being understood that the formal survey will be adopted as soon as all three Commissioners are present.

Also brought up by Commissioner Reynolds was construction of the proposed improvement at Havana in Umatilla County. The Commission instructed the Engineer to include this project among those for which bids are to be received at the meeting in September if possible.

Oiling of the Wasco-Heppner Secondary Highway northerly from the end of the oil west of Condon to the John Day River crossing was mentioned by Commissioner Reynolds. The Engineer advised that Mr. Fatland, Condon, has been informed that no funds are available at this time for such oiling work, but the project is to be considered by the Commission in formulating its 1956 F.A.S. construction program

A delegation from McMinnville, Carlton, Rainier, Vernonia, Forest Grove, Rockaway, and Kelso and Longview, Washington, was present, and urged the Commission to authorize a survey for an alternate US99W route, starting at McMinnville and extending north through Yamhill, Forest Grove, Vernonia and Apiary to a connection with the Columbia River Bridge at Rainier. The following people formed the group: Ralph Kletzing, Carleton; Clifford Elliott, Leonard Gillam, McMinnville; Lester Odle, H. R. Barker, Rainier; Mr. and Mrs. A. G. Ostrander, Eugene Drips, Mary Drips, Hattie M Draper, Guy I. Thomas, Bill J. Horn, Mr. and Mrs. Desmond Laird, Ronald E. Bayley, Vernonia; Homer Waltz, Wm. K. Eaton, John Richardson, Clifford P. Rawe, Chester Broders, Mrs. H. G Bond, Forest Grove; S. J. Mammano, Rockaway; F. H Anderson, Longview, Washington, and Pat Hanson, Kelso, Washington.

Mr Kletzing headed the group. Mr. Elliott pointed out that the delegation includes representatives from towns along the entire route. The project, he stated, is not new but to his knowledge was first proposed and actively considered about thirty years ago. The Longview Bridge, he said,

is now a public toll bridge which in a few years very likely will be toll free. Construction of an alternate highway for 99W from McMinnville north will greatly relieve traffic congestion in the Portland area for those who are bound for points in Washington. He urged the Commission to authorize a reconnaissance survey at this time to determine the cost and feasibility of the proposed route. Commissioner Reynolds inquired if it is the delegation's wish that the road be constructed as a freeway or for the benefit of local travel. Mr. Elliott replied that he believed that most of the delegation feel that it should be a dual purpose highway. As a result of the discussion the Commission authorized the Engineer to make a reconnaissance survey and economic study as soon as personnel can be spared for the purpose.

The members of the Tillamook County Court and others from Tillamook, Manzanita, Wheeler, Rockaway and Nehalem came before the Commission to urge construction of the "Elsie Cutoff", beginning at Elsie on the Sunset Highway, and extending in a southwesterly direction to a junction with the Necanicum Highway north of the town of Wheeler. The following people were present: County Judge O. E. Effenberger, County Commissioners August Schoolmeier, and Wesley Schulmerich, Charles Ross, Vern Tinnerstedt, Fred Guyton, Earl K. Sweet, Hans Paulson, all Tillamook; Harry Scott, Manzanita; Erling Brauti, J. H. Beale, Dell Curtis, Mrs. J. Douma, Dr. Robert Reinhart, all of Wheeler; R. L. Bourke, Portland; Ted Dufrain, Mrs. Wm. Pearson, Ruth Bess, R.G.W. Graham, Rockaway; Lee Mead, F. E. Knight, Merle Ferrell, Mr. and Mrs. John Dillard, Nehalem.

Judge Effenberger introduced Mr. Harry Scott who acted as spokesman for the group. Mr. Scott thanked the Commission for the construction program that has been outlined and for work that has recently been performed in the Tillamook County area. He stated that he had made the original reconnaissance survey of the Elsie Cutoff and found that it is a feasible route and would cost about $1,500,000 to construct. He pointed out that the proposed short-cut route will save many miles in moving products to and from the Wheeler area. He estimated that on a basis of 750 vehicles daily it is costing traffic $191,000 annually to travel the existing highways. He asked the Commission to authorize a survey of the route as the first step.

Mr. Brauti commented that a road over the suggested route has been urged for thirty years or more and is greatly needed for the economical development of the area north of Tillamook. Mr. Paulson, Tillamook City Manager, stated that construction of the proposed cutoff will be of benefit to the entire County and that the City of Tillamook is in favor of it. Mr. Ross commented concerning the recent action taken by Congress which necessitated postponement of the proposed revision of the Oregon Coast Highway over Cascade Head south of Neskowin. He asked the Commission to reinstate this project in the Forest Highway Program when forest money is available. Concerning the "Elsie Cutoff", he stated that the delegation is asking only for a reconnaissance survey to serve as a basis for future consideration.

The Engineer stated that the Highway Department as no information on the proposed cutoff route. He pointed out that many other surveys are needed in the immediate future and suggested that further consideration be given to the delegation's request when engineering help is available.

Commissioner Reynolds stated that the "Elsie Cutoff" route is not new to the Commission and that the Commission up to the present time has had to deny requests for it because of lack of funds and because other projects had priority status. He mentioned the Commission's program for modernizing the Oregon Coast Highway, and he gave as his feeling that such work should not be deferred. He also said that the Wilson River Highway will soon be completed which will be of benefit to Tillamook County. He called attention to the fact that many other sections of the State are desirous of securing improved highways as well as new highway routes and that the Commission at this time can give no encouragement that the "Elsie Cutoff" will be programmed soon; however, the project will be kept in mind for future consideration when funds and personnel are available.

Mr. Gene Palmer, Superintendent of Public Works, Mr. George Harkenrider, Mayor, and Mr. Frank Wells, Councilman, all from the City of Hermiston, came before the Commission concerning a Special State Tax Street Fund Project. Mr. Palmer stated that the City previously requested State assistance in improving Orchard Avenue but the request had been denied. Since then the City has contracted drainage facilities and can offer financial assistance up to $4,000; however, the street needs additional base rock and surface material. Commissioner Reynolds pointed out that each year the Commission receives more applications for Special State Tax Street Funds than can be financed with the funds available. He suggested resubmission of the project for consideration in the next year's program.

Mr. R. L. Wyrick, of the Gladstone Chamber of Commerce, Mr. Merle Brown, President of the Oregon City Chamber of Commerce, and Mr. J. H. Van Winkle, Editor of the Oregon City Enterprise Newspaper, came before the Commission to request an interchange on the Pacific Highway East at the Clackamas River north of Oregon City, so that people using the Clackamas County State Park at this location can have safe access to and from the highway. Mr. Wyrick stated that the access in which they are most concerned is on the west side of the highway, and it was his thought that the necessary construction might be a cooperative project involving the State, Clackamas County, and the City of Gladstone. Mr. Brown called attention to the excellence of the location which is at the mouth of the Clackamas River where it empties into the Willamette River. The access road, he stated, is badly needed and he asked the Commission to give it serious consideration. Mr. Van Winkle called attention to a previous request for this interchange, which was denied on the basis that the amount of traffic does not warrant the expense involved The Game Commission, he stated, has spent approximately $7,000 for a road to permit the launching of boats at the park, and he gave as his thought that the use of the park would increase very rapidly were safe entrance and exit provided. He urged the Commission to reconsider its previous action in the interests of

safety for people who use the park and for the general traveling public.

Commissioner Reynolds commented that the previous report rendered to the Commission on this matter indicated that the interchange is not justified; however, the Commission will have the Engineer make further study. The Engineer was thereupon instructed to review the matter and render another report

A delegation from The Dalles and Portland came before the Commission regarding establishment of a state park at the mouth of the Deschutes River. The following people composed the group: Ward Webber, County Judge, Wasco County, W. C. Nelson, Manager, The Dalles Chamber of Commerce; J. Haslett Bell, County Planning Consultant; L. E. Emmerson, Isaac Walton League; Don Heisler, Rod and Gun Club; R. A. Brouhard, Yacht Club; R. E. Sjoblom, Rifle and Pistol Club, all of The Dalles; State Senator Pat Lonergan, Lawrence Barber, Marine, Editor, The Oregonian, and Archie Hovey, Portland, President, Portland Optimists Club.

County Judge Ward Webber headed the group. He thanked the Commission for the action taken on the previous day when the Commission authorizied negotiations for acquisition of land necessary for the proposed park. He advised that Wasco County has very few recreational areas and that development of a State Park at this location will be greatly appreciated by the public. Mr. Nelson and Mr Bell also expressed appreciation for the Commission's action. Mr. Barber stated that the new park will serve as an excellent boating area. He also stated that they are much interested in the development of park facilities at Rooster Rock in Multnomah County. Others expressing appreciation for the Commission's action were Messrs. Hovey, Heisler, Brouhard, Sjoblom and Senator Lonergan who stated his pleasure with the Commission's action relative to establishment of this park and for the cooperation the Commission has given in acquiring scenic areas in the Columbia Gorge. Judge Webber commented that Wasco County has been carrying on negotiations with the Army Engineers to acquire the Seufert property as an area to be used for 4-H Club activities and that they may need State assistance. He suggested that the Parks Superintendent be, authorized to investiage this property to see if it might not be suitable as a park area for overnight camping and picnic use.

Commissioner Reynolds concluded the discussion by stating that the Commission has authorized negotiations to acquire the Deschutes area and is interested in development of it later on, but cannot make a definite commitment now. He mentioned that the Commission is faced with a serious problem of providing means of ingress and egress to the property which will require considerable study before final action can be taken.

Mr. John Krieger, Portland, was present and asked the Commission to authorize an investigation of the intersection of US99W and the Red Rock Road, about a mile east of Tigard, to determine the need for some sort of traffic regulation. He pointed out that there is no refuge for left-

turn movements at this intersection and that highway traffic moves at high speed causing a hazardous condition. The Commission instructed the Engineer to make such investigation and report the findings.

The meeting recessed at 12:00 noon and reconvened at 2:00 p.m. in the same room, with the same persons present and participating.

The following people composed a delegation from Baker County which was present regarding proposed highway changes in the City of Baker: Fred Young, Mayor; Robert M. Applegate, City Manager, Benjamin A. Ryder, Councilman, all of the City of Baker; Baker County Judge Lloyd Rea, R. M. Phipps and Gill C. Wright, County Commissioners, Baker County. Mayor Young was principal spokesman. He stated that residents of Baker are somewhat concerned by rumors to the effect that the Commission has plans to reroute the Old Oregon Trail about six miles to the east of Baker. At a previous time, he stated, the City was asked to cooperate in selecting a new route for the highway through the City of Baker, and that they do not feel like working on such a project if the route will completely by-pass the City. It was his thought that the route through the east edge of Baker could be constructed for a reasonable cost and he asked the Commission to give consideration to such a route. He pointed out that it is 50 and 75 miles to the nearest sizable towns which would be an inconvenience to tourists if the highway is not routed through or nearer the City of Baker than rumors indicate. It was his feeling that it would be satisfactory and feasible to use Main Street and Resort Street as a one-way couplet, and he requested more information regarding the Commission's plans for the south entrance into the City before the Commission makes its final decision. Mayor Young also mentioned another possible route through the City from the north, using Tenth Street (present route) to Broadway, thence paralleling the Union Pacific Railroad to a connection with the present highway in the southeastern part of the City.

Mr. Allen L. Johnson, Chairman, Highway Committee, Baker, who also was present, stated that he represents people on Tenth and Broadway Streets and that they are much concerned in the routing of the highway as it is a fine residential district. He offered objection to the routing of the highway along these streets, and stated their approval of the Main and Resort Street routing. Mr. Applegate stated that the City Council is vitally interested in the routing and would like to know what plans are under way for highway work south of the City.

Commissioner Reynolds explained why the Commission is studying the matter at this time. He advised that in the event additional Federal funds are made available, the Bureau of Public Roads might not approve the present route through the City of Baker. The Commission, he said, wishes to plan ahead and has asked the City to cooperate in finding a new route. There is no intent of the Commission, he added, to hurt the economy of any community and if a route through the City of Baker is provided now it might delay construction of the by-pass for many years. He expressed appreciation for the City's suggestions and advised that they will

be given careful consideration by the Commission in arriving at its decision. It was his feeling that a solution of the problem can be found that will be satisfactory to all concerned.

County Judge Rea stated that the County Court endorses the by-pass route, but is of the feeling that it should be located nearer to the City than six miles.

Commissioner Reynolds concluded the discussion by expressing appreciation for the efforts made by the City to work out a satisfactory plan and by stating that the studies will be continued and that the City will be advised of the progress.

Messrs. R. C. Wardlaw, Leo Tschida, and A. R. Cammack, farmers residing in the vicinity of Ontario, appeared before the Commission and urged construction of a traffic interchange structure on the new section of the Old Oregon Trail near the old CCC Camp, approximately five miles northwest of Ontario. Mr. Wardlaw, who acted as spokesman, presented a petition signed by 75 people who want an interchange at this location. Mr. Cammack stated that about seventy families who will use this access will have to travel about one and one-half miles to use another access at Stanton Boulevard, if they are not allowed access at the old CCC Camp. He inquired why the interchange had not been provided in the plans. Mr. Tschida read aloud a resolution from Ontario Heights Grange #917 urging construction of some type of interchange at this location.

Commissioner Reynolds stated that the interchange requested was not included in the plan for the highway improvement because the cost involved appeared not justified by the traffic that would use it. He also said that the matter will be given further consideration when the new highway has been in use for some time, perhaps a year or two, and a definite traffic pattern established, but it is the feeling of the Commission that the interchange is not justified now. Mr. Tschida then urged improvement of the present highway so there will be two parallel roads leading into Ontario. He was informed by Commissioner Reynolds that such improvement appears to be a local one and the obligation of the County. This concluded the discussion.

The Commission discussed with the Engineer the bids received at the morning session for highway construction and at 2:30 p. m., Commissioner McIver announced awards of contracts as follows:

"Bakers Bridge Approach Reconstruction on Market Road No. 39 in Clackamas County: The Commission elects to accept the bid of Babler Bros., Inc., Portland, in the sum of $62,192.50 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Clackamas County is received and the sum of $14,200 is deposited by the County.

"Brush Creek Relief Channel, Brush Creek-Greggs Creek Section of the Oregon Coast Highway, about 10 miles south of Port Orford in Curry County: The Commission elects to accept the bid of Glen Ousley, Eugene, in the sum of $23,496 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired.

"Grading, surfacing and furnishing crushed material in stock piles on the Coast Highway-Forest Boundary Section of the Elk River County Road, and Bandon-Port Orford Rock Production Project on the Oregon Coast Highway in Curry and Coos Counties: The Commission elects to accept the bid of Calkins Crushing Co., Oceanlake, in the sum of $90,323.50 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Curry County is received and the sum of $10,550 is deposited by the County.

"Judkins Point-Seven Oaks Screen Planting Project on the Pacific Highway, intermittent between Eugene and Central Point in Douglas, Jackson and Lane Counties: The Commission has awarded the contract to the low bidder, Knight Pearcy, Salem, at his bid price of $10,416.50.

"Grading Hay Creek Canyon Section of the Mikkalo County Road about five miles west of Mikkalo in Gilliam County: The Commission elects to accept the bid of O & K Construction Co. in the sum of $66,063.50 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Gilliam County is received and the sum of $14,850 is deposited by the County.

"Grading and surfacing Main Street-S. W. 2nd Avenue in the City of John Day in Grant County: The Commission has awarded the contract to the only bidder, Lankford Bros., Nyssa, at their bid price of $7,945.

"Construction of a sand storage shed at Chemult in Klamath County: The Commission has awarded the contract to the low bidder, R. H. Jones, Hillsboro, at his bid price of $11,230.

"Construction of Clear Lake Bridge Section on Clear Lake County Road No 604 in Marion County: The Commission elects to accept the bid of Tom Lillebo, Reedsport, in the sum of $56,413 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Marion County is received and the sum of $12,700 is deposited by the County.

"Construction of traffic signals in the City of Salem in Marion County: The Commission has awarded the contract to the low bidder, Trowbridge Electric Co., Roseburg, at their bid price of $18,000.

"Construction of Detroit Lake State Park Overnight Camp Facilities on the North Santiam Highway in Marion County: The Commission has awarded the contract to the low bidder, Enoch I. Maerz, Salem, at his bid price of $24,245.40.

"Construction of Clay-Columbia Street Traffic Interchange over Harbor Drive in Multnomah County: The Commission has awarded the contract to the low bidder, General Construction Co., Portland, at their bid price of $881,706.

"42nd Avenue-99th Avenue Irrigation System Project on the T. H. Banfield Expressway in Southeast Portland in Multnomah County: The Commission has awarded the contract to the low bidder, Russellville Nursery, Portland, at their bid price of $16,317.65.

"Paving East Parkrose Section of the Columbia River Highway between N. E. 122nd Avenue and N. E. 132nd Avenue in Multnomah County: The Commission rejects the only bid received for this project as being too high.

"Construction of Helmick Park Shelter and Latrine near Monmouth on the old Pacific Highway West in Polk County: The Commission rejects all bids for this project as being too high.

"Construction of park buildings at Hat Rock State Park about eight miles east of Umatilla in Umatilla County: The Commission has awarded the contract to the low bidder, Walt M. Young, Hermiston, at his bid price of $8,157.

There being no further business to come before the Commission at this time the meeting adjourned at 2:45 p.m.

State Highway Engineer

Acting Chairman

Secretary

Commissioner

August 12, 1955

EXHIBITS "A" through "I"

Minutes of

the

OREGON STATE HIGHWAY COMMISSION MEETING

held on

August 11 and 12, 1955

EXHIBIT "A"

Minutes of August 11 and 12, 1955

RESOLUTION

WHEREAS, in connection with the future improvement of the highway herein designated, and for the convenience and benefit of the public, it is and has been necessary to acquire property for rights of way, quarry sites, gravel or other material sites, sites for the storage of materials, and properties for other purposes authorized by statute as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW THEREFORE BE IT RESOLVED that the following described properties are hereby declared to be necessary for State highway, park, and other uses under the jurisdiction of the Commission, and that the several options or bases of settlement hereinafter enumerated be, and the same hereby are approved and accepted, and that the attorney for the Commission be, and he hereby is, instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon, by and through its State Highway Commission. The said properties hereby ordered and authorized to be acquired are as follows:

CLAY-COLUMBIA INTERCHANGE SECTION - PACIFIC HIGHWAY WEST

22783 Barde Steel Co. (Smith)
Right of Way
Option expires January 25, 1956

218 sq. ft.; repairing wall, lawn, sprinkling system, and shrubs; loss of parking space rental; loss of access; lump sum $10,970.00	
Amount to be paid owner-chrg to Right of Way	$10,970.00
State to assume 1955-56 taxes. Estimate	125.00
GRAND TOTAL (Estimate)-chrg to Right of Way	$11,095.00

Grantor to remove existing wall and replace in accordance with stake line within 60 days from notice.

EXHIBIT "A" (Cont)

CLAY-COLUMBIA INTERCHANGE SECTION-PACIFIC HIGHWAY WEST (Cont)

22783 Barde Steel Co. (cont)

THINGS TO BE DONE BY THE STATE

Remove and replace sidewalk to conform with new wall. Construct sidewalk and curb over present driveway, North end of property.

Access controlled -

ROSS ISLAND BRIDGE RAMP SECTION - PACIFIC HIGHWAY EAST

23794 Belles, Donald S. and Nadine D. (Grant)
Right of Way
Option expires January 12, 1956

453 sq. ft. at $0.20 per sq. ft.	$ 90.60	
Allowance to remove trees, shrubs, flowers	84.40	
Amount to be paid owners - chrg to Right of Way		$ 175.00
State to assume 1955-56 taxes. Estimate		1.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$ 176.00

Grantor to remove fence, trees, shrubs by Sept. 1, 1955.

THINGS TO BE DONE BY THE STATE

Replace rock wall with cement wall.

Access not controlled -

23793 Delegato, Angelo and Angelina (Grant)
Right of Way
Option expires January 13, 1956

1,500 sq. ft. at $0.33 per sq. ft.	$ 500.00	
Amount to be paid owners - chrg to Right of Way		$ 500.00
State to assume 1955-56 taxes. Estimate		10.00
GRAND TOTAL (Estimate - chrg to Right of Way		$ 510.00

Entire taking -

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND-SALEM EXPRESSWAY

22719 Demarinis, Ben and Martha W. (Grant)
Right of Way
Option expires December 1, 1955

10,499 sq. ft. at $0.07 per sq. ft.	$ 734.93	
House, 894 sq. ft. at $6 per sq. ft.	5,364.00	
Work Shop	75.00	
Garage, 396 sq. ft. at $1.50 per sq. ft.	594.00	
Trees, shrubs, walks	482.07	
Amount to be paid owners - chrg to Right of Way		$7,250.00
State to assume 1955-56 taxes. Estimate		75.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$7,325.00

Grantor agrees to rent or vacate within 5 days after receipt of consideration.

Entire taking -

21006 Turney, Winston A. and Henrietta E. (Smith)
Right of Way
Option expires December 27, 1955

1600 sq. ft. at $0.25 per sq. ft.	$ 400.00	
Septic tank and drain field	750.00	
Fence and shrubbery	150.00	
Patio and outdoor barbecue	700.00	
Proximity and severance damages	5,500.00	
Amount to be paid owners - chrg to Right of Way		$7,500.00
State to assume 1955-56 taxes. Estimate		75.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$7,575.00

Grantors may use land if they don't build additional improvements on it. Grantors must vacate within thirty days from notice.

Access controlled - none allowed -

22517 Bonneau, Boyd G. and Grace (Smith)
Right of Way
Option expires December 31, 1955

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND-SALEM EXPRESSWAY - (cont)

22517 Bonneau, Boyd G. and Grace (cont)

3150 sq. ft. at $0.20 per sq. ft.	$ 630.00	
House, 720 sq. ft. at $7.75-per sq. ft.	5,570.00	
Shrubs and sidewalks	300.00	
Amount to be paid owners-charge to Right of Way		$6,500.00
State to assume 1955-56 taxes. Estimate		130.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$6,630.00

Entire taking -

22904 Weigant, Casper and Roslee (Smith)
Right of Way
Option expires January 20, 1956

6,000 sq. ft. at $0.10 per sq. ft.	$ 600.00	
House, 1174 sq. ft. at $6.10+ per sq. ft.	7,130.00	
Garage, 160 sq. ft. at $0.75 per sq. ft.	120.00	
Amount to be paid owners - chrg to Right of Way		$7,850.00
State to assume 1955-56 taxes. Estimate		160.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$8,010.00

Grantors to rent or vacate within 5 days after receiving final settlement.

Entire taking -

23670 Carlson, U. E. (Smith)
Right of Way
Option expires January 5, 1956

6,500 sq. ft. at $0.15+ per sq. ft.	$ 980.00	
House, 1386 sq. ft. at $7.75 per sq. ft.	10,741.50	
Garage, 220 sq. ft. at $372+ per sq. ft.	818.50	
Shrubs, walks, driveway	500.00	
Amount to be paid owner - chrg to Right of Way		$13,040.00
State to assume 1955-56 taxes. Estimate		260.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$13,300.00

Grantor to rent or vacate within 5 days after receipt of final settlement.

Entire taking -

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND-SALEM EXPRESSWAY (cont)

22710 Bratton, Dennis and Catherine R. (Grant)
Right of Way
Option expires January 10, 1956

20,000 sq. ft. at $0.06 per sq. ft.	$1,200.00	
House and outbuildings	8,670.00	
Lawn, trees, shrubs	330.00	
Amount to be paid owners - chrg to Right of Way		$10,200.00
State to assume 1955-56 taxes. Estimate		100.00
GRANT TOTAL (Estimate) - chrg to Right of Way		$10,300.00

Entire taking -

23866 Koch, Alma P. (Smith)
Right of Way
Option expires January 20, 1956

10,000 sq. ft. at $0.275 per sq. ft.	$2,750.00	
House, 866 sq. ft. at $3.50 per sq. ft.	3,030.00	
Shrubs and walks	220.00	
Amount to be paid owner - chrg to Right of Way		$6,000.00
State to assume 1955-56 taxes. Estimate		120.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$6,120.00

Grantor to rent or vacate property within 5 days after receiving full settlement. Grantor may remove small shed within 5 days after full settlement.

Entire taking -

WASHINGTON COUNTY LINE-HILLSDALE SECTION - BEAVERTON-HILLSDALE HIGHWAY

23191 Hanks, Blaine T. and Wilma G. (Black)
Easement for channel change
Option expires January 25, 1956

Easement, 4400 sq. ft., lump sum	$ 70.00	
Amount to be paid owners - chrg to Right of Way		$ 70.00

Access not controlled -

EXHIBIT "A" (Cont)

WASHINGTON COUNTY LINE-HILLSDALE SECTION - BEAVERTON-HILLSDALE HIGHWAY (Cont)

23195 Wolf, Harland A. and Dorathy O. (Black)
Right of Way & Channel Change Easement
Option expires January 25, 1956

2831 sq. ft. at $0.05+ per sq. ft.	$ 140.00	
Easement for channel change, lump sum	110.00	
Amount to be paid owners - chrg to Right of Way		$ 250.00
State to assume 1955-56 taxes. Estimate		2.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$ 252.00

Access not controlled -

23185 Heasely, Larry A. and Marjorie P. (Black)
Right of Way
Option expires January 14, 1956

Lots 5, 6, 7, lump sum (approx. 6100 sq. ft.)	$ 500.00	
House, 856 sq. ft. at $6 per sq. ft.	5,136.00	
Yard improvements, septic tank & drain field	554.00	
Amount to be paid owners - chrg to Right of Way		$6,190.00
State to assume 1955-56 taxes. Estimate		60.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$6,250.00

Grantor to give possession 45 days from notice.

Entire taking -

23183 Lee, Chester and Helen Jean (Black)
Right of Way
Option expires January 26, 1956

6447 sq. ft. at $0.05 per sq. ft.	$ 322.35	
House, 800 sq. ft. at $5.50 per sq. ft.	4,400.00	
Yard improvements, lump sum	202.65	
Oil circulating heater	75.00	
Amount to be paid owners - chrg to Right of Way		$5,000.00
State to assume 1955-56 taxes. Estimate		50.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$5,050.00

Access not controlled -

EXHIBIT "A" (Cont)

WASHINGTON COUNTY LINE-HILLSDALE SECTION - BEAVERTON-HILLSDALE HIGHWAY (Cont)

23189 Zimmerman, Glenn R. and Marjorie F. (Black)
Right of Way
Option expires January 24, 1956

4487 sq. ft. at $0.04+ per sq. ft.	$ 180.00	
Amount to be paid owners - chrg to Right of Way		$ 180.00
State to assume 1955-56 taxes. Estimate		2.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$ 182.00

Access not controlled -

23190 Haines, William and Cora S. (Black)
Right of Way
Option expires January 19, 1956

3877 sq. ft. at $0.05- per sq. ft.	$ 193.75	
House, 852 sq. ft. at $4.25 per sq. ft.	3,621.00	
Yard improvements, lump sum	185.25	
Amount to be paid owners - chrg to Right of Way		$4,000.00
State to assume 1955-56 taxes. Estimate		40.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$4,040.00

Access not controlled -

HILLSDALE-BARBUR BOULEVARD SECTION - BEAVERTON-HILLSDALE HIGHWAY

23473 Lord, P. S. (Black)
Right of Way
Option expires January 4, 1956

16,820 sq. ft. at $0.10 per sq. ft.	$1,682.00	
Amount to be paid owner-chrg to Right of Way		$1,682.00
State to assume 1955-56 taxes. Estimate		18.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$1,700.00

THINGS TO BE DONE BY THE STATE

Build 25' access to Terwilliger at 15+05.

Access not controlled -

EXHIBIT "A" (Cont)

HILLSDALE-BARBUR BOULEVARD SECTION - BEAVERTON-HILLSDALE HIGHWAY (Cont)

23474 Lord, P. S. (Black)
Right of Way
Option expires January 4, 1956

24,800 sq. ft. at $0.10 per sq. ft.	$2,480.00
Amount to be paid owner - chrg to Right of Way	$2,480.00
State to assume 1955-56 taxes. Estimate	25.00
GRAND TOTAL (Estimate) - chrg to Right of Way	$2,505.00

Access not controlled -

BEAVERTON-REEDVILLE UNIT-BEAVERTON-FOREST GROVE SECTION - TUALATIN VALLEY HIGHWAY

1144 Reed Institute (Black)
Right of Way
Option expires January 7, 1956

900 sq. ft.	$ 1.00
State to assume taxes, if any.	

Access not controlled -

22849 Seemann, E. H. and Emily (Black)
Right of Way
Option expires September 12, 1955

3485 sq. ft. at $0.10 per sq. ft.	$ 348.50
Damage	8,151.50
Amount to be paid owners - chrg to Right of Way	$8,500.00
State to assume 1955-56 taxes. Estimate	85.00
GRAND TOTAL (Estimate) - chrg to Right of Way	$8,585.00

Grantor to remove bldgs from r/w within 15 days from notice.

THINGS TO BE DONE BY THE STATE

Construct 15' approach, 169+25.
Access, 169+25, North, unrestricted.

Access controlled -

EXHIBIT "A" (Cont)

GNAT CREEK-WAUNA JUNCTION SECTION - COLUMBIA RIVER HIGHWAY

23689 Wauna Lumber Company (Benson)
Right of Way
Option expires January 17, 1956

21.4 acres at $25 per acre $ 535.00

Amount to be paid owner - chrg to Right of Way $ 535.00

THINGS TO BE DONE BY THE STATE

Build approaches, 183+30, North and 195+50 South.
Access: 183+30, North side and 195+50, South side, for residential, harvesting, removal and marketing of timber and mineral products only.

Access controlled -

CANNON BEACH SECTION - OREGON COAST HIGHWAY

23149 Scherer, LaVeeda Marie (Benson)
Slope Easement
Easement signed July 5, 1955

5' slope easement, 250 sq. ft. $ 10.00

Amount to be paid owner - chrg to Right of Way $ 10.00

ADAMS STREET-MCMINNVILLE SECTION - PACIFIC HIGHWAY WEST

23447 Edmunds, M. R. and Jane Claire (Benner)
Pipeline easement
Easement signed June 30, 1955

Easement, 1450 sq. ft., lump sum $ 25.00

Amount to be paid owners - chrg to Right of Way $ 25.00

Access not controlled -

MCMINNVILLE AIRPORT-DAYTON JUNCTION SECTION - THREE MILE LANE HIGHWAY

23426 Lumm, William and Magdalena E. (Gemmell)
Right of Way
Option expires January 25, 1956

MCMINNVILLE AIRPORT-DAYTON JUNCTION SECTION - THREE MILE LANE HIGHWAY (Cont)

23426 Lumm, William and Magdalena E. (Cont)

5.08 acres at $300 per acre	$1,524.00	
Damage	250.00	
Amount to be paid owners - chrg to Right of Way		$1,774.00

THINGS TO BE DONE BY THE STATE

Fence right of way.

Access controlled - none allowed -

23427 Hibbert, Wilhelmina L. (Gemmell)
Right of Way
Option expires January 25, 1956

2.12 acres at $300 per acre	$ 636.00	
Amount to be paid owner - chrg to Right of Way		$ 636.00

THINGS TO BE DONE BY THE STATE

Fence right of way.

Access controlled - none allowed.-

23429 Graham, G. L. and Elsie (Gemmell)
Right of Way
Option expires January 24, 1956

0.34 acre, lump sum	$ 80.00	
Amount to be paid owners - chrg to Right of Way		$ 80.00

THINGS TO BE DONE BY THE STATE

Fence right of way.

Access controlled - none allowed -

23433 Galer, Lloyd C. and Katherine (Gemmell)
Right of Way
Option expires January 27, 1956

0.97 acre, lump sum	$ 500.00	
Amount to be paid owners - chrg to Right of Way		$ 500.00

EXHIBIT "A" (Cont)

MCMINNVILLE AIRPORT-DAYTON JUNCTION SECTION - THREE MILE LANE HIGHWAY (Cont)

23433 Galer, Lloyd C. and Katherine (Cont)

THINGS TO BE DONE BY THE STATE

Fence right of way.

Access controlled - none allowed -

DOLPH CORNER-RICKREALL SECTION - WILLAMINA-SALEM HIGHWAY

23786 Jaeger, Fred C. and Floy R. (Harrington)
Right of Way
Option expires January 25, 1956

1.68 acre at $200 per acre	$ 336.00
Damage	100.00
Well	150.00

Amount to be paid owners - chrg to Right of Way $ 586.00

State to assume 1955-56 taxes. Estimate 6.00

GRAND TOTAL (Estimate) - chrg to Right of Way $ 592.00

Grantor may retain 1955 crop if it is removed by time construction starts.

THINGS TO BE DONE BY THE STATE

Fence right of way. Reconstruct approach at 624+25. Access: 624+25, Southerly side, private residential use and operation of existing farming and cattle raising activity on remaining land only.

Access controlled -

HAYESVILLE INTERCHANGE SECTION - PORTLAND-SALEM EXPRESSWAY

22507 Beirne, Edith M. (Benson)
Drainage Easement
Easement signed July 13, 1955.

Permanent easement for improving channel of Claggett Creek and for maintenance $ 100.00

Amount to be paid owner - chrg to Right of Way $ 100.00

EXHIBIT "A". (Cont)

SALEM-STOUT CREEK SECTION - NORTH SANTIAM HIGHWAY

22614 Rauscher, Wm. (Gemmell)
Right of Way
Option expires January 10, 1956

1.29 acres, lump sum	$ 400.00	
Amount to be paid owner - chrg to Right of Way		$ 400.00

Access not controlled -

22615 Peek, Norman H. and Ruth
Right of Way
Option expires January 5, 1956

12.9 acres at $150 per acre	$1,935.00	
Severance damage	500.00	
Amount to be paid owners - chrg to Right of Way		$2,435.00
State to assume 1955-56 taxes. Estimate		25.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$2,460.00

THINGS TO BE DONE BY THE STATE

Fence r/w. Construct designated approaches (farm crossing 710+00). Install two 16' metal gates, one at either approach.

Access controlled - none allowed -

22631 Van Handel, Goldie (Gemmell)
Right of Way
Option expires January 7, 1956

0.17 acre, lump sum	$ 50.00	
Amount to be paid owner - chrg to Right of Way		$ 50.00

THINGS TO BE DONE BY THE STATE

Fence right of way. Reconstruct approach.

Access not controlled -

22612 Steffes, Phil and Ida (Gemmell)
Right of Way
Option expires January 5, 1956

EXHIBIT "A" (Cont)

SALEM-STOUT CREEK SECTION - NORTH SANTIAM HIGHWAY (Cont)

22612 Steffes, Phil and Ida (Cont)

2.0 acres hwy. frontage at $500 per acre	$1,000.00	
5.70 acres crop and pasture at $200 per acre	1,140.00	
Amount to be paid owners - chrg to Right of Way		$2,140.00
State to assume 1955-56 taxes. Estimate		20.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$2,160.00

THINGS TO BE DONE BY THE STATE

Fence right of way.

Access controlled - none allowed -

22613 Schlies, Geo. and Emma (Gemmell)
Right of Way
Option expires January 5, 1956

2.61 acres at $300 per acre	$ 783.00	
Amount to be paid owners - chrg to Right of Way		$ 783.00

THINGS TO BE DONE BY THE STATE

Fence right of way.

Access controlled - none allowed -

SOUTHERN PACIFIC OVERCROSSING-LANE COUNTY LINE SECTION - PACIFIC HIGHWAY EAST

23772 Garrett, Arthur A. (Benner)
Quarry Site
Option expires December 29, 1955

4.18 acres cleared and cultivated at $300 per acre	$1,254.00	
5.0 acres wooded land at $200 per acre	1,000.00	
Amount to be paid owner - chrg to Quarry Site		$2,254.00
State to assume 1955-56 taxes. Estimate		25.00
GRAND TOTAL (Estimate) - chrg to Quarry Site		$2,279.00

EXHIBIT "A" (Cont)

SHADY-MYRTLE CREEK SECTION - PACIFIC HIGHWAY

23157 Maris, Charles W. and Ruth (Morgan)
Right of Way
Option expires January 13, 1956

.43 acre, lump sum	$ 50.00	
Amount to be paid owners - chrg to Right of Way		$ 50.00

THINGS TO BE DONE BY THE STATE

Fence right of way.

Access controlled - none allowed -

23452 Ulam, Clay and Ruby (Morgan)
Slide area easement
Option expires January 10, 1956

0.95 acre, lump sum	$ 100.00	
Amount to be paid owners - chrg to Right of Way		$ 100.00

THINGS TO BE DONE BY THE STATE

Relocate and reconstruct grantors' roadway where affected by s lide and reconstruct fencing where necessary between 3181+00 a nd 3184+00, fencing to be stocktight.

Access controlled - none allowed -

UMPQUA BEND-SOUTH UMPQUA RIVER UNIT-MYRTLE CREEK-CANYONVILLE SECTION - PACIFIC HIGHWAY

23748 Blanchard, Delbert B. and Charlotte E. (Holt)
Right of Way
Option expires August 18, 1955

6.94 acres at $576+ per acre	$4,000.00	
Amount to be paid owners - chrg to Right of Way		$4,000.00
State to assume 1955-56 taxes. Estimate		40.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$4,040.00

Entire taking -

EXHIBIT "A" (Cont)

UMPQUA BEND-SOUTH UMPQUA RIVER UNIT-MYRTLE CREEK-CANYONVILLE SECTION - PACIFIC HIGHWAY (Cont)

23751 Fuller, Mitchell E. and Marjorie L. (Holt)
Right of Way
Option expires January 25, 1956

.99 acre, lump sum	$ 900.00
Loss of graveled driveways & hwy. frontage	300.00
Amount to be paid owners - chrg to Right of Way	$1,200.00

THINGS TO BE DONE BY THE STATE

Drill well to provide water supply equal to that now existing. If water not available State will negotiate to pay for loss.

Access controlled -

23752 Davis, W. O. and Clara (Morgan)
Right of Way
Option expires January 24, 1956

.94 acre, lump sum	$ 900.00
Loss of graveled driveway and hwy. frontage	275.00
Allowance to move wash house	25.00
Amount to be paid owners - chrg to Right of Way	$1,200.00

Grantor to remove wash house.

Access controlled -

23743 LeVasseur, Arthur H. and Gertrude A. Coelyn (Holt)
Right of Way
Option expires January 6, 1956

.16 acre, lump sum	$ 50.00
Amount to be paid owners - chrg to Right of Way	$ 50.00

Access controlled - none allowed -

23736 Taylor, L. H. and Thirza Steven (Holt)
Right of Way
Option expires January 14, 1956

EXHIBIT "A" (Cont)

UMPQUA BEND-SOUTH UMPQUA RIVER UNIT-MYRTLE CREEK-CANYONVILLE SECTION - PACIFIC HIGHWAY (Cont)

23736 Taylor, L. H. and Thirza Steven (Cont)

1.17 acres at $750 per acre	$ 877.50	
30 rods fence at $4 per rod	120.00	
Amount to be paid owners - chrg to Right of Way		$ 997.50

Grantor may leave hayshed on r/w for life of bldg.

THINGS TO BE DONE BY THE STATE

Connect existing approach to frontage road.

Access controlled - none allowed -

23754 Douglas Forest Protective Association (Morgan)
Right of Way
Option expires January 18, 1956

.13 acre, lump sum	$ 100.00	
Amount to be paid owner - chrg to Right of Way		$ 100.00

Access controlled -

JUMP OFF JOE CREEK-GRANTS PASS SECTION-PACIFIC HIGHWAY

23277 Schmuck, Peter et al (Reeder)
Right of Way
Option expires November 30, 1955

1.35 acres at $300 per acre	$ 405.00	
Severance damage	400.00	
Amount to be paid owners-chrg to Right of Way		$ 805.00

THINGS TO BE DONE BY THE STATE

Construct 25' approach, West side of frontage road, 1050+75.
Construct fencing.

Access controlled-none allowed except to frontage road.

EXHIBIT "A" (cont)

JUMP OFF JOE CREEK-GRANTS PASS SECTION-PACIFIC HIGHWAY (cont)

23280 Morris, William J. and Helen K. (Reeder)
Right of Way
Option expires January 19, 1956

540' frontage, 3 business sites	$ 3,000.00	
Building, bakery and living quarters, 2350 sq. ft. at $4 per sq. ft.	9,400.00	
Garage	100.00	
Allowance for well	600.00	
Allowance for oven and boiler	3,500.00	
Severance damage	8,400.00	
Amount to be paid owners-chrg to Right of Way		$25,000.00

Grantors to vacate property by January 1, 1956.

THINGS TO BE DONE BY THE STATE

Construct frontage road; construct approaches West side of frontage road, 20' wide, opposite 1059+10 and 1055+80 and 25' wide, opposite 1056+80. Construct necessary fencing.

Access controlled-none allowed except to frontage road.

23275 Glines, Edna; Anderson, Gordon S. and Laurel E. (Reeder)
Right of Way
Option expires December 9, 1955

8.66 acres cultivated, $300 per acre	$ 2,598.00	
4.0 acres pasture at $100.50 per acre	402.00	
Allowance to Lessee	100.00	
Amount to be paid Edna Glines		$ 3,000.00
Amount to be paid Gordon S. and Laurel E. Anderson		100.00
GRAND TOTAL-chrg to Right of Way		$ 3,100.00

Grantor and Lessees shall vacate property 30 days after notice.

THINGS TO BE DONE BY THE STATE
Construct necessary fencing.

Access controlled-none allowed except to existing Pac. Hwy.

EXHIBIT "A" (cont)

JUMP OFF JOE CREEK-GRANTS PASS SECTION-PACIFIC HIGHWAY (cont)

23288 M & M Sand & Gravel Company (Reeder)
Right of Way
Option expires December 21, 1955

1.65 acres at approx. $121+ per acre $ 200.00

Amount to be paid owners-chrg to Right of Way $ 200.00

THINGS TO BE DONE BY THE STATE

Construct 25' approach, Easterly side of existing hwy., Sta. 1110+50.
Construct necessary fencing along r/w.

Access controlled-

23295 Dutton, Harry H. (Holt)
Right of Way
Option expires December 31, 1955

.99 acre, lump sum $ 100.00

Amount to be paid owner-chrg to Right of Way $ 100.00

Access controlled-none allowed-

23726 Houseon, Mr. and Mrs. Charles C. (Holt)
Right of Way
Option expires December 29, 1955

.20 acre, lump sum $ 50.00

Amount to be paid owners-chrg to Right of Way $ 50.00

Access controlled-none allowed-

23283 Morgan, E. D. and Lillian I. (Reeder)
Right of Way
Option expires December 31, 1955

4.06 acres, homesite and cultivated, $350/ac. $ 1,421.00
2.0 acres uncleared at $100/acre 200.00

EXHIBIT "A" (cont)

JUMP OFF JOE CREEK-GRANTS PASS SECTION-PACIFIC HIGHWAY (cont)

23283 Morgan, E. D. and Lillian I. (cont.)

41.9 acres at $50/acre	$ 2,095.00	
House, 880 sq. ft. at $4 per sq. ft.	3,520.00	
Shed and garage, 384 sq. ft. at $2 per sq. ft.	768.00	
Barn, 1152 sq. ft. at $1 per sq. ft.	1,152.00	
70' drilled well and hand pump	359.00	
Amount to be paid owners-chrg to Right of Way		$9,515.00

Grantors to vacate 30 days after notice. Grantors may remove hay if cutting does not interfere with State's operations.

THINGS TO BE DONE BY THE STATE

Construct necessary fencing along r/w.

Access controlled-none allowed-

23301 Schnakenburg, D.P. and Carolyn W. (Holt)
Right of Way
Option expires January 8, 1956

9.0⅓ acres at $166+ per acre	$ 1,500.00	
Amount to be paid owners-chrg to Right of Way		$1,500.00
State to assume 1955-56 taxes. Estimate		15.00
GRAND TOTAL (Estimate)-chrg to Right of Way		$1,515.00

Access controlled-none allowed-

23300 Adams, Jess L. et al (Holt)
Right of Way
Option expires January 26, 1956

1.27 acres, lump sum	$ 500.00
Garage and 2 sheds	300.00

EXHIBIT "A" (cont)

JUMPOFF JOE CREEK-GRANTS PASS SECTION-PACIFIC HIGHWAY (cont)

23300 Adams, Jess L. et al (cont)

Encroachment damage and loss of spring	$ 800.00	
Amount to be paid owners-chrg to Right of Way		$ 1,600.00

Access controlled-none allowed-

NORTHBOUND ROUTE IN ASHLAND SECTION-PACIFIC HIGHWAY

23248 Dodge, Will M. and Margaret (Stuntz)
Right of Way
Option expires January 13, 1956

50 sq. ft., lump sum	$ 50.00	
Amount to be paid owners-chrg to Right of Way		$ 50.00

THINGS TO BE DONE BY THE STATE

Construct 15' driveway approx. 21+34. If drainage is interfered with, State will replace.

Access not controlled-

23250 Harrison, Harry S. and Carrie Agnes (Stuntz)
Right of Way
Option expires January 13, 1956

325 sq. ft, lump sum	$ 211.00	
Amount to be paid owners-chrg to Right of Way		$ 211.00

THINGS TO BE DONE BY THE STATE

Construct approach, 22+13, South side, 25' wide.

Access not controlled-

23258 Oeser, Karl B. and Geraldine (Stuntz)
Right of Way and Slope Easement
Option expires January 13, 1956

100 sq. ft. in fee and 100 sq. ft. Slope Eas., lump sum	$ 50.00

EXHIBIT "A" (cont)

NORTHBOUND ROUTE IN ASHLAND SECTION-PACIFIC HIGHWAY (cont)

23258 Oeser, Karl B. and Geraldine (cont)

Amount to be paid owners-chrg to Right of Way $ 50.00

Access not controlled-

NORTHBOUND ROUTE THROUGH ASHLAND SECTION-PACIFIC HIGHWAY

23249 Durgan, Edith et al (Stuntz)
Right of Way
Option expires January 24, 1956

216 sq. ft. at $0.65+ per sq. ft. $ 140.00

Amount to be paid owners-chrg to Right of Way $ 140.00

THINGS TO BE DONE BY THE STATE

Construct sidewalk and curb within r/w and construct driveway approach, 25' wide, approx. 21+65.

Access not controlled-

ROCK CREEK-STEAMBOAT SECTION-NORTH UMPQUA HIGHWAY

23303 Jones, E. K. and Kathryn K. (Morgan)
Lease interest and improvements
Option expires January 11, 1956

3.63 acres, lease interest plus house, lump sum $ 3,500.00

Amount to be paid owners-chrg to Park Site $. 3,500.00

Entire taking-

RINEHART CREEK-FRANKPORT UNIT-ROCKY POINT-GOLD BEACH SECTION-OREGON COAST HIGHWAY

23581 Chambers, Winston W. and Marjorie (Norlin)
Right of Way and Slide Area
Option expires December 26, 1955

0.47 acre, lump sum $ 100.00

Amount to be paid owner-chrg to Right of Way $ 100.00

EXHIBIT "A" (cont)

RINEHART CREEK-FRANKPORT UNIT-ROCKY POINT-GOLD BEACH SECTION-OREGON COAST HIGHWAY (cont)

23581 Chambers, Winston W. and Marjorie (cont)

THINGS TO BE DONE BY THE STATE

Reconstruct any fencing that is necessary.

Access controlled-

KLAMATH FALLS WEST SIDE BY-PASS SECTION-THE DALLES-CALIFORNIA HIGHWAY

23093 Johnson, Cloyd H. and Norma B. (Bucknum)
Right of Way
Option expires January 27, 1956

7,000 sq. ft. at $0.07½ per sq. ft.	$ 525.00	
House, 720 sq. ft. at $7.15- per sq. ft.	5,140.00	
320 ft. of fence at $0.50 per ft.	160.00	
Lawn, trees, shrubs, plants, flowers	140.00	
Amount to be paid owners-chrg to Right of Way		$ 5,965.00

Grantors may occupy premises for 60 days after notice.

Entire taking-

23124 Canton, William C. and Gloria M. (Bucknum)
Right of Way
Option expires January 27, 1956

6,300 sq. ft. at $0.10 per sq. ft.	$ 630.00	
House, 768 sq. ft. at $7.50 per sq. ft.	5,760.00	
Garage, 240 sq. ft. at $2 per sq. ft.	480.00	
Rock wall, trees, shrubs, plants, bulbs	280.00	
Amount to be paid owners-chrg to Right of Way		$ 7,150.00
State to assume 1955-56 taxes. Estimate		140.00
GRAND TOTAL (Estimate)-chrg to Right of Way		$ 7,290.00

EXHIBIT "A" (cont)

KLAMATH FALLS WEST SIDE BY-PASS SECTION-THE DALLES-CALIFORNIA HIGHWAY (cont)

23124 Canton, William C. and Gloria M. (cont)

Grantor may occupy premises for 60 days after notice.

Entire taking-

23066 Dolan, W. C. and Fern Teel (Bucknum)
Right of Way
Option expires January 25, 1956

10,404 square feet at $0.05 per sq. ft.	$ 520.20	
Amount to be paid owner-chrg to Right of Way		$ 520.20

Entire taking-

23076 Nash, Kenneth H. and Nettie E. (Bucknum)
Right of Way
Option expires January 27, 1956

18,000 square ft. at $0.05 per sq. ft.	$ 900.00	
400 ft fence at $0.25 per ft.	100.00	
Strawberry & raspberry plants	25.00	
Amount to be paid owners-chrg to Right of Way		$ 1,025.00

Access controlled-none allowed-

23091 Sessom, Ernest R. and Doris C. (Bucknum)
Right of Way
Option expires January 26, 1956

7,000 sq. ft. at $0.07½ per sq. ft.	$ 520.00	
House, 760 sq. ft. at $10+ per sq. ft.	7,700.00	
Work shop and garage	210.00	
Rock wall, lawn, trees, plants, shrubs	570.00	
Amount to be paid owners-chrg to Right of Way		$ 9,000.00

EXHIBIT "A" (cont)

KLAMATH FALLS WEST SIDE BY-PASS SECTION-THE DALLES-CALIFORNIA HIGHWAY (cont)

23091 Sessom, Ernest R. and Doris C. (cont)

State to assume 1955-56 taxes. Estimate $ 180.00

GRAND TOTAL (Estimate)-chrg to Right of Way $ 9,180.00

Grantor may occupy premises for 60 days after notice.

Entire taking-

23092 Hamblin, Clint L. and Beatrice L. (Bucknum)
Right of Way
Option expires January 19, 1956

7000 sq. ft. at $0.07½ per sq. ft.	$ 525.00
House, 810 sq. ft. at $6 per sq. ft.	4,860.00
Storage shed, 50 sq. ft. at $2 per sq. ft.	100.00
Lawn, fruit trees, shrubs, flowers, plants	315.00
1955-6 taxes, estimated	36.00

Amount to be paid owners-chrg to Right of Way Estimate $ 5,836.00

Grantor may occupy premises free of charge for 60 days after notice.

Entire taking-

23067 Phelps, Donald (Bucknum)
Right of Way
Option expires January 20, 1956

6 lots at $150 per lot (31,212 sq. ft.) $ 900.00

Amount to be paid owner-chrg to Right of Way $ 900.00

Entire taking

23055 Palmer, Earle W. L. (Bucknum)
Right of Way
Option expires January 25, 1956

EXHIBIT "A" (cont)

KLAMATH FALLS WEST SIDE BY-PASS SECTION-THE DALLES - CALIFORNIA HIGHWAY (cont)

23055 Palmer, Earle W. L. (cont)

1.19 acres at $1000 per acre $1,190.00

Amount to be paid owner-chrg to Right of Way $ 1,190.00

Access controlled-none allowed-

23042 Kolb, Raymond W. and Violet M. (Bucknum)
Right of Way
Option expires December 28, 1955

9000 sq. ft. at $0.05 per sq. ft.	$ 450.00
Dwelling 916.8 sq. ft. at $2.90- per sq. ft.	2,650.00
Chicken house	100.00
15 trees, shrubs, lawn, fence	50.00

Amount to be paid owners-chrg to Right of Way $ 3,250.00

Grantor permitted to occupy premises 90 days after conveying title.

Entire taking-

23044 Sabo, Coral J. (Bucknum)
Right of Way
Option expires January 12, 1956

3420 sq. ft., lump sum $ 200.00

Amount to be paid owner-chrg to Right of Way $ 200.00

Entire taking-

23049 Howe, George L. and Novella Jean (Bucknum)
Right of Way
Option expires January 7, 1956

9450 sq. ft. at $0.05 per sq. ft. $ 472.50

EXHIBIT "A" (cont)

KLAMATH FALLS WEST SIDE BY-PASS SECTION-THE DALLES-CALIFORNIA HIGHWAY (cont)

23049 Howe, George L. and Novella Jean (cont)

Dwelling, 480 sq. ft. at $3 per sq. ft.	$ 1440.00	
40' rock retaining wall at $1 per ft.	40.00	
Trees, bushes, lawn	25.00	
Amount to be paid owners-chrg to Right of Way		$ 1,977.50

Grantor may occupy premises 90 days after closing.

Entire taking-

23060 Warren Coe Hunt Estate (Bucknum)
Right of Way
Option expires January 13, 1956

0.43 acre at $1,000 per acre	$ 430.00	
Amount to be paid owners-chrg to Right of Way		$ 430.00

Access controlled-none allowed-

23080 Sutton, Ella (Bucknum)
Right of Way
Option expires January 6, 1956

8,000 sq. ft. at $0.07 per sq.ft.	$ 560.00	
House, 480 sq. ft. at $8 per sq.ft.	3,840.00	
Guest house	1,000.00	
Sprinkler system, outdoor fireplace, incinerator	300.00	
Fruit trees, berries, bushes, plants	100.00	
Lawn, 1000 sq. ft. at $0.05 per sq. ft.	50.00	
40' concrete curb, 50' retaining wall, culvert	215.00	
Front and back porches, steps, cellar	300.00	
Amount to be paid owner-chrg to Right of Way		$6, 365.00

Grantor may occupy premises 90 days after closing.

Entire taking-

EXHIBIT "A" (cont)

KLAMATH FALLS WEST SIDE BY-PASS-THE DALLES-CALIFORNIA HIGHWAY (cont)

23118 Brown, LeRoy and Bessie L. (Bucknum)
Right of Way
Option expires January 11, 1956

1,300 sq. ft. at $0.075 per sq. ft.	$ 97.50
Fence, 150 ft. at $0.75 per ft.	112.50
Trees, plants, shrubs, flowers	90.00
50' retaining wall	50.00
Relocate T.V. connection	40.00
Severance damage	500.00
Amount to be paid owners-chrg to Right of Way	$ 890.00

Access controlled-none allowed-

23045 Vido, Antonio and Elena (Bucknum)
Right of Way
Option expires January 11, 1956

10,664 sq. ft. at $0.05 per sq. ft.	$ 533.20
House, 1025 sq. ft. at $6 per sq. ft.	6,150.00
Garage	900.00
Chicken house, woodshed, fruit room	240.00
30' retaining wall, septic tank, field drain	160.00
Lawn and trees	45.00
300 ft. fence at $0.10 per ft.	30.00
Amount to be paid owners-chrg to Right of Way	$ 8,058.20

Grantor may occupy premises for 90 days after receipt of consideration.

Entire taking-

23053 Cardozo, John S. (Bucknum)
Right of Way
Option expires January 14, 1956

0.48 acre at $1000 per acre	$ 480.00
Amount to be paid owner-chrg to Right of Way	$ 480.00

Access controlled-none allowed-

EXHIBIT "A" (cont)

KLAMATH FALLS WEST SIDE BY-PASS SECTION-THE DALLES-CALIFORNIA HIGHWAY (cont)

23056 FaMar, Helen M. (Bucknum)
Right of Way
Option expires January 13, 1956

0.765 ac. at $1,000 per acre	$	765.00
House, 1080 sq. ft. at $3.50 per sq. ft.		3,780.00
Chicken house		125.00
Two fruit trees, flower bed		10.00
Allowance on 1955-56 taxes (estimate)		23.34
Amount to be paid owner-chrg to Right of Way		Est.$4,703.34

Entire taking-

23127 Graham, Earl E. and Sarah E. (Bucknum)
Right of Way
Option expires January 11, 1956

8750 sq. ft. at $0.10 per sq. ft.	$	875.00
House, 1000 sq. ft. at $8.75 per sq. ft.		8,750.00
30' basement driveway and retaining wall		300.00
Youngstown kitchen and two retaining walls		140.00
Lawn, trees, bushes		90.00
Amount to be paid owners-chrg to Right of Way		$10,155.00

Grantors may occupy property for 90 days after receipt of consideration.

Entire taking-

23040 Gass, L. D. and Hazel N. (Bucknum)
Right of Way
Option expires January 12, 1956

8,250 sq. ft., Lump Sum	$	450.00
Damage		50.00
Amount to be paid owners-chrg to Right of Way		$ 500.00

Access controlled-none allowed-

EXHIBIT "A" (cont)

KLAMATH FALLS WEST SIDE BY-PASS SECTION-THE DALLES-CALIFORNIA HIGHWAY (cont)

23089 Union Gospel Mission (Bucknum)
Right of Way
Option expires January 19, 1956

34,848 sq. ft. at $0.05 per sq. ft.	$ 1,742.40
Amount to be paid owner-chrg to Right of Way	$ 1,742.40

Entire taking-

23087 Ossiander, Adolph M. and Marjorie H. (Bucknum)
Right of Way
Option expires December 28, 1955

4056 sq. ft. at $0.075- per sq. ft.	$ 300.00
Dwelling, 600 sq. ft. at $6 per sq. ft.	3,600.00
Retaining wall	175.00
3 fruit trees at $5 per tree	15.00
Lawn, 500 sq. ft. at $0.05 per sq. ft.	25.00
Berries, shrubs and flowers	35.00
Amount to be paid owners-chrg to Right of Way	$ 4,150.00

Grantor permitted to occupy premises 90 days after deed delivery.

Entire taking-

23084 Dirks, Horace Edward (Bucknum)
Right of Way
Option expires December 29, 1955

Parcel 1, 2100 sq. ft. at $0.05 per sq. ft.	$ 105.00
Parcel 2, 1.28 acres at $775 per acre	995.00
Amount to be paid owners-chrg to Right of Way	$ 1,100.00

Access controlled-none allowed-

23094 Hutchison, Lucille M. and Noel E. (Bucknum)
Right of Way
Option expires December 28, 1955

EXHIBIT "A" (cont)

KLAMATH FALLS WEST SIDE BY-PASS SECTION-THE DALLES-CALIFORNIA HIGHWAY (cont)

23094 Hutchison, Lucille M. and Noel E. (Cont)

9,000 sq. ft. at $0.05 per sq. ft.	$ 450.00	
Dwelling, 616 sq. ft. at $5.20 per sq. ft.	3,200.00	
Lawn, shrubs, fruit trees, plants	250.00	
250' fence and a concrete curb	250.00	
Amount to be paid owners-chrg to Right of Way		$ 4,150.00

Grantor may occupy premises 90 days after deed delivery.

Entire taking-

MEACHAM-HILGARD SECTION-THE OLD OREGON TRAIL HIGHWAY

22796 McGraw, LV O. et al (Brainerd)
Right of Way
Option expires November 1, 1955

0.10 acre, lump sum	$ 25.00	
Amount to be paid owners-chrg to Right of Way		$ 25.00

THINGS TO BE DONE BY THE STATE

Fence right of way and maintain said fence.

Access controlled-none allowed

HARPER JUNCTION-VALE SECTION-CENTRAL OREGON HIGHWAY

23441 Smit, Gerrit et al (Brainerd)
Gravel Pit and Quarry Site
Option expires December 21, 1955

2.7 acres at $100 per acre	$ 270.00	
Amount to be paid owners-chrg to Quarry Site		$ 270.00

Grantor is not conveying ownership of irrigation ditch through property.

EXHIBIT "A" (cont)

JUMP OFF JOE CREEK-GRANTS PASS SECTION-PACIFIC HIGHWAY

23274 Lake, Sylvia E. (Reeder)
Right of Way
Option expires January 24, 1956

3.0 acres of cultivated land at $325 per acre	$	975.00
3.0 acres at $125 per acre		375.00
4.18 acres at $50 per acre		250.80
Severance damage		899.20
Amount to be paid owner-chrg to Right of Way	$	2,500.00

Grantor to vacate property in taking within 30 days from approval.

THINGS TO BE DONE BY THE STATE

Construct necessary fencing.

Access controlled-none allowed except to old Pacific Hwy.

SILETZ-CAMP TWELVE UNIT-TOLEDO-SILETZ SECTION-SILETZ HIGHWAY

23815 Logan, John et al (Benner)
Right of Way
Option expires February 3, 1956

0.98 acre, lump sum	$	200.00
42 rods fence at $4 per rod		168.00
Amount to be paid owners-chrg to Right of Way	$	368.00

THINGS TO BE DONE BY THE STATE

Reconstruct entrance at 391+50, Southerly side.

Access not controlled-

23817 Abraham, Guy E. and Hazel (Benner)
Right of Way
Option expires March 1, 1956

0.09 acre in exchange for 0.49-acre being acquired from Lincoln County, plus allowances for:

EXHIBIT "A" (Cont)

SILETZ-CAMP TWELVE UNIT-TOLEDO-SILETZ SECTION-SILETZ HIGHWAY (cont)

23817 Abraham, Guy E. and Hazel (cont)

Moving house	$ 2,750.00
Damage	750.00

Amount to be paid owners-chrg to Right of Way $ 3,500.00

Grantors to clear r/w by Sept. 1, 1955 or house becomes property of State.

Convey to the optionors above the 0.49- Acre as an exchange part of the settlement, upon grounds and for the reason that the said property, in the opinion of the commission, is not needed, required or useful for highway purposes, and the value of the property to be acquired by the State is not less than the value of the property to be relinquished by the State and the cash to be paid by the State.

Access not controlled -

23818 Lincoln County (Benner)
Right of Way
Deed signed July 26, 1955

Parcels 1 & 2, 0.76 acre gratis

Parcel 0.49 acre less r/w, being acquired to exchange for 0.09 acre from Guy E. Abraham.

Access not controlled -

23821 Nashif, Anna (Benner)
Right of Way
Option expires January 24, 1956

0.2 acre, lump sum $ 100.00

Amount to be paid owner - chrg to Right of Way $ 100.00

THINGS TO BE DONE BY THE STATE

Establish entrance, 403+00, Easterly side.

Access not controlled -

EXHIBIT "A" (Cont)

POOR FARM ROAD - PACIFIC HIGHWAY EAST SECTION - CORVALLIS - EAST SIDE HIGHWAY

23226 Bonneville Power Administration (Mayhew)
Right of Way
Quit claim deed signed June 16, 1955

0.05 acre gratis

Access not controlled -

NORTHBOUND ROUTE IN ASHLAND SECTION - PACIFIC HIGHWAY

23252 Nininger, A. C. and Vera E. (Stuntz)
Right of Way
Option expires January 25, 1956

1128 sq. ft. at $0.85+per sq. ft.	$ 960.00
Allowance for preparing & paving parking area	1,540.00
Amount to be paid owners - chrg to Right of Way	$2,500.00

THINGS TO BE DONE BY THE STATE

Construct driveway approach 25' wide approx. 23+40 and 20' wide, approx. 24+32.

Access not controlled -

WESTON-WESTON MOUNTAIN SECTION - WESTON - ELGIN HIGHWAY

22505 O'Hara, Lwayne and Velma (May)
Right of Way

.37 acre, lump sum	$ 324.00
Damage	356.00
Amount to be paid owners - chrg to Right of Way	$ 680.00

Access not controlled -

UMPQUA BEND - SOUTH UMPQUA RIVER UNIT - MYRTLE CREEK - CANYONVILLE SECTION - PACIFIC HIGHWAY

23746 Willis, W. W. (Holt)
Right of Way
Option expires February 2, 1956

EXHIBIT "A" (Cont)

UMPQUA BEND-SOUTH UMPQUA RIVER UNIT - MYRTLE CREEK-CANYONVILLE SECTION - PACIFIC HIGHWAY (Cont)

23746 Willis, W. W. (Cont) (Holt)

3.35 acres at $1000 per acre	$3,350.00	
Damage	1,150.00	
Amount to be paid owner - chrg to Right of Way		$4,500.00

Grantor may harvest crop for period of 60 days from acceptance.

THINGS TO BE DONE BY STATE

Reconstruct existing approach to frontage road.

Access controlled - none allowed -

23747 Blaylock, W. O. and Rose A. (Hill)
Right of Way
Option expires January 27, 1956

0.91 acre, lump sum	$ 550.00	
Amount to be paid owners - chrg to Right of Way		$ 550.00

Grantor may remove oak trees before construction if it does not interfere with State.

THINGS TO BE DONE BY THE STATE

Reconstruct two approaches to frontage road.

Access controlled - none allowed -

HAVANA SECTION - HAVANA HELIX SECONDARY HIGHWAY

23572 McCormach, Orval and Merle (Brainerd)
Right of Way
Option expires January 31, 1956

0.26 acre, lump sum	$ 25.00	
Amount to be paid owners - chrg to Right of Way		$ 25.00

THINGS TO BE DONE BY THE STATE

Reestablish fencing.

EXHIBIT "A" (Cont)

HAVANA SECTION - HAVANA HELIX SECONDARY HIGHWAY (Cont)

23572 McCormach, Orval and Merl (Cont) (Brainerd)

Access not controlled -

BRADLEY PARK - COLUMBIA COUNTY LINE SECTION - COLUMBIA RIVER HIGHWAY

23862 Dornburg, Charles and May (Gemmell)
Right of Way
Option expires February 2, 1956

0.005 acre, lump sum $ 50.00

Amount to be paid owners - Chrg to Right of Way $ 50.00

THINGS TO BE DONE BY THE STATE

Reconstruct approach.

Access controlled - none allowed

23865 Parker, C. E. (Gemmell)
Right of Way
Option expires February 2, 1956

0.659 acre, lump sum $ 100.00

Amount to be paid owner - chrg to Right of Way $ 100.00

Access controlled - none allowed -

23860 Clatsop County (Harrington)
Right of Way
Option expires February 4, 1956

1.36 acres gratis

Access controlled - none allowed -

23864 Schmidli, Emil and Mildred (Gemmell)
Right of Way
Option expires February 7, 1956

EXHIBIT "A" (Cont)

BRADLEY PARK - COLUMBIA COUNTY LINE SECTION - COLUMBIA RIVER HIGHWAY (Cont)

23864 Schmidli, Emil and Mildred (Cont) (Gemmell)

5.42 acres, lump sum	$ 150.00	
Spring water source and pipe line	200.00	
Amount to be paid owners - chrg to Right of Way		$ 350.00

Access controlled - none allowed -

UMPQUA BEND - SOUTH UMPQUA RIVER UNIT - MYRTLE CREEK - CANYONVILLE SECTION - PACIFIC HIGHWAY

23742 Armould, Clesson H. and Abbie L. (Holt)
Right of Way
Option expires September 17, 1955

2.44 acres homesite	$3,000.00	
House, 1172 sq. ft. at $7.25+ per sq. ft.	8,500.00	
Office, 296 sq. ft. at $3+ per sq. ft.	900.00	
Storage shed	40.00	
Amount to be paid owners - chrg to Right of Way		$12,440.00

Grantors to vacate premises 30 days from notice. Grantors may retain small shed and office bldg for 60 days from date of acceptance.

Entire taking -

CANNON BEACH SECTION - OREGON COAST HIGHWAY

23151 Bell, Leland W. et al (Benson)
Slope Easement for sidewalk
Slope easement signed July 23, 1955

5 ft. permanent slope easement	$ 10.00	
Amount to be paid owners - chrg to Right of Way		$ 10.00

Access not controlled -

EXHIBIT "A" (Cont)

BEAVERTON - REEDVILLE UNIT - BEAVERTON - FOREST GROVE SECTION - TUALATIN VALLEY HIGHWAY

22881 Leveton, James and Ruth (Stuntz)
Right of Way
Option expires February 1, 1956

10,400 sq. ft. at $0.15 per sq. ft.	$1,560.00	
Allowances: Moving 340 ft. of fence	340.00	
Moving sign & stock	1,540.00	
Moving gasoline tank and pump	100.00	
Cutting off front of shed	250.00	
Damages	1,210.00	
Amount to be paid owners - chrg to Right of Way		$5,000.00
State to assume 1955-56 taxes. Estimate		30.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$5,030.00

Grantor to vacate within 30 days.

THINGS TO BE DONE BY THE STATE

Construct road approach 225+75, North side.
Access: 227+10, 228+95 and 225+75, North side, unrestricted.

Access controlled -

WASHINGTON COUNTY LINE - HILLSDALE SECTION - BEAVERTON - HILLSDALE HIGHWAY

23197 Murphy, Joseph A. and Charlotte K. (Black)
Right of Way and Channel Change Easement
Option expires February 4, 1956

.03 acre, lump sum	$ 50.00	
Channel Change Easement, .041 ac.	50.00	
Amount to be paid owners - chrg to Right of Way		$ 100.00
State to assume 1955-56 taxes. Estimate		.50
GRAND TOTAL (Estimate) - chrg to Right of Way		$ 100.50

Access not controlled -

EXHIBIT "A" (Cont)

WASHINGTON COUNTY LINE - HILLSDALE SECTION - BEAVERTON - HILLSDALE HIGHWAY (Cont)

23199 Rudeen, Nell M. (Black)
Right of Way & Channel Change Easement
Option expires February 3, 1956

.043 acre, lump sum	$ 70.00	
Easement, .03 acre, lump sum	55.00	
Amount to be paid owner - chrg to Right of Way		$125.00
State to assume 1955-56 taxes. Estimate		.70
GRAND TOTAL (Estimate) - chrg to Right of Way		$125.70

Access not controlled -

23200 Rudeen, Raymond and Vivian (Black)
Right of Way and Channel Change Easement
Option expires February 4, 1956

.057 acre, lump sum	$ 100.00	
.044 acre, channel change eas., lump sum	50.00	
Amount to be paid owners - chrg to Right of Way		$150.00
State to assume 1955-56 taxes. Estimate		1.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$151.00

Access not controlled -

23188 Collingsworth, Melvin L. and Jane H. (Black)
Right of Way
Option expires February 5, 1956

0.068 acre, lump sum	$ 150.00	
Chicken house and rabbit hutch	50.00	
Amount to be paid owners - chrg to Right of Way		$200.00
State to assume 1955-56 taxes. Estimate		2.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$202.00

Access not controlled -

EXHIBIT "A" (Cont)

WASHINGTON COUNTY LINE - HILLSDALE SECTION - BEAVERTON - HILLSDALE HIGHWAY (Cont)

23660 Stanton, Frank W. and Coralie C. (Black)
Right of Way
Option expires February 5, 1956

1306 sq. ft. at $0.08 per sq. ft.	$ 104.48	
Yard improvements	120.00	
Septic tank and drain field	450.00	
Damage	795.52	
Amount to be paid owners - chrg to Right of Way		$1,470.00
State to assume 1955-56 taxes. Estimate		15.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$1,485.00

Access not controlled -

23204 Mumm, Carl and Grace L. (Black)
Right of Way
Option expires February 2, 1956

11,500 sq. ft. at $0.08 per sq. ft.	$ 920.00
Damage	80.00
Amount to be paid owners - chrg to Right of Way	$1,000.00
State to assume 1955-56 taxes. Estimate	10.00
GRAND TOTAL (Estimate) - chrg to Right of Way	$1,010.00

Access not controlled -

23208 Heusser, Arnold and Regina (Black)
Right of Way
Option expires February 2, 1956

.02 acre, lump sum	$ 50.00	
Amount to be paid owners - chrg to Right of Way		$ 50.00
State to assume 1955-56 taxes. Estimate		.50
GRAND TOTAL (Estimate) - chrg to Right of Way		$ 50.50

Access not controlled -

EXHIBIT "A" (Cont)

WASHINGTON COUNTY LINE - HILLSDALE SECTION - BEAVERTON - HILLSDALE HIGHWAY (Cont)

23647 Cascadden, Flavel W. and Phyllis M. (Black)
Slope Easement
Option expires February 1, 1956

.008 acre, easement, lump sum $ 40.00

Amount to be paid owners - chrg to Right of Way $ 40.00

Access not controlled -

23653 Smith, Henry E. and Marjory M. (Black)
Slope Easement
Option expires February 2, 1956

.03 acre, easement, lump sum $ 150.00

Amount to be paid owners - chrg to Right of Way $ 150.00

Access not controlled -

23655 Dean, Lyle D. and Lucille E. (Black)
Slope Easement
Option expires February 28, 1956

Slope Eas., .007 acre, lump sum $ 40.00

Amount to be paid owners - chrg to Right of Way $ 40.00

THINGS TO BE DONE BY THE STATE

Steps from hwy. to be replaced if disturbed.

Access not controlled -

23656 Fitzell, Joseph L. and Viola M. (Black)
Right of Way
Option expires February 1, 1956

1,089 sq. ft., lump sum $ 100.00

Amount to be paid owners - chrg to Right of Way $ 100.00

State to assume 1955-56 taxes - Estimate 1.00

GRAND TOTAL (Estimate) - chrg to Right of Way $ 101.00

EXHIBIT "A" (Cont)

WASHINGTON COUNTY LINE - HILLSDALE SECTION - BEAVERTON - HILLSDALE HIGHWAY (Cont)

23656 Fitzell, Joseph L. and Viola M. (Cont)

Access not controlled -

CARLTON JUNCTION - NEWBERG SECTION - YAMHILL - NEWBERG HIGHWAY

22408 Kramer, R. L. and Frances (Mayhew)
Ease ment for waste area
Easement expires August 20, 1955

Easement for waste area	$ 250.00	
Amount to be paid owners - chrg to Right of Way		$ 250.00

GNAT CREEK - WAUNA JUNCTION SECTION - COLUMBIA RIVER HIGHWAY

20775 Firtex Insulating Board Co. (Benson)
Right of Way
Option expires February 8, 1956

11.0 acres at $50 per acre	$ 550.00	
Amount to be paid owners - chrg to Right of Way		$ 550.00

Access: 57+20, North & South sides.

Access controlled -

WASHINGTON COUNTY LINE - HILLSDALE SECTION - BEAVERTON - HILLSDALE HIGHWAY

23203 Wallace, Milford V. and Eva W. (Black)
Right of Way
Option expires February 3, 1956

0.18 acre, lump sum	$ 800.00	
House, 890 sq. ft. at $5.50 per sq. ft.	4,895.00	
Yard improvements and septic tank	255.00	

EXHIBIT "A" (Cont)

WASHINGTON COUNTY LINE - HILLSDALE SECTION - BEAVERTON - HILLSDALE HIGHWAY (Cont)

23203 Wallace, Milford V. and Eva W. (Cont)

Amount to be paid owners - chrg to Right of Way	$5,950.00
State to assume 1955-56 taxes. Estimate	60.00
GRAND TOTAL (Estimate) - chrg to Right of Way	$6,010.00

Grantor to give possession 45 days from notice.

Entire taking -

KLAMATH FALLS WEST SIDE BY-PASS SECTION - THE DALLES - CALIFORNIA HIGHWAY

23095 Barrera, Rebecca Castro (Bucknum)
Right of Way
Option expires February 4, 1956

6340 sq. ft. at $0.05 per sq. ft.	$ 317.00	
House, 632 sq. ft. at $4.50 per sq. ft.	2,844.00	
Garage, 200 sq. ft. at $1.50 per sq. ft.	300.00	
50' rock wall at $2 per ft.	100.00	
Trees, shrubs, plants, lawn	125.00	
Amount to be paid owner - chrg to Right of Way		$3,686.00
State to assume 1955-56 taxes. Estimate		70.00
GRAND TOTAL (Estimate) chrg to Right of Way		$3,756.00

Grantor to have possession for 60 days after notice.

Entire taking -

23110 Roberts, Fred L. (Bucknum)
Right of Way
Option expires February 4, 1956

EXHIBIT "A" (Cont)

KLAMATH FALLS WEST SIDE BY-PASS SECTION - THE DALLES-CALIFORNIA HIGHWAY (Cont)

23110 Roberts, Fred L. (Cont)

6700 sq. ft. at $0.05 per sq. ft.	$ 335.00	
House, 640 sq. ft. at $4.50 per sq. ft.	2,880.00	
Garage	150.00	
50' retaining wall at $1.50 per ft.	75.00	
Trees, bush, lawn	60.00	
Amount to be paid owner - chrg to Right of Way		$3,500.00
State to assume 1955-56 taxes. Estimate		70.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$3,570.00

Grantor to have possession for 60 days after notice.

Entire taking -

23114 Blair, Virlie R. and Frank (Bucknum)
Right of Way
Option expires February 3, 1956

7580 sq. ft. at $0.05 per sq. ft.	$ 379.00	
House, 968 sq. ft. at $5 per sq. ft.	4,840.00	
80' retaining wall at $2 per ft.	160.00	
Sidewalk, curbing, trees, lawn	221.00	
Amount to be paid owners - chrg to Right of Way		$5,600.00
State to assume 1955-56 taxes. Estimate		112.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$5,712.00

Grantor may occupy premises for 60 days after notice.

Entire taking -

23851 Jacobs, Rudolph and Stella I. (Bucknum)
Right of Way
Option expires February 2, 1956

EXHIBIT "A" (Cont)

KLAMATH FALLS WEST SIDE BY-PASS SECTION - THE DALLES - CALIFORNIA HIGHWAY (Cont)

23851 Jacobs, Rudolph and Stella I. (Cont)

750 sq. ft. at $0.05 per sq. ft.	$ 37.50	
Amount to be paid owners - chrg to Right of Way		$ 37.50

Entire taking -

23064 Klamath County (Bucknum)
Right of Way
Option expires February 2, 1956

21 parcels, 702,310 square feet	$3,700.97	
Amount to be paid owner - chrg to Right of Way		$3,700.97

Access controlled - none allowed -

23086 Liggett, Ralph E. and Ilene M. (Bucknum)
Right of Way
Option expires February 3, 1956

4,000 sq. ft. at $0.07 per sq. ft.	$ 280.00	
House, 700 sq. ft. at $6 per sq. ft.	4,200.00	
Two retaining walls	70.00	
Bushes, trees, lawn	150.00	
Amount to be paid owners - chr g to Right of Way		$4,700.00
State to assume 1955-56 taxes. Estimate		100.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$4,800.00

Grantor may occupy premises for 60 days after notice.

Entire taking -

23090 Thompson, Alex and Doris E. (Bucknum)
Right of Way
Option expires February 3, 1956

7,000 sq. ft. at $0.05 per sq. ft.	$ 350.00	

EXHIBIT "A" (Cont)

KLAMATH FALLS WEST SIDE BY-PASS SECTION - THE DALLES - CALIFORNIA HIGHWAY (Cont)

23090 Thompson, Alex and Doris E. (Cont)

Amount to be paid owners - chrg to Right of Way	$ 350.00
State to assume 1955-56 taxes. Estimate	7.00
GRAND TOTAL (Estimate) - chrg to Right of Way	$ 357.00

Entire taking -

HARBOR DRIVE - BARBUR BOULEVARD SECTION - PORTLAND - SALEM EXPRESSWAY

22533 Rowe, Etta CORRECTION REPORT (Smith)
Right of Way
Option expires November 30, 1955

2500 sq. ft. at $0.20 per sq. ft.	$ 500.00	
House, 818 sq. ft. at $3.75+ per sq. ft.	3,075.00	
Amount to be paid owner - chrg to Right of Way		$3,575.00
Above $3,575.00 approved by Hwy. Commission June 30, 1955.		
State now to assume 1955-56 taxes. Estimate		35.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$3,610.00

Entire taking -

BRADLEY PARK - COLUMBIA COUNTY LINE SECTION - COLUMBIA RIVER HIGHWAY

23859 Miller, Nellie Mae (Harrington)
Right of Way
Option expires February 7, 1956

½ int. in 0.49 acre, lump sum	$ 25.00	
Amount to be paid owner - chrg to Right of Way		$ 25.00

Access controlled - none allowed -

EXHIBIT "A" (Cont)

KLAMATH FALLS WEST SIDE BY-PASS SECTION - THE DALLES - CALIFORNIA HIGHWAY

23111 Fluhrer's Holsum Bakery (Bucknum)
Right of Way
Option expires February 3, 1956

Lots 1 and 9, 13,000± sq. ft.	$ 875.00	
Amount to be paid owner - chrg to Right of Way		$ 875.00
State to assume 1955-56 taxes. Estimate		17.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$ 892.00

Entire taking -

UMPQUA BEND-SOUTH UMPQUA RIVER UNIT - MYRTLE CREEK - CANYONVILLE SECTION - PACIFIC HIGHWAY

23740 Coffman, Melvin G. and Louise E. (Morgan)
Right of Way
Option expires February 2, 1956

3.11 acres, improved motel site	$5,000.00	
Motel, 4 units, 906 sq. ft. at $8.50 per sq. ft.	7,700.00	
Laundry bldg., 174 sq. ft. at $4 per sq. ft.	696.00	
Residence, 480 sq. ft. at $8 per sq. ft.	3,840.00	
Carport & store room, 384 sq. ft. at $2 per sq. ft.	768.00	
Two complete water systems	1,500.00	
60 rods fence at $4 per rod	240.00	
Encroachment damage	1,756.00	
Amount to be paid owners - chrg to Right of Way		$21,500.00

Grantor to vacate within 60 days of notice. Barn may encroach on r/w for life of bldg.

THINGS TO BE DONE BY THE STATE

Construct approach to frontage road at mutually agreed upon location.

Access controlled -

EXHIBIT "A" (Cont)

UMPQUA BEND - SOUTH UMPQUA RIVER UNIT - MYRTLE CREEK - CANYONVILLE SECTION - PACIFIC HIGHWAY (Cont)

23741 Ross, Effie L. (Holt)
Right of Way
Option expires February 7, 1956

4.26 acres at $750- per acre	$3,000.00	
Shop, 1550 sq. ft. at $2 per sq. ft.	3,100.00	
Rest room	200.00	
2 rental cabins	1,500.00	
Laundry bldg	100.00	
2 storage sheds	100.00	
Allowance to move pump, pumphouse & pipeline	400.00	
Encroachment damage	2,000.00	
Amount to be paid owner - chrg to Right of Way		$10,400.00

Grantor may occupy bldgs. for 60 days after notice. Grantor to move pump and pumphouse, and locate not more than 20' inside North r/w line.

THINGS TO BE DONE BY THE STATE

Construct approach from house to old hwy. Relocate septic tank and drain field if necessary.

Access controlled - none allowed -

23745 Church, James E. et al (Holt)
Right of Way
Option expires February 9, 1956

4.09 acres at $1220+ per acre	$5,000.00	
Oil house and smoke house	100.00	
Pump house and utility, 196 sq. ft. at $2+/ sq. ft.	400.00	
Calf barn, 449 sq. ft. at $1+/ sq. ft.	450.00	
Allowance to develop and landscape homesite	1,550.00	
Encroachment damage	2,500.00	
Low bid for moving by B. H. Mann	8,750.00	
Amount to be paid owners - chrg to Right of Way		$18,750.00
Construct water system (by state)	Est.	1,000.00
Cost of approx. 5.42 acres		2,700.00
GRAND TOTAL - chrg to Right of Way	Est.	$22,450.00

EXHIBIT "A" (Cont)

UMPQUA BEND - SOUTH UMPQUA RIVER UNIT - MYRTLE CREEK - CANYONVILLE SECTION - PACIFIC HIGHWAY (Cont)

23745 Church, James E. et al (Cont)

Grantors to construct fencing they require. Grantors to give immediate possession of land required to construct overcrossing at Yocum Road.

THINGS TO BE DONE BY THE STATE

Drill well to supply minimum of 10 gallons/minute or option becomes void. If option void, Chief Counsel authorized to acquire by condemnation. Reconstruct 3 existing road approaches, 2 to Riddle Road and 1 to frontage road.

Convey to the optionors above the approx. 5.42 acres of former Blanchard property as an exchange part of the settlement, upon the grounds and for the reason that the said property, in the opinion of the commission, is no longer needed, required, or useful for highway purposes, and the value of the property to be acquired by the State is not less than the value of the property to be relinquished by the State, and the cash to be paid by the State.

Access controlled - none allowed -

23750 McClure, Harrison Courtney et ux (Hill)
Right of Way
Option expires February 8, 1956

1.05 acres, lump sum		$1,200.00	
Moving house and providing water by drilling or reconnecting to existing well in r/w	Est.	3,500.00	
GRAND TOTAL - chrg to Right of Way		Est.	$4,700.00

THINGS TO BE DONE BY THE STATE

Install septic tank and drainfield. Construct driveway from frontage road to relocated homesite. Drill well to provide water equal to that now existing or pipe water from well inside right of way line.

Access controlled -

EXHIBIT "A" (Cont)

BEAVERTON - FOREST GROVE UNIT - BEAVERTON - REEDVILLE SECTION - TUALATIN VALLEY HIGHWAY

22821 Ross, Ruth M. (Mayhew)
Right of Way
Option expires October 8, 1955

5125 sq. ft. at $0.15 per sq. ft.	$ 770.00
House, 1000 sq. ft. at $7.50 per sq. ft.	7,500.00
Office, 192 sq. ft., lump sum	500.00
Trees, lawn, shrubs, walks, driveway, allowance for damages	730.00
Amount to be paid owner - chrg to Right of Way	$9,500.00

Grantor to vacate residence and office bldg. within 30 days from notice. Access: 99+30, North side, unrestricted.

Access controlled -

LITTLE CREEK - ESTACADA SECTION - WOODBURN - ESTACADA HIGHWAY

23886 Hager, Frederick et al (Mayhew)
Right of Way
Option expires February 4, 1956

.58 acre at $50 per acre	$ 29.00
Trees	121.00
Amount to be paid owners - chrg to Right of Way	$ 150.00

Access not controlled -

DODSON - BONNEVILLE SECTION - COLUMBIA RIVER HIGHWAY

23924 Bucher, Joseph A. and Elma B. (Parker)
Right of Way
Option expires February 9, 1956

0.53 acre, lump sum	$ 750.00
Amount to be paid owners - chrg to Right of Way	$ 750.00

EXHIBIT "A" (Cont)

DODSON - BONNEVILLE SECTION - COLUMBIA RIVER HIGHWAY (Cont)

23924 Bucher, Joseph A. and Elma B. (Cont)

THINGS TO BE DONE BY THE STATE

Construct fence, Northerly side of new r/w. Extend cattle pass if at time of construction land on both sides of hwy is in common ownership. Connect frontage road to main hwy at or near interchange to be constructed approx. 1440+00. Farm crossing 1453+50, 25' wide. Access 1453+50, Southerly, unrestricted, 25' wide. Right of crossing and access to cease when frontage road is constructed.

Access controlled -

JUMPOFF JOE CREEK - GRANTS PASS SECTION - PACIFIC HIGHWAY

23299 Olds, Delmer Q. and Constance E. SUPPLEMENTAL REPORT (Holt)
Right of Way
Option expires July 23, 1955

Allowance to move shed $ 100.00

Amount to be paid owner - chrg to Right of Way $ 100.00

Previous approval was for $4,000 on June 30, 1955. Also Grantor to remove shop bldg. within 30 days from notice.

Access controlled - none allowed -

SHADY - MYRTLE CREEK SECTION - PACIFIC HIGHWAY

20653 Forrest, Carl A. (Holt)
Release of damages for water supply
Release signed August 9, 1955

Release of damages for water supply $ 700.00

Amount to be paid owner - chrg to Right of Way $ 700.00

Previous approval was for $500 under an NOA agenda item at the April 27, 1955 commission meeting.

EXHIBIT "A" (Cont)

UMPQUA BEND - SOUTH UMPQUA RIVER UNIT - MYRTLE CREEK - CANYONVILLE SECTION - PACIFIC HIGHWAY

23744 Ford, John F. (Norlin)
Right of Way
Option expires February 10, 1956

8.38 acres	$9,000.00	
Restaurant & bar, 8 cabins, restrooms & laundry room, well, pump and 500 gal. tank, walkin cooler, misc. equipment	28,500.00	
Amount to be paid owner - chrg to Right of Way		$37,500.00

Grantor to vacate property 60 days from notice.

Entire taking -

25251

EXHIBIT "B-1"

Minutes of August 11 and 12, 1955

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission is the owner of a parcel of land lying in Silverton on the former location of the Salem-Silverton Highway, described as follows:

A parcel of land lying in the Northeast quarter (NE¼) of Section 34, Township 6 South, Range 1 West, W.M., Marion County, Oregon, and being all of the following described property. That tract of land which was conveyed by that certain deed to Geo. Vick, recorded in Book 307, Page 78 of Marion County Record of Deeds, being more particularly described as follows:

Beginning at the Northwest corner of said property, said corner being 616 feet South and 561.5 feet West of the Southwest corner of the James Brown D.L.C. #47 in the Northeast quarter (NE¼) of Section 34, Township 6 South, Range 1 West, W.M.; thence North 82° 10' East 188.46 feet; thence South 0° 12' East 350.42 feet; thence South 89° 48' West 186.79 feet; and thence North 0° 12' West 325.38 feet to the place of beginning; containing 1.449 acres.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes.

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $800.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW THEREFORE, BE IT RESOLVED, that the Secretary of the Commission, be and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.070 Et. Seq.

AND BE IT FURTHER RESOLVED that this Miscellaneous Resolution No. 149 be entered in the minutes and records of the Commission as of the 11th day of August, 1955.

August 11, 1955

EXHIBIT "B-2"

Minutes of August 11 and 12, 1955

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission is the owner of a parcel of land lying adjacent to the Pacific Highway described as follows:

A parcel of land lying in the Southwest quarter of Section 25, Township 1 South, Range 1 East, W. M., Clackamas County, Oregon, and being those tracts of land described in those certain deeds to the State of Oregon, by and through its State Highway Commission recorded in Book 389, Page 288, Book 389, Page 545 and Book 284, Page 62 of Clackamas County Records of Deeds; the said parcel being described as follows:

Beginning at the Northeasterly corner of that tract conveyed to Marie Witte by deed recorded in Book 272, Page 515, Clackamas County Deed Records; said point being North 868.4 feet, and East 1704.9 feet from the Southwest corner of said Section 25; thence South 19° 19' East along the Easterly line of said Witte tract 55.07 feet to the true point of beginning; thence South 87° 47' West parallel to the North line of said Witte tract 101.5 feet to the Westerly line of said Witte property; thence southerly along said Westerly line 373 feet, more or less to the Southwest corner; thence Westerly approximately 29.4 feet to the Southwest corner of that tract conveyed to the State of Oregon, by and through its State Highway Commission by deed recorded in Book 389, Page 545 of Clackamas County Deed Records; thence Northerly along the Westerly line of said State tract 428 feet to the Southwest corner of that tract conveyed to the State of Oregon, by and through its State Highway Commission by deed recorded in Book 284, Page 62 of Clackamas County Deed Records; thence North 19° 33' West along the Westerly line of said last mentioned State tract 187.3 feet to the Northwest corner; thence North 87° 47' East along the Northerly line of said State tract 228.8 feet to the Northeast corner; thence along the Easterly line of said last mentioned State tract on a 2921.59 foot curve left (the long cord of which bears South 17° 48' East 240.25 feet) a distance of 240.3 feet to the Southeast corner; thence South 87° 47' West 92.1 feet to the true point of beginning, containing 1.4 acres.

Also a perpetual easement for an obstructed roadway 20 feet in width extending from the Southerly boundary of the above described parcel to a connection with Brownell Street, the parcel of land covered by said easement being described as follows:

Beginning at a point on the Easterly line of the above mentioned Marie Witte property at the true point of beginning of the above described parcel of land, said point being 816.4 feet North and 1723.1 feet East of the Southwest corner of said Section 25; thence South 19° 19' East along

EXHIBIT "B-2" (Cont)

the Easterly line of said Witte property 373.4 feet to the North line of Brownell Acres; thence north 87° 47' East along said North line 20.9 feet; thence North 19° 19' West 373.4 feet; thence South 87° 47' West 20.9 feet, to the point of beginning.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes.

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $2,000.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW THEREFORE, BE IT RESOLVED, that the Secretary of the Commission, be and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.070 Et Seq.

AND BE IT FURTHER RESOLVED that this Miscellaneous Resolution No. 150 be entered in the minutes and records of the Commission as of the 11th day of August, 1955.

EXHIBIT "B-3"

Minutes of August 11 and 12, 1955

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission is the owner of a parcel of land lying adjacent to the Pacific Highway described as follows:

All of the Northeast quarter of the Southeast quarter (NE$\frac{1}{4}$ SE$\frac{1}{4}$); the East half of the Northeast quarter (E$\frac{1}{2}$ NE$\frac{1}{4}$), and the Southwest quarter of the Northeast quarter (SW$\frac{1}{4}$ NE$\frac{1}{4}$) of Section 22, Township 34 South, Range 6 West, W. M., containing 160 acres, being in Josephine County, State of Oregon.

WHEREAS, after consideration, the Commission finds and declares that the down and standing timber is no longer needed, required or useful for highway purposes.

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $61,000.00. and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED, that the Secretary of the Commission, be and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.070 Et Seq.

AND BE IT FURTHER RESOLVED that this Miscellaneous Resolution No. 151 be entered in the minutes and records of the Commission as of the 11th day of August, 1955.

EXHIBIT "B-4"

Minutes of August 11 and 12, 1955

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission is the owner of a parcel of land lying adjacent to the Portland-Salem Expressway described as follows:

A parcel of land lying in the Southeast quarter of Section 25, Township 6 South, Range 3 West, W.M., Marion County, Oregon, and being a portion of that tract of land described in that certain deed to the State of Oregon, by and through its State Highway Commission, recorded in Book 458, Page 585 of Marion County Records of Deeds; the said parcel being that portion of said property lying Westerly of a line which is parallel to and 174 feet Westerly of the center line of the North Bound Lane of the Portland-Salem Expressway. Said parcel being more particularly described as follows:

Beginning at the Southeast corner of said State tract; said point being on the East line of said Section 25 and 11.90 chains North of the Southeast corner of said Section 25; thence West along the South line of said State tract 13.95 chains to the Southwest corner and the true point of beginning; thence East along the South line of said State of Oregon tract 330 feet, more or less to a line which is parallel to and 174 feet Westerly from the center line of the North bound lane of the Portland-Salem Expressway; thence Northerly along said parallel line 510 feet, more or less to the center line of the County Road and the Northwesterly line of said State tract; thence Southwesterly along the center line of said County Road 700 feet, more or less, to the point of beginning. The parcel of land to which this description applies contains 1.50 acres, outside of the existing right of way.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes.

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $1,000.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW THEREFORE, BE IT RESOLVED, that the Secretary of the Commission, be and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.070 Et Seq.

EXHIBIT "B-4" (Cont)

AND BE IT FURTHER RESOLVED that this Miscellaneous Reso-
lution No. 152 be entered in the minutes and records of the Commission as
of the 11th day of August, 1955.

EXHIBIT "C"

Minutes of August 11 and 12, 1955

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of State Highway projects have been completed according to the terms and provisions of said contracts and that said jobs are now ready for acceptance:

"Contract No. 3807 with Gibbons & Reed Company for grading on the 92d Avenue-Fairview Section of the T. H. Banfield Expressway in Multnomah County, completed January 21, 1955.

"Contract No. 3923 with Tom Lillebo for construction of the Lone Rock Bridge on the North Umpqua Highway in Douglas County, completed June 29, 1955.

"Contract No. 4064 with R. A. Heintz Construction Company for grading and paving on the Seven Oaks-Medford Unit, Blackwell Hill-Medford Section of the Pacific Highway in Jackson County, completed June 9, 1955.

"Contract No. 4138 with Andrew Nesheim for painting five bridges on the Oregon Coast Highway in Curry County, completed June 19, 1955.

"Contract No. 4161 with Birkemeier & Saremal for constructing eight structures on the Willamette River-Gervais Unit of the Portland-Salem Expressway in Clackamas and Marion Counties, completed July 29, 1955.

"Contract No. 4178 with Acme Construction Company for paving on the Kirk Road-Spring Creek Hill Section of The Dalles-California Highway in Klamath County, completed July 6, 1955.

"Contract No. 4187 with Acme Construction Company for bridges, grading and paving on the Jasper Bridge-Pleasant Hill Section of the Springfield-Creswell Highway in Lane County, completed July 18, 1955.

"Contract No. 4203 with Schrader Construction Company for constructing the 47th Avenue Undercrossing on the T. H. Banfield Expressway in Multnomah County, completed July 1, 1955.

"Contract No. 4204 with Rogers Construction Company for oil mat surfacing on the Big Eddy-Rufus Section of the Columbia River Highway in Wasco and Sherman Counties, completed August 4, 1955.

"Contract No. 4218 with Lockyear and White for constructing Broadacres Road and Crosby Road Undercrossings on the Portland-Salem Expressway in Marion County, completed June 25, 1955.

EXHIBIT "C" (cont)

"Contract No. 4236 with Johnson & Amens for constructing the Baker Creek and Panther Creek Bridges on the Carlton-McMinnville and Baker Creek Roads in Yamhill County, completed July 12, 1955.

"Contract No. 4237 with George L. Rochat & Son for illumination installation on the Barbur Boulevard-White School Section of the Portland-Salem Expressway and Wilsonville-Hubbard Highway in Clackamas, Marion, Multnomah, and Washington Counties, completed June 6, 1955.

"Contract No. 4241 with Columbia Empire Constructors, Inc. and P. S. Lord Mechanical Contractors for constructing three structures on the Deady-Shady Section of the Pacific Highway in Douglas County, completed July 22, 1955.

"Contract No. 4275 with Tom Lillebo for constructing the Hilton Bridge over Bear Creek on the Table Rock Road in Jackson County, completed June 30, 1955.

"Contract No. 4291 with Hamilton & Thoms for constructing four structures on the Gervais-Hayesville Unit, Willamette River-Hayesville Section of the Portland-Salem Expressway, completed June 30, 1955.

"Contract No. 4296 with W. G. Wright for grading and paving on the Willamina ("D" Street) City Street Section in Yamhill County, completed July 28, 1955.

"Contract No. 4305 with Rogers Construction, Inc., for grading and paving on the Wasco County Line-Warm Springs Agency Section of the Warm Springs Highway in Jefferson County, completed June 14, 1955.

"Contract No. 4307 with Hamilton & Thoms for constructing four structures on the Gervais-Hayesville Unit, Willamette River-Hayesville Section of the Portland-Salem Expressway in Marion County, completed July 7, 1955.

"Contract No. 4315 with C. C. Meisel for furnishing crushed material in stock-piles on the Birkenfeld- Washington County Line Section of the Nehalem Highway in Columbia County, completed July 8, 1955.

"Contract No. 4320 with Tom Lillebo for constructing Illahee Overcrossing Structures on the Pacific Highway in Marion County, completed June 30, 1955.

"Contract No. 4327 with Charles E. Wiedeman for constructing the Yaquina River Bridge on the Elk City Road in Lincoln County, completed June 25, 1955.

EXHIBIT "C" (cont)

"Contract No. 4334 with Carl P. Tallon for furnishing crushed material in Stockpile on the Myrtle Point-Powers Section of the Coos Bay-Roseburg and Powers Highways in Coos County, completed July 11, 1955.

"Contract No. 4335 with T. W. Thomas for widening the Ochoco Creek Bridge on the Paulina Highway in Crook County, completed June 9, 1955.

"Contract No. 4340 with M. C. Lininger & Sons for furnishing crushed material in stockpile on the Cave Jct.-Oregon Caves Section of the Oregon Caves Highway in Josephine County, completed July 12, 1955.

"Contract No. 4346 with Babler Brothers, Inc., for shoulder oiling on the Arlington-Boardman Section of the Columbia River Highway in Morrow, Gilliam, and Umatilla Counties, completed July 5, 1955.

"Contract No. 4360 with F. L. Somers for Salt Creek Bank Protection on the Eagle Creek-Twin Creek Section of the Willamette Highway in Lane County, completed August 1, 1955.

"Contract No. 4362 with Glen Ousley for grade widening and surfacing on the Yach Bridge-Weed Bridge Section of the Little Nestucca Highway in Tillamook County, completed July 20, 1955.

"Contract No. 4366 with Russell Olson Construction Company, Inc., for reoiling on the Weston Mountain-Little Phillips Creek Section of the Weston-Elgin Highway in Umatilla and Union Counties, completed August 1, 1955.

"Contract No. 4369 with Woodward & Son and Barklow for paving on the Myrtle Point (Ash and 8th Streets) City Section in Coos County, completed August 4, 1955.

"Contract No. 4378 with Warren Northwest, Inc., for paving on the Grass Valley (Church Street-Bryan Street) Section of the Sherman Highway in Sherman County, completed June 29, 1955.

"Contract No. 4385 with Frank Watt Construction Company and S & D Construction Company for constructing the Hurricane Creek Bridge on the Hurricane Creek County Road in Wallowa County, completed June 5, 1955.

"Contract No. 4391 with Babler Brothers, Inc., for shoulder oiling on the Redmond-Bend Section of the The Dalles-California Highway in Deschutes County, completed July 23, 1955.

"Contract No. 4395 with M. C. Lininger & Sons for paving on the Talent (Main Street) City Section in Jackson County, completed August 6, 1955.

"Contract No. 4396 with M. C. Lininger & Sons for paving on the Phoenix (1st Street) City Street Section in Jackson County, completed August 6, 1955.

EXHIBIT "C" (cont)

"Contract No. 4397 with Warren Northwest, Inc., for paving on the Madras ("E" & 10th Streets) City Street Section in Jefferson County, completed July 22, 1955.

"Contract No. 4404 with C. E. Leseberg for furnishing crushed materials in stockpile on the Lime-Porter Ferry Section of the Old Oregon Trail Highway in Baker and Malheur Counties, completed June 23, 1955.

"Contract No. 4405 with Salem Black Top Paving Company for grading and paving on the Molalla (Hart Avenue-7th Street) City Street Section in Clackamas County, completed July 13, 1955.

"Contract No. 4414 with Warren Northwest, Inc., for paving on the Shaniko ("E" and 4th Streets) City Street Section in Wasco County, completed July 5, 1955.

"Contract No. 4419 with Babler Brothers, Inc., for stone base and oiling on the Peters-Messner Junction Section of the Peters and Smith County Roads in Morrow County, completed July 5, 1955.

"Contract No. 4420 with P. C. Knox for grading and oiling on the Houston Lake-Powell Butte Section of the Houston Lake Road in Crook County, completed July 31, 1955.

"Contract No. 4427 with E. H. Itschner Company for furnishing crushed material in stockpile on the Service Creek-Goose Rock Bridge Section of the John Day Highway in Wheeler and Grant Counties, completed July 19, 1955.

"Contract No. 4429 with Central Paving Company for grading and paving on the South River Road Junction (Milwaukie) Section of the Pacific Highway East in Clackamas County, completed August 5, 1955.

"Contract No. 4455 with Morrison & Lamping for paving on the Milton-Freewater (South Main Street & S. E. 15th Avenue) City Street Section in Umatilla County, completed June 30, 1955.

"Contract No. 4480 with Trussfab Inc., for constructing guardrail on the Santiam Junction Section of the North Santiam and Santiam Highways in Linn County, completed August 5, 1955.

"Contract No. 4481 with Babler Brothers, Inc., for pavement sealing on the Salem By-Pass Section of the Portland-Salem Expressway in Marion County, completed July 19, 1955. "

THEREFORE BE IT RESOLVED that the work covered by State Highway contracts for the construction of said State Highway projects be

EXHIBIT "C" (cont)

declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

BE IT FURTHER RESOLVED that this Contracts Completed Resolution No. 45 shall be entered in the minutes and records of the Commission as of the 11th day of August, 1955.

EXHIBIT "D"

Minutes of August 11 and 12, 1955

RESOLUTION

WHEREAS, pursuant to the provisions of ORS 366.810, there have been by the Oregon State Highway Commission apportioned to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

From funds accrued during first half of 1954

Donald	$ 532.48
Taft	1,281.37

From funds accrued during second half of 1954

Amity	$ 2,363.47
Antelope	211.02
Aurora	851.13
Barlow	263.78
Boardman	422.05
Chiloquin	3,197.01
Condon	3,404.52
Donald	657.69
Gervais	1,607.30
Halfway	1,097.32
Hammond	1,835,91
Huntington	2,578.01
Joseph	2,342.37
Seaside	13,667.33
Taft	1,582.68

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and

thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 11th day of August, 1955.

EXHIBIT "E-1"

Minutes of August 11 and 12, 1955

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: HILLSBORO-SILVERTON HIGHWAY (Yamhill Co.)

Highway number 140 Route number ORE 219

Location of Termini				Established Speed
M.P. 19.02	(200 feet north of County Road No. 1026)	to M.P. 19.87	(north city limits of Newberg)	40 M.P.H.

EXHIBIT "E-1" (cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 202 be entered in the minutes and records of the Commission as of the 11th day of August, 1955.

EXHIBIT "E-2"

Minutes of August 11 and 12, 1955

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: THE DALLES-CALIFORNIA (Deschutes County)

Highway number 4 Route number US97

	Location of Termini			Established Speed
M.P. 143.59	(Hayes Avenue near south city limits of Bend)	to	M.P. 145.08	(0.12 mile south of Hamilton Road south of Bend) 50 M.P.H.

EXHIBIT "E-2" (cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 203 be entered in the minutes and records of the Commission as of the 11th day of August, 1955.

EXHIBIT "E-3"

Minutes of August 11 and 12, 1955

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: SILVER CREFK FALLS HIGHWAY (Marion Co.)

Highway number 163 Route number ORE 214

Location of Termini				Established Speed
M.P. 39.42	(0.55 mile east of the east city limits of Silverton)	to M.P. 39.97	(east city limits of Silverton)	45 MPH

EXHIBIT "E-3" (cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 204 be entered in the minutes and records of the Commission as of the 11th day of August, 1955.

EXHIBIT "E-4"

Minutes of August 11 and 12, 1955

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: OLD OREGON TRAIL (Union Co.)

Highway number 6 Route number US30

M.P. 288.38	(east city limits of La Grande)	to M.P. 288.81	(0.43 mile east of the east city limits of La Grande)	35MPH

EXCEPT THAT BETWEEN

M.P. 288.38 (east city limits of La Grande) and M.P. 288 48 (0.10 mile east of the east city limits of La Grande), the indicated speed shall be 20 MILES PER HOUR during the hours of school crossings as provided in Subsection 1.a., of ORS 483.104.

EXHIBIT "E-4" (cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 205 be entered in the minutes and records of the Commission as of the 11th day of August, 1955.

EXHIBIT "E-5" (cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 206 be entered in the minutes and records of the Commission as of the 11th day of August, 1955.

EXHIBIT "E-5"

Minutes of August 11 and 12, 1955

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: COLUMBIA RIVER HIGHWAY (Wasco County)

Highway number 2 Route number US30

Location of Termini				Established Speed
M.P. 80.49	(0.27 mile east of Chenoweth Creek)	to M.P. 81.66	(west city limits of The Dalles)	40MPH
M.P. 84.23	(east city limits of The Dalles)	to M.P. 85.39	(0.14 mile east of junction with the toll bridge road)	45MPH

EXHIBIT "E-6"

Minutes of August 11 and 12, 1955

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: THE DALLES-CALIFORNIA

Highway number 4 Route number US97

Location of Termini				Established Speed
M.P. 123.99	(south city limits of Redmond)	to M.P. 125.07	(300 feet south of the Juniper Crafts Shop)	50MPH

EXHIBIT "E-6" (cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 207 be entered in the minutes and records of the Commission as of the 11th day of August, 1955.

EXHIBIT "E-7"

Minutes of August 11 and 12, 1955

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: PACIFIC HIGHWAY EAST

Highway number 1E Route number US99E

M.P. 90.28	(0.32 mile north of Shedd)	to M.P. 91.01	(0.44 mile south of the road to Plainview)	45 MPH

EXCEPT THAT BETWEEN

M.P. 90.36 and M.P. 90.58 the indicated speed shall be 20 MILES PER HOUR during the hours of school crossings as provided by Subsection 1.a. of ORS 483.104.

EXHIBIT "E-7" (cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways, particularly as pertains to Speed Limit Resolution No. 56, adopted by the State Highway Commission on January 23, 1951, which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 208 be entered in the minutes and records of the Commission as of the 11th day of August, 1955.

EXHIBIT "E-8"

Minutes of August 11 and 12, 1955

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: PACIFIC HIGHWAY WEST (Yamhill Co.)

Highway number 1W Route number US99W

	Location of Termini			Established Speed
M.P. 35.76	(500 feet north of its junction with the Tualatin Valley Highway)	to M.P. 36.81	(city limits of McMinnville)	50 MPH
M.P. 37.07	(city limits of McMinnville)	to M.P. 37.37	(city limits of McMinnville at McDonald Lane)	50 MPH

EXHIBIT "E-8" (cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 209 be entered in the minutes and records of the Commission as of the 11th day of August, 1955.

EXHIBIT "F"

Minutes of August 11 and 12, 1955

RESOLUTION

WHEREAS, the North Santiam Highway is a State Secondary Highway and likewise a Federal-Aid Highway which throughout its entire length carries a large volume of traffic; and

WHEREAS, it appears that on the Salem-Lancaster Drive Section of the said North Santiam Highway west of the Salem By-Pass in the vicinity of Mill Creek, vehicles are parked on both sides of said section for extended periods of time; and

WHEREAS, the parking of vehicles on said Salem-Lancaster Drive Section creates traffic congestion to such an extent that in the opinion of the Highway Commission, a hazardous condition is created to the traveling public; and

WHEREAS, in the opinion of the Commission public travel and public safety require that parking should be prohibited on both sides of said highway within said section.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. The Commission does hereby find and declare based upon recommendations by members of its staff, that the parking of vehicles on either shoulder of said Salem-Lancaster Drive Section of the North Santiam Highway between Highway Engineer's Station 120+00 (Airport Road) and Highway Engineer's Station 160+00 (Salem By-Pass) creates a hazard to the traveling public.

2. That in the opinion of this Commission, the right of way of said highway at said location is not of sufficient width to permit parking of vehicles thereon and at the same time provide the degree of safety and convenience, which in the opinion of the Commission, should be provided the motoring public.

3. That the Commission does further find and declare that the parking of vehicles on the shoulders of the pavement on either side of said Salem-Lancaster Drive Section within said termini should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points between said termini as in his judgment are necessary to accomplish the purpose of this resolution and the action of the Commission as herein declared, on which signs shall be printed in plain letters, the words, "NO PARKING ON HIGHWAY SHOULDERS".

EXHIBIT "F" (cont)

5. That a certified copy of this resolution be sent to the Superintendent of the Department of State Police.

6. That this No Parking Resolution No. 134 be entered in the minutes and records of the State Highway Commission as of the 11th day of August, 1955.

EXHIBIT "G"

Minutes of August 11 and 12, 1955

RESOLUTION

WHEREAS, ORS 366.800 provides that:

"There shall be and hereby are appropriated out of the highway fund annually such sums of money as will equal 10 per cent of all moneys credited to the highway fund by the State Treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the highway fund by the State Treasurer under ORS 319.410, 481.540, 767.635 and from fines and penalties collected for violations of the motor vehicle and transportation laws. The appropriation shall be distributed among the several cities as provided in ORS 366.785 to 366.820."

AND, WHEREAS, ORS 366.805 provides:

"The appropriation specified in ORS 366.800 shall be allocated to the cities as follows.

(1) The sum of $250,000 shall be withdrawn from the appropriation of each year and set up in a separate account to be administered by the commission.

(2) Such account shall be spent each year by the commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic.

(3) The commission shall determine the distribution of the expenditures after considering applications made to it therefor from the cities.

(4) The balance remaining in the appropriation after the withdrawal of the $250,000 shall be distributed to all the cities.

(5) Each city shall receive such share of the balance as its population bears to the total population of the cities."

AND, WHEREAS, ORS 366.810 provides that:

"Funds accrued and payable to cities under ORS 366.785 to 366.820 shall be remitted semiannually by the Secretary of State to the financial officer of each city. The funds appropriated shall be apportioned on a

EXHIBIT "G" (cont)

semiannual basis immediately following June 30 and December 31 of each year by the commission, which shall certify the apportionment to the Secretary of State. Upon receipt of such certificate the Secretary of State shall issue his warrants therefor payable to the cities in the amounts set out."

WHEREAS, the funds or moneys which have been by the State Treasurer credited to the state highway fund during the period of January 1 to June 30, inclusive, of the year 1955, and which have accrued from the sources named herein, produced the following amounts:

Funds resulting under the provisions of ORS 481.540 (motor vehicle registration and operators' license fees) total	$ 5,972,406.70
Funds resulting under the provisions of ORS 319.410 (gasoline tax) total	13,466,611.23
Funds resulting under the provisions of ORS 767.635 (motor carrier fees) total	4,823,482.66
Funds resulting from fines and penalties collected for violations of the motor vehicle and transportation laws total	205,220.55
	$24,467,721.14

AND, WHEREAS, the statutory ten per cent of said total produces for allocation and distribution by the Highway Commission to the benefited cities and towns a total of $2,446,772.11, from which sum there is to be deducted one-half of the sum of $250,000, or $125,000, thus leaving for allocation and distribution for the period January 1 to June 30, 1955, the sum of $2,321,772.11, and

WHEREAS, by applying the factors of allocation or distribution provided for in ORS 366.800 to 366.810, the State Highway Commission has determined upon an apportionment of said balance among the cities of the state as shown in the tabulation given below:

NOW, THEREFORE, be it and it hereby is resolved and ordered by this Commission as follows:

1. The Commission does hereby find, declare and order that the funds made available for allocation and distribution to the several cities of the State of Oregon pursuant to law, are hereby allocated and appropriated to the cities and/or towns named below in the amounts set opposite the names of the respective cities:

EXHIBIT "G" (cont)

I. Cities of Populations 1,000 or more

City	Population	Amount
Albany	10,115	$30,528.55
Ashland	7,739	23,357.43
Astoria	12,331	37,216.76
Baker	9,471	28,584.86
Bandon	1,251	3,775.70
Beaverton	3,213*	9,697.30
Bend	11,409	34,434.03
Brookings	2,273*	6,860.25
Brownsville	1,175	3,546.32
Burns	3,093	9,335.13
Canby	2,035*	6,141.93
Canyonville	1,139*	3,437.67
Carlton	1,081	3,262.62
Central Point	1,909*	5,761.64
Coos Bay	6,223	18,781.92
Coquille	4,616*	13,931.76
Cornelius	1,145*	3,455.78
Corvallis	16,207	48,915.09
Cottage Grove	3,536	10,672.16
Dallas	4,793	14,465.97
Drain	1,150	3,470.87
Eastside	1,277*	3,854.17
Elgin	1,397*	4,216.35
Empire	3,493*	10,542.38
Enterprise	1,718	5,185.17
Eugene	38,074*	114,912.89
Florence	1,562*	4,714.34
Forest Grove	4,973*	15,009.24
Garibaldi	1,249	3,769.66
Gladstone	3,263*	9,848.21
Gold Beach	1,437*	4,337.08
Grants Pass	8,116	24,495.27
Gresham	3,049	9,202.33
Heppner	1,648	4,973.90
Hermiston	3,804	11,481.03
Hillsboro	5,142	15,519.31
Hines	1,088*	3,283.74

EXHIBIT "G" (cont)

City	Population	Amount
Hood River	3,701	$ 11,170.16
Independence	1,987	5,997.06
Jacksonville	1,193	3,600.65
John Day	1,597	4,819.98
Junction City	1,475	4,451.76
Klamath Falls	15,875	47,913.07
La Grande	8,635	26,061.69
Lakeview	2,831	8,544.37
Lebanon	5,873	17,725.57
Madras	1,258	3,796.83
McMinnville	6,635	20,025.40
Medford	19,050*	57,495.68
Mill City	1,792	5,408.52
Milton-Freewater	3,851	11,622.88
Milwaukie	5,253	15,854.32
Molalla	1,497	4,518.16
Monmouth	1,956	5,903.49
Mount Angel	1,315	3,968.86
Myrtle Creek	2,436*	7,352.20
Myrtle Point	2,033	6,135.89
Newberg	3,946	11,909.60
Newport	4,422*	13,346.24
North Bend	7,200*	21,730.65
Nyssa	2,525	7,620.82
Oakridge	2,035*	6,141.93
Ontario	4,465	13,476.02
Oregon City	7,682	23,185.40
Oswego	4,219*	12,733.56
Pendleton	12,291*	37,096.03
Philomath	1,289	3,890.39
Pilot Rock	1,421*	4,288.78
Portland	249,085**	751,774.87
Port Orford	1,160*	3,501.05
Prineville	3,317*	10,011.19
Rainier	1,285	3,878.32
Redmond	2,956	8,921.64
Reedsport	3,038*	9,169.13
Rockaway	1,100*	3,319.96
Roseburg	11,117*	33,552.73
St. Helens	4,711	14,218.48

EXHIBIT "G" (cont)

City	Population	Amount
Salem	44,947*	$135,656.60
Sandy	1,003	3,027.20
Seaside	3,886	11,728.51
Sheridan	1,922	5,800.88
Silverton	3,146	9,495.09
Springfield	12,436*	37,533.66
Stayton	2,041*	6,160.04
Sutherlin	2,737*	8,260.66
Sweet Home	3,603	10,874.38
The Dalles	9,864*	29,770.99
Tillamook	3,685	11,121.87
Toledo	2,749*	8,296.88
Union	1,307	3,944.72
Vale	1,518	4,581.55
Vernonia	1,521	4,590.60
Wallowa	1,055	3,184.14
Warrenton	1,896	5,722.40
West Linn	2,945	8,888.44
Willamina	1,082	3,265.63
Winston	1,960*	5,915.57
Woodburn	2,579*	7,783.80
Wood Village	1,202*	3,627.81
	715,785	$2,160,343.56

* Population as determined by actual count made under supervision of Secretary of State or by federal census taken subsequent to the 1950 census.

** 2/3 of 1950 census, as defined in ORS 366.785 (3).

II. Cities of Populations Less than 1,000

City	Population	Amount
Adams	154	$ 464.80
Amity	672	2,028.20
Antelope	60	181.09
Arlington	686	2,070.45
Athena	750	2,263.61
Aumsville	281	848.10
Aurora	242	730.39

EXHIBIT "G" (cont)

City	Population	Amount
Banks	376	$1,134.82
Barlow	75	226.36
Bay City	761	2,296.81
Boardman	120	362.18
Bonanza	259	781.70
Butte Falls	372	1,122.75
Canyon City	508	1,533.22
Cascade Locks	733	2,212.30
Cave Junction	298*	899.41
Chiloquin	909*	2,743.50
Clatskanie	901	2,719.35
Coburg	693	2,091.58
Columbia City	405	1,222.35
Condon	968	2,921.57
Cove	282	851.12
Creswell	768*	2,317.94
Culver	301	908.46
Dayton	719	2,170.05
Dayville	286	863.19
Delake	644	1,943.69
Detroit	274*	826.97
Donald	187	564.39
Dufur	422	1,273.66
Dundee	308	929.59
Eagle Point	607	1,832.02
Echo	457	1,379.29
Elkton	201	606.65
Estacada	950	2,867.24
Fairview	438	1,321.95
Falls City	853	2,574.48
Fossil	645	1,946.70
Gaston	368	1,110.68
Gates	422	1,273.66
Gearhart	568	1,714.31
Gervais	457	1,379.29
Glendale	871	2,628.80
Gold Hill	619	1,868.23
Granite	40	120.73
Grass Valley	195	588.54
Haines	321	968.82

EXHIBIT "G" (cont)

City	Population	Amount
Halfway	312	$ 941.66
Halsey	388	1,171.04
Hammond	522	1,575.47
Harrisburg	862	2,601.64
Helix	182	549.30
Hubbard	493	1,487.95
Huntington	733	2,212.30
Idanha	442	1,334.02
Imbler	149	449.70
Ione	333*	1,005.04
Island City	138	416.50
Jefferson	636	1,919.54
Jordan Valley	236	712.28
Joseph	666	2,010.08
Juntura	107	322.94
Lafayette	662	1,998.01
Lexington	237	715.30
Lonerock	38	114.69
Long Creek	288	869.23
Lostine	246*	742.46
Lowell	581*	1,753.54
Malin	592	1,786.74
Manzanita	339	1,023.15
Maupin	312	941.66
Merrill	835	2,520.15
Metolius	157	473.85
Mitchell	415	1,252.53
Monroe	362	1,092.57
Monument	228	688.14
Moro	359	1,083.51
Mosier	259	781.70
Mount Vernon	451	1,361.18
Nehalem	270	814.90
North Powder	403	1,216.31
Oakland	829	2,502.04
Oceanlake	731*	2,206.26
Paisley	214	645.88
Phoenix	746	2,251.54
Powers	895	2,701.24

EXHIBIT "G" (cont)

City	Population	Amount
Prairie City	822	$2,480.92
Prescott	119	359.16
Richland	220	663.99
Riddle	634	1,913.50
Rogue River	590	1,780.71
St. Paul	268*	808.86
Scappoose	659	1,988.96
Scio	448	1,352.13
Scotts Mills	217	654.94
Shaniko	61	184.11
Sherwood	659*	1,988.96
Siletz	570	1,720.34
Sisters	723	2,182.12
Sodaville	157	473.85
Stanfield	845	2,550.33
Sublimity	367	1,107.66
Summerville	73	220.32
Sumpter	146	440.65
Taft	450	1,358.17
Talent	739	2,230.41
Troutdale	514	1,551.33
Tualatin	329*	992.97
Turner	610	1,841.07
Umatilla	883	2,665.02
Waldport	689	2,079.50
Wasco	305	920.53
Waterloo	180	543.27
Weston	679	2,049.32
Wheeler	291	878.28
Yamhill	539	1,626.78
Yoncalla	626	1,889.36
Totals	53,486	$161,428.55

* Population as determined by actual count made under supervision of Secretary of State

2. That a certified copy of this resolution be delivered to the Secretary of State for his use and guidance in the administration of said law with respect to the distribution of said funds.

3. That this resolution be entered in the minutes and records of the Commission as of August 11, 1955.

EXHIBIT "H"

Minutes of August 11 and 12, 1955

RESOLUTION

WHEREAS, the Highway Commission requires and has been negotiating for four parcels of property south of the T. H. Banfield Expressway and east of N. E. 122nd Avenue, in Multnomah County, Oregon, for the construction of the N. E. 122nd Avenue ramp unit of the 92nd Avenue-Fairview Section of the T. H. Banfield Expressway;

WHEREAS, Multnomah County requires and has been negotiating for four parcels of property south of the T. H. Banfield Expressway and abutting the easterly right of way line of N. E. 122nd Avenue, for the purpose of widening N. E. 122nd Avenue, a county road; and

WHEREAS, it has become apparent that simultaneous negotiations for separate right of way by the State and County from the property of one owner is creating hindrances that are best solvable by having one government agency negotiate with the owner for the property required by both government agencies.

NOW, THEREFORE, based upon the power and authority vested in this Commission by the State of Oregon, it is hereby ordered and resolved that:

1. The Chief Counsel of the Highway Commission is authorized to enter into an agreement for and in behalf of the Highway Commission with Multnomah County, which agreement is to provide for,

(a) The State Highway Commission to acquire from Robert Beadle, his heirs or assigns, those parcels of his land required for the aforementioned projects, conveying to Multnomah County the land it requires and being reimbursed by the said County in the sum of 53 percent of the cost;

(b) The State Highway Commission to acquire from Ruby E. Seaburg, her heirs or assigns, those parcels of her land required for the aforementioned projects, conveying to Multnomah County the land it requires and being reimbursed by said County in the sum of eleven hundred and fifty ($1,150.00) dollars;

(c) The State Highway Commission to acquire from Oran O. and Mabel M. Kerley, husband and wife, their heirs or assigns, those parcels of their land required for the aforementioned projects, conveying to Multnomah County the land it requires and being reimbursed by the said County in the sum of four hundred and fifty ($450.00) dollars;

EXHIBIT "H" (Cont)

(d) The County to acquire from Joseph F. and Josephine A. Garbarino, husband and wife, their heirs or assigns, those parcels of their land required for the aforementioned projects, conveying to the State Highway Commission the land it requires and being reimbursed by the said Commission in the sum of five hundred ($500.00) dollars;

(e) The State Highway Commission and Multnomah County to cooperate in their respective construction programs and each to authorize the other to enter upon and use so much of their respective right of ways as is necessary and essential to make the construction of each effective, on these premises.

2. This Miscellaneous Resolution, No. 153, be entered in the minutes and records of the Oregon State Highway Commission as of the 11th day of August, 1955.

EXHIBIT "I-1"

Minutes of August 11 and 12, 1955

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the State Highway Commission plans and proposes to relocate, construct, improve and maintain the Dolph Corner-Rickreall Section of the Willamina-Salem Highway; and,

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and,

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part

of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Dolph Corner-Rickreall Section of the Willamina-Salem Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Willamina-Salem Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property, except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A". *

3. That the relocation, construction, improvement and maintenance of the said Dolph Corner-Rickreall Section of the Willamina-Salem Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said

EXHIBIT "I-1" (Cont)

parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 11th day of August, 1955, as Condemnation Resolution No. 540.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 540, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

25295

EXHIBIT "I-2"

Minutes of August 11 and 12, 1955

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Myrtle Creek-Canyonville Section of the Pacific Highway; and,

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and,

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is

EXHIBIT "I-2" (Cont)

necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and,

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Myrtle Creek-Canyonville Section of the Pacific Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A".*

3. That the relocation, construction, improvement and maintenance of the said Myrtle Creek-Canyonville Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the lease private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and

in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 11th day of August, 1955, as Condemnation Resolution No. 546.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 546, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "I-3"

Minutes of August 11 and 12, 1955

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road building materials, approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State or Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the State Highway Commission plans and proposes to relocate, construct, improve and maintain the Dolph Corner-Rickreall Section of the Willamina-Salem Highway; and,

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and,

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners

EXHIBIT "I-3" (Cont)

and the State are best served, even though said entire tract is not immediately needed for the highway proper; and,

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Dolph Corner-Rickreall Section of the Willamina-Salem Highway as a throughway, certain interests in or fee simple title to a certain parcel of real property. The said parcel of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interest of the State and the owners should be acquired, is more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Willamina-Salem Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A".*

3. That the relocation, construction, improvement and maintenance of the said Dolph Corner-Rickreall Section of the Willamina-Salem Highway and the highway facilities for which the said parcel of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcel of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the

EXHIBIT "I-3" (Cont)

Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcel of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 11th day of August, 1955, as Condemnation Resolution No. 643.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 643, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

25301

EXHIBIT "I-4"

Minutes of August 11 and 12, 1955

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to State highways; or for the maintenance of an unobstructed view of any State highway so as to provide for the safety of the traveling public; and,

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Myrtle Creek-Canyonville Section of the Pacific Highway; and,

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is

necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and,

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled:

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Myrtle Creek-Canyonville Section of the Pacific Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel on the attached list marked Exhibit "A".*

3. That the relocation, construction, improvement and maintenance of the said Myrtle Creek-Canyonville Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking,

and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 11th day of August, 1955, as Condemnation Resolution No. 693.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 693, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

25304

EXHIBIT "I-5"

August 11 and 12, 1955

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve, construct and maintain the Tualatin River-Middleton Section of the Pacific Highway West; and

WHEREAS, for the purpose of widening, improving, constructing and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement, construction and maintenance of the said Tualatin River-Middleton Section of the Pacific Highway West, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

EXHIBIT "I-5" (Cont)

2. That the widening, improvement, construction and maintenance of the said Tualatin River-Middleton Section of the Pacific Highway West and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 11th day of August, 1955, as Condemnation Resolution No. 730.

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*FOOTNOTE:

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 730 under the heading "Real Property Condemnation Resolutions", and said description, map and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "I-6"

Minutes of August 11 and 12, 1955

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the State Highway Commission plans and proposes to relocate, construct, improve and maintain the Meacham-Hilgard Section of the Old Oregon Trail Highway; and,

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and,

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is

necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and,

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation construction, improvement and maintenance of the said Meacham-Hilgard Section of the Old Oregon Trail Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property.

3. That the relocation, construction, improvement and maintenance of the said Meacham-Hilgard Section of the Old Oregon Trail Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

EXHIBIT "I-6" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 11th day of August, 1955, as Condemnation Resolution No. 733.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 733, under the heading "Real Property Condemnation Resolutions", and said description, map and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

25309

EXHIBIT "I-7"

Minutes of August 11 and 12, 1955

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to State highways; or for the maintenance of an unobstructed view of any State highway so as to provide for the safety of the traveling public; and,

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Shady Point-Booth Ranch Section of the Pacific Highway; and,

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and,

WHEREAS, for the purpose of widening, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described

EXHIBIT "I-7" (Cont)

6. That this resolution be entered in full in the minutes and records of the Commission this 11th day of August, 1955, as Condemnation Resolution No. 736.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 736, under the heading "Real Property Condemnation Resolutions", and said description, map and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

are necessary, and that access to and from the said highway should be controlled.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said Shady Point-Booth Ranch Section of the Pacific Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A".*

3. That the widening, improvement and maintenance of the said Shady Point-Booth Ranch Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

25312

EXHIBIT "I-8"

Minutes of August 11 and 12, 1955

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites, or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Hillsboro-One-Way Streets Section of the Tualatin Valley Highway; and

WHEREAS, for the purpose of relocating, constructing improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary and that access to and from the said highway should be controlled.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Hillsboro-One-Way Streets Section of the Tualatin Valley Highway, certain interests in or fee simple title to a certain parcel of real property. The said parcel of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which, in the best interests of the State and the owners should be acquired, is more particularly described in the attached list, marked Exhibit "A" under the name of the record owner or reputed owner and the Commission's file number, and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

EXHIBIT "I-8" (Cont)

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Tualatin Valley Highway and all of the contiguous real property of the owners remaining after the appropriation of the said real property.

3. That the relocation, construction, improvement and maintenance of the said Hillsboro One-Way Streets Section of the said Tualatin Valley Highway and the highway facilities for which the said parcel of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcel of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcel of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as, in his judgment, may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 11th day of August, 1955, as Condemnation Resolution No. 793.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 793 under the heading "Real Property Condemnation Resolutions", and said description, map and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "I-9"

Minutes of August 11 and 12, 1955

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Pacific Highway West; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State

are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of widening, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said Pacific Highway West, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said widened, improved and maintained Pacific Highway West and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property, except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A".*

3. That the widening, improvement and maintenance of the said Pacific Highway West and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination

EXHIBIT "I-9" (Cont)

such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 11th day of August, 1955, as Condemnation Resolution No. 791.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 791, under the heading "Real Property Condemnation Resolutions", and said description, map and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "I-10"

Minutes of August 11 and 12, 1955

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to establish, construct and maintain the Washburn-North Plains Section of the Wilson River Highway; and

WHEREAS, the Highway Commission has by resolution ordered and declared that said section of said highway shall be established, constructed, and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may in its discretion, acquire an entire lot, block or tract of land, part of which is

EXHIBIT "I-10" (Cont)

final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trail of any suit or action instituted to acquire the said real property, or interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 11th day of August, 1955, as Condemnation Resolution No. 794.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 794, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "I-10" (Cont)

necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required for the construction, improvement, betterment and maintenance of highways of the state highway system, and the establishment, construction and maintenance of the Washburn-North Plains Section of the Wilson River Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, the Commission's file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said Wilson River Highway and all of the contiguous real property of the owners remaining after the appropriation of the said real property; except that there shall be reserved unto the owners, their heirs and assigns, for service of their remaining land, such access reservations as are noted as to each parcel or parcels on the said attached list marked Exhibit "A".*

3. That the establishment, construction and maintenance of the said Washburn-North Plains Section of the Wilson River Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to

EXHIBIT "I-11"

Minutes of August 11 and 12, 1955

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, striaghtening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to establish, construct and maintain the Washburn-North Plains Section of the Wilson River Highway; and

WHEREAS, the Highway Commission has by resolution ordered and declared that said section of said highway shall be established, constructed, and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is

EXHIBIT "I-11" (Cont)

necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required for the construction, improvement, betterment and maintenance of highways of the state highway system, and the establishment, construction and maintenance of the Washburn-North Plains Section of the Wilson River Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, the Commission's file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said Wilson River Highway and all of the contiguous real property of the owners remaining after the appropriation of the said real property; except that there shall be reserved unto the owners, their heirs and assigns, for service of their remaining land, such access reservations as are noted as to each parcel or parcels on the said attached list marked Exhibit "A".*

3. That the establishment, construction and maintenance of the said Washburn-North Plains Section of the Wilson River Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the

EXHIBIT "I-11" (Cont)

Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or interest therein, the Chief Counsel, or, in his absence, any assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 11th day of August, 1955, as Condemnation Resolution No. 795.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 795, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

25328

EXHIBIT "I-12"

Minutes of August 11 and 12, 1955

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road, or street; quarry sites, gravel pits; storage sites; stock pile sites, or for the acquisition or manufacture of road building materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways, or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate, and maintain highways to be known as throughways and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light, and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Myrtle Creek-Canyonville Section of the Pacific Highway, and

WHEREAS the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved, and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement, and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block, or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State

EXHIBIT "I-12" (Cont)

are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary and that access to and from the said highway should be controlled.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required for the construction, improvement, betterment, and maintenance of highways of the state highway system and the relocation, construction, improvement, and maintenance of the said Myrtle Creek-Canyonville Section of the Pacific Highway as a throughway certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list marked Exhibit A under the name of the record owner or reputed owner, and the Commission's respective file number, and said Exhibit A is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property, except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit A. *

3. That the relocation, construction, improvement and maintenance of the said Myrtle Creek-Canyonville Section of the Pacific Highway and the highway facilities for which each of the said parcel of property, or interest therein, is required and is being taken is necessary in the public interest; and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking; and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

EXHIBIT "I-12" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 11th day of August, 1955, as Condemnation Resolution No. 818.

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*FOOTNOTE:

The name of the property owner and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 818, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

VOLUME 40

PART III

PART III

OF

VOLUME XL

MINUTES OF OREGON STATE HIGHWAY COMMISSION

COVERING PERIOD

F R O M

SEPTEMBER 1, 1955

TO

NOVEMBER 30, 1955

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OREGON STATE HIGHWAY COMMISSION

Ben R. Chandler, Chairman
Chas H. Reynolds, Commissioner
M. K. McIver, Commissioner

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HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT

LOCATED AT SALEM, OREGON

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Page	Date 1955	Subject
25326	Sept.22	BIDS received on construction projects.
25330		COMMISSION MEETING MINUTES approved for June 30-July 1, 1955, and public hearings on May 24, 1955.
		PARKS SUPT. reports on following matters:
		Detroit Lake Park. Marion County. Amendment to joint-use water permit for concession approved.
		Coos County. Cape Arago Secdy. Hwy. Charleston west. Coos Head. Offer of 65 acres for park purposes to be studied.
		Lane County. McKenzie Hwy. Blue River Section. Morton property. Offer of 24-acre tract along River accepted. See EXHIBIT "I-1".
25331		Lincoln County. Newport south. Pacific View Addition. Block 26. Lots 3-6. Offer of 4 lots accepted. See EXHIBIT "I-2".
		Multnomah County. Columbia Gorge properties. Parks Supt. status report accepted.
		Washington State Parks. State Parks Advisory Committee inspection trip. Parks Supt. report on trip accepted.
25332		California State Parks. State Parks Advisory Committee inspection trip October 8-9. Parks Supt. and L. V. Koons to make trip.
		REAL PROPERTY. Acquisition approved. See EXHIBIT "A".
		UMATILLA COUNTY. Old Oregon Trail. Meacham-Glover Section. Advance deposit to BPA to cover cost of moving power line approved.
		SALE OF MISCELLANEOUS PROPERTIES report confirmed.
25333		MARION COUNTY. North Santiam Secdy. Hwy. Detroit. Lease granted to the Russells for use of excess property as parking area.
		BENTON COUNTY. Corvallis. US99W. Willamette National Lumber Company granted extension of time to remove property.
		SALE OF NINE PARCELS OF PROPERTY authorized. See EXHIBITS "B-1" through "B-7".
25334		SALE OF ADDITIONAL PARCELS approved.
		LANE COUNTY. Eugene. West Moreland Addition. Sale of lots 12-17 to City authorized. Lots 6-11 to be sold at public sale.
25335		ACCESS CHANGES on eight properties approved.
		WASHINGTON COUNTY. Tualatin Valley Hwy. Huber area. Agreement with SP Company allowing encroachment approved.
		DOUGLAS COUNTY. Umpqua Hwy. Hinsdale-Luder Creek Section. Release agreement re culverts and tide gates approved.
25336		UMATILLA-UNION COUNTIES. Old Oregon Trail. Meacham-Hilgard Section. Settlement with Forestry Dept. for timber approved.

Page	Date 1955	Subject
25336	Sept.22	CLACKAMAS COUNTY. Mt. Hood Hwy. Government Camp-Laurel Hill Section. Payment to Forest Service for moving Ranger Station approved.
		KLAMATH COUNTY. The Dalles-California Hwy. Willamette Hwy. Jct.-Diamond Lake Jct. Lang property. Option rejected.
		WASHINGTON COUNTY. Sunset Hwy. Multnomah County Line-North Plains Section. Stucki-Berger buildings to be removed.
25337		MULTNOMAH COUNTY. Portland. Columbia-Clay St. Interchange and Canyon Road connection. State plans uncertain.
		CONDEMNATION OF REAL PROPERTY APPROVED. See EXHIBITS "M-1" through "M-11".
25344		POLK COUNTY. Willamina-Salem Hwy. Dolph Corner-Rickreall Section. Harland property. Legal proceedings and award of contract.
		UNION COUNTY. Old Oregon Trail. Meacham-Hilgard Section. Olsen property. Offer of $2,500 for 24.32 acres approved.
		CONDEMNATION CASES tried. Counsel's report approved.
25345		CONDEMNATION CASES settled. Counsel's report approved.
25346		CONDEMNATION CASES. Offers for property approved.
25347		PUC MATTERS re Hwy. Commission. Counsel reports.
		Lake County. Warner Secdy. Hwy. Fremont Jct.-Camas Valley Section. American Forest Products Corp. private road crossing.
		MULTNOMAH COUNTY. Banfield Expressway. 42nd Ave.-92nd Ave. Section. Contract #4053. McCarthy vs Gibbons & Reed, Inc., case. Payment for legal services of Wood, Matthiessen, Wood & Tatum approved.
		LANE COUNTY. Willamette Hwy. MP 58.5. Moore damage case. Counsel authorized to start legal action against Mr. Moore.
25348		POLK COUNTY. Willamina-Salem Hwy. Dolph Corner-Rickreall Project. Harland case. Counsel's report accepted.
		TRAVEL - OUT OF STATE approved for:
		Leonard I. Lindas or Charles Peterson to Grand Rapids, Michigan, and High Point, N.C., re Superbilt Mfg. Co. case.
		POLK COUNTY. Salem-Dallas Hwy. Marion St.-Center St. Bridges. Contracts #3756-#3975. Kennard case. Report accepted.
25349		MARION COUNTY. Salem. Pine Street. R/W transferred to City.
		LEGAL DEPARTMENT. Addition of Monte Walter to legal staff approved.
		AWARD OF CONTRACTS. Engineer reports satisfaction of conditions.
25350		MULTNOMAH COUNTY. Portland. Interstate Bridge. Engineer's report re construction plans given. Acquisition of r/w authorized.
25351		UMATILLA COUNTY. Old Oregon Trail. Pendleton. Airport Road Jct.-1-way couplet Jct. Request for third traffic lane denied.
		KLAMATH-JACKSON COUNTIES. Lake of the Woods Road. Construction tentatively approved. Engineer to report at November meeting.
25352		LANE COUNTY. Territorial Secdy. Hwy. MP 10.12 - MP 32.44 Section. Reclassification to Group I approved.
		CONSTRUCTION. FIVE-YEAR PROGRAM. Engineer's revised report showing increases and reductions approved.
25353		BAKER COUNTY. Old Oregon Trail. Baker north. Roadside rest area. Engineer to find location. $5,000 reserved for development.

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25353	Sept.22	WASHINGTON COUNTY. Pacific Hwy. West–Red Rock Road Jct. Tigard north. Request for traffic signals denied.
		CLACKAMAS COUNTY. Pacific Hwy. East–Clackamas River Park Road Jct. Construction of interchange approved for 1956.
25354		UNFINISHED BUSINESS MATTERS discussed:
		HOOD RIVER COUNTY. Hood River Valley Scenic Drive. Request for signs deferred pending inspection.
		CLACKAMAS COUNTY. Mt. Hood Hwy. Laurel Hill–Still Creek Section. Adoption of survey deferred.
		UMATILLA COUNTY. Boardman–Stanfield Hwy. Hermiston Secdy. Hwy. Hinkle Interchange Section. Adoption of survey deferred.
		WASHINGTON COUNTY. Pacific Hwy. West–Red Rock Road Jct. Tigard north. Reported on earlier in session.
		CLACKAMAS COUNTY. Pacific Hwy. East–Clackamas River Park Road Jct. Reported on earlier in session.
		COMMISSION MEETING RECESSED at 12:00 noon to reconvene at 2:00 p.m.
25355		WASCO COUNTY. Columbia River Hwy. The Dalles. Signals approved for Court St. and Federal St. Jcts.
		CLACKAMAS COUNTY. Woodburn–Estacada Secdy. Hwy. Estacada. George Road Jct. Request for flashing beacon approved.
		LANE COUNTY. Junction City–Eugene Secdy. Hwy. River Road–Santa Clara area. Installation of 6 pedestrian type signals approved.
		INCREASE IN PROJECT AUTHORIZATIONS approved for:
		Lincoln County. Siletz Secdy. Hwy. Bear Creek–Scotts Point Section. Contract #4092.
		Columbia County. Columbia River Hwy. Clatskanie–Delena Section. Contract #4172.
25356		Douglas County. Pacific Hwy. Anlauf–Rice Hill Section. Contract #4019.
		UMATILLA–UNION COUNTIES. Old Oregon Trail. Meacham–Hilgard Section. Salt Lake Pipe Line Co. Line revisions confirmed.
		BAKER COUNTY. Sumpter Valley Secdy. Hwy. Boulder Gorge Section. Accrued FAS funds allotted pending BPR approval.
		TRAFFIC INTERCHANGES. Pacific Hwy. Lighting and channelization approved for 35 interchanges between Goshen and Medford.
		COOS COUNTY. Oregon Coast Hwy. Bunker Hill–Delmar Section. Screen planting project to be done by State forces.
25357		DOUGLAS COUNTY. Tiller. South Umpqua River Bridge. Construction of pedestrian walk confirmed.
		FEDERAL-AID COUNTY ROAD SYSTEM. Clackamas–Multnomah Counties. Request for additions of FAS 680 and FAS 681 to System approved.
		1957 FEDERAL-AID COUNTY ROAD SYSTEM. Baker–Clackamas Counties. Projects for FAS 508 and 680 approved.

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25358	Sept.22	FEDERAL-AID SECONDARY FUNDS - 1957. Allotments of funds to Counties approved.
25360		WASHINGTON COUNTY. Nehalem Secdy. Hwy. Banks. Request for pavement widening and curb construction approved cooperatively.
		LANE-LINN COUNTIES. Clear Lake-Belknap Springs Road. US Forest Service requests designation as Secdy. Hwy. Action deferred.
		LINCOLN COUNTY. Alsea Hwy. Eckman Slough-McKinney Slough Section. Request for shoulder widening denied.
		CLACKAMAS COUNTY. Clackamas Secdy. Hwy. Eagle Creek Bridge. Girl Scouts' request for walkway on bridge approved cooperatively.
25361		LANE COUNTY. Willamette Hwy. Salt Creek Tunnel. Roadway heating and tunnel lighting approved for 1956 budget.
		CROOK COUNTY. County Road. Beaver Creek Bridge. Paulina. Request State to handle bridge construction at County's expense.
		MULTNOMAH COUNTY. 82nd Avenue. Portland. Killingsworth-Airport Extension. Survey authorized for proposed extension.
		KLAMATH COUNTY. Klamath Falls. South 6th Street Grade Separation. Increase of $40,000 in project authorization approved.
25362		LANE COUNTY. Eugene. 7th Avenue SW. Request for transfer of state-owned property to City approved conditionally.
		CLACKAMAS-MARION COUNTIES. Portland-Salem Expressway. Wilsonville-Salem Section. $66,000 authorized for landscaping project.
		EXTENSIONS OF TIME to complete contracts granted.
25365		CONTRACTS completed and accepted. See EXHIBIT "C".
		STATE TAX STREET FUNDS. Plans approved. See EXHIBIT "D".
25366		UMATILLA COUNTY. Hermiston Secdy. Hwy. Hinkle Undercrossing-Old Oregon Trail Jct. Grading project authorized for bids.
		BAKER COUNTY. Haines-Anthony Secdy. Hwy. Request for improvement deferred.
		ROCK PRODUCTION PROJECTS. Contracting $300,000 worth of projects at November and December meetings approved.
25367		KLAMATH COUNTY. The Dalles-California Hwy. Willamette Hwy. Jct. Chemult north. Interchange illumination authorized.
		LINCOLN COUNTY. Oregon Coast Hwy. Otter Rock Section. Barricading old route protested. No change in barricades or plans.
		SPEED ZONES approved as follows:
		Sherman County. Columbia River Hwy. See EXHIBIT "G-1".
		Douglas County. Tiller-Trail Secdy. Hwy. See EXHIBIT "G-2".
		NO PARKING ON HWY. SHOULDERS established as follows:
25368		Coos County. Cape Arago Secdy. Hwy. Sunset Bay Park area. See EXHIBIT "H-1".
		Polk County. Willamina-Salem Hwy. See EXHIBIT "H-2".
		Multnomah County. Columbia River Hwy. Benson Park-Multnomah Falls parking area. See EXHIBIT "H-3".
		WASCO COUNTY. Columbia River Hwy. Chenowith area. Proposed hwy. relocation protested. No change made.
		JACKSON COUNTY. Pacific Hwy. Seven Oaks-Ashland Section. Payment of Harris damage claim approved.

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25368	Sept.22	YAMHILL COUNTY. Salmon River Hwy. Valley Jct.-Sheridan Section. Payment of Lux damage claim approved.
25369		WASHINGTON COUNTY. Tualatin Valley Hwy. Hillsboro. Designation of 1-way couplet section approved. See EXHIBIT "E".
		CLACKAMAS COUNTY. Woodburn-Estacada Secdy. Hwy. Barlow-Monitor County Road Jct. 4-way stop intersection. See EXHIBIT "J-1".
		JACKSON-JOSEPHINE COUNTIES. Williams Secdy. Hwy. Medford-Provolt Secdy. Hwy. Jct. Stop signs revised. See EXHIBIT "J-2".
25370		TRAVEL - OUT OF STATE approved for: W. C. Williams, Forrest Cooper, and D. J. Barbee to Los Angeles, September 26-28, 1955, for AASHO Committee on Design. George Kayser to Seattle to check Stoen Const. Co. records re contract #3805. R. B. Sipprell to Denver and Colorado Springs, November 4-8, 1955, for Council of State Governments meeting.
		AASHO. Highway Research Board. Fiscal years 1957 and 1958. Expenditure to finance study of hwy. laws authorized.
		USED EQUIPMENT AND SCRAP MATERIALS. See EXHIBIT "F". Clarifying authority to Engineer to make awards.
		SECRETARY'S REPORT OF PAPERS SIGNED from August 9 to September 19, 1955, approved.
25371		COMMISSION MEETING DATES set for November 3-4, 1955, regular and December 19-20, 1955, tentative.
		POLK COUNTY. Willamina-Salem Hwy. Rickreall-Dolph Corner Section. Throughway agreement re closure of county roads adopted.
		CLACKAMAS COUNTY. Willamette River. Oregon City. Sale of riparian rights. Bids to be received September 26, 1955.
		FOREST HWY. FUNDS - 1957. $2,988,195 allotment. Programming discussed. Action deferred.
		CALIFORNIA STATE PERSONNEL BOARD. Examining Committee. Request for R. H. Baldock to serve on Committee approved.
		GILLIAM COUNTY. Columbia River Hwy. Watchman's Dip area. Investigation re falling rocks to be made.
25372		COOS-DOUGLAS COUNTIES. Oregon Coast Hwy. Coos Bay-Roseburg Hwy. Turnouts for trucks requested. Engineer to investigate.
		JACKSON COUNTY. Pacific Hwy. Medford. Proposed hwy. relocation along Genessee Street protested.
		LANE COUNTY. Richardson-Eugene Secdy. Hwy. Walton. Protests re dusty condition of hwy. Engineer investigating.
		CONTRACTS. Award of contracts publicly announced.
25374		PROJECTS STATUS discussed. No action.
		AGREEMENTS and other papers signed.
25376	Sept.23	BIDS received on construction projects.
25380		TRAVEL - OUT OF STATE. R/W Agent to Tacoma re Gallagher property on Portland-Salem Expressway.
		FOREST HWY. FUNDS - 1957. Cancelled projects reinstated. Clackamas County. Mt. Hood Hwy. $500,000 allocation approved.

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25381	Sept.23	R. H. BALDOCK. Two weeks vacation authorized following AASHO meeting in December.
		LANE-LINN COUNTIES. Belknap Springs Road. Delegation urges designation as state secdy. hwy. Counties to file petition.
25382		GRANT COUNTY. Pendleton-John Day Hwy. Mt. Vernon. Delegation protests proposed relocation of southern end of hwy.
		CLACKAMAS COUNTY. Willamette River. Oregon City. Riparian rights.
25383		Sale of rights opposed by delegation. Action deferred.
		C. W. ENFIELD. Two weeks vacation granted in December.
		PUBLIC HEARINGS re hwy. relocations within Cities. Procedure revised. Commission to be notified before notices sent to cities. Notices to five towns authorized.
25384		MULTNOMAH COUNTY. Portland. 37th-Sandy Jct. Acquisition of r/w authorized prior to opening of Banfield Expressway.
		MULTNOMAH COUNTY. Banfield Expressway-12th St. Jct. Lloyd property. Engineer to contact Lloyds again re access at this point.
		COMMISSION MEETING RECESSED at 11:40 a.m. to reconvene at 2:30 p.m.
		MULTNOMAH COUNTY. Banfield Expressway. Bell Drive. Sale of 4 houses approved. See EXHIBIT "K".
		MARION COUNTY. Portland-Salem Expressway. Hubbard-Hayesville Section. Load limit of 10,000 pounds approved for this section. See EXHIBIT "L".
25385		CONTRACTS. Award of contracts publicly announced.
25387		COMMISSION MEETING ADJOURNED at 2:40 p.m.
25388		EXHIBIT "A". Real property acquisition.
25441		EXHIBITS "B-1" through "B-7". Sale of property.
25449		EXHIBIT "C". Contracts completed and accepted.
25454		EXHIBIT "D". State Tax Street Funds.
25455		EXHIBIT "E". Washington County. Tualatin Valley Hwy. Hillsboro. Designation of 1-way couplet.
25457		EXHIBIT "F". Used Equipment & Scrap Materials. Clarifying authority of Engineer to make awards.
25459		EXHIBITS "G-1" - "G-2". Speed zones.
25463		EXHIBITS "H-1" through "H-3". No parking on hwy. shoulders.
25467		EXHIBITS "I-1" - "I-2". Acquisition of property for park purposes.
25470		EXHIBITS "J-1" - "J-2". 4-way stop intersection and revision of stop signs.
25474		EXHIBIT "K". Multnomah County. Banfield Expressway. Bell Drive. Sale of 4 houses.
25476		EXHIBIT "L". Marion County. Portland-Salem Expressway. Hubbard-Hayesville Section. Posted for load limit.
25478		EXHIBITS "M-1" through "M-11". Condemnations.

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25507	Nov. 3	BIDS received on construction projects.
25512		COMMISSION MINUTES approved for inspection trips of June 13-17 and July 11-14, 1955, and August 11-12, 1955, meeting.
		PARKS SUPT. reports on following matters:
		Umatilla County. Pendleton-John Day Hwy. Pilot Rock Lbr. Company. Deeding property to Co. denied. Lease approved.
25513		Jackson F. Kimball Park. Klamath County. Name approved for 20-acre tract secured from Forestry. See EXHIBIT "J-1".
		Jefferson County. Santiam Hwy. Blue Lake park area. Installation of plaque honoring Elliott R. Corbett approved.
		Budget - 1956. Discussion of budget. Action deferred.
		State Parks Advisory Committee. California park inspection trip. Report on trip accepted.
25514		Coos County. Coos Head park site. Action deferred due to Navy planning a defense setup.
		Fort Stevens Park. Clatsop County. Coffenbury Lake. Establishment of swimming area approved. See EXHIBIT "J-2".
		Name of park confirmed. See EXHIBIT "J-3".
25515		Lewis and Clark Park. Sandy River. Troutdale east. Request to name park area approved. See EXHIBIT "J-4".
		National Conference of State Parks. Stowe, Vermont. September 25-29, 1955. Parks Supt. presents report.
		Curry County. Oregon Coast Hwy. Geisel Monument-Wedderburn Section. Inquiry re park area to be donated by Lloyd Corporation.
		Multnomah County. Columbia Gorge. Parks Supt. presents progress report re acquisition of timbered areas.
25516		REAL PROPERTY. Acquisition approved. See EXHIBIT "A".
		LANE-LINN COUNTIES. Pacific Hwy. East. Albany-Eugene Section. Inquiry re status of relocation survey by-passing towns.
		REAL PROPERTY. Acquisition of property for which no previous authority had been granted approved.
25517		SALE OF MISCELLANEOUS PROPERTIES report accepted.
		CLACKAMAS COUNTY. Willamette River. Oregon City. Sale of riparian rights to Crown Zellerbach Corporation for $10,000 approved.
		MULTNOMAH COUNTY. Banfield Expressway. 122nd Ave. Connection. Settlement of Fleming damage claim for $60 approved.
		MARION COUNTY. Mill City. Elizabeth Addition. Block 2, Lots 5-6. Sale of lots for $250 to the Brunners approved.
		MULTNOMAH COUNTY. Banfield Expressway. NE 42nd Avenue east. 10-year lease to Mr. Marcum for parking area approved.

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25517	Nov. 3	SALE OF EXCESS PROPERTIES authorized as follows:
25518		Marion County. Wilsonville-Hubbard Hwy. Clackamas County Line-Hubbard Section. See EXHIBIT "B-1".
		Coos County. Oregon Coast Hwy. Shingle House Slough. See EXHIBIT "B-2".
		Lincoln County. Oregon Coast Hwy. Newport. See EXHIBIT "B-3".
		Multnomah County. Banfield Expressway. Unit 2. See EXHIBIT "B-4".
		Multnomah County. Banfield Expressway. Unit 2. See EXHIBIT "B-5".
		Marion County. Portland-Salem Expressway. Willamette River-Gervais Road Section. See EXHIBIT "B-6".
		ACCESS CHANGES on thirteen properties approved.
25519		MULTNOMAH COUNTY. Portland-Salem Expressway. Harbor Drive-City Limits Section. Mansfield property. Repair of roof approved.
		HOOD RIVER COUNTY. Columbia River Hwy. Viento-Hood River Section. Inman property. Access to this property approved.
25520		JOSEPHINE COUNTY. Pacific Hwy. Glendale Jct.-Wolf Creek Section. Grant of access approved.
		FOREST HIGHWAY FUNDS - 1957. Program discussed. Projects approved and letter sent to Washington, D.C.
25525		MARION COUNTY. Pacific Hwy. Illahee School-Jefferson Jct. Section. Expenditure for development of new water source authorized.
		GRANT COUNTY. John Day Hwy. Dayville-Mt. Vernon Section. Masson property. Additional access to this property approved.
		CLATSOP COUNTY. Columbia River Hwy. Bradley Park-Wauna Section. Compensating Board of Forestry for timber removal authorized.
		UMATILLA COUNTY. Old Oregon Trail. Meacham-Glover Section. Amendment correcting access for Forest Service approved.
		COMMISSION MEETING RECESSED at 12:00 noon and reconvened at 2:00 p.m.
25526		CONDEMNATION OF REAL PROPERTY APPROVED. See EXHIBITS "O-1" through "O-12".
25533		CONDEMNATION CASES tried. Counsel's report approved.
25534		OTHER TRIAL CASES. Counsel's report approved.
		CONDEMNATION CASES settled. Counsel's report approved.
25536		OTHER CASES settled. Counsel's report approved.
		CONDEMNATION CASES. Offers for property approved.
25539		PUC MATTERS re Hwy. Commission. Counsel reports:
		Klamath County. Klamath Falls. South 6th St. Overcrossing.
		Umatilla County. Hermiston Secdy. Hwy. Hinkle Undercrossing.
		Wasco Station. Columbia River Hwy. Celilo Station RR Crossing.
		Marion County. North Santiam Secdy. Hwy. Gates RR Crossings.
25540		Umatilla County. Helix-Van Sycle County Road. Helix RR Crossing.
		LINCOLN COUNTY. Siletz Secdy. Hwy. Siletz River Bridge damage. Settlement with surety for $10,000 approved.
		TRIAL OF CASES from September 1, 1954, to June 30, 1955. Counsel's report approved.
25542		REAL PROPERTY. Request for increase to $500 on maintenance of buildings without prior approval denied.

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25542	Nov. 3	MARION COUNTY. Silver Falls State Park. Evans Lbr. Company. Legal proceedings instituted re illegal cutting of timber.
25543		UMATILLA COUNTY. Pendleton. SW Emigrant Street. Damage claim against Mr. Dite abandoned.
		LEGAL DEPARTMENT: Employment of Robert P. Amacher as Assistant Attorney approved. Resignation of Owen McAdams, Attorney, accepted.
		TRAVEL - OUT OF STATE for: Gerald Harrington, to Chicago, Indianapolis, Columbus and Harrisburg, October 29 to November 6, 1955, for American Right of Way Association.
		LINCOLN COUNTY. Oregon Coast Hwy. Siletz Bay-Newport Section. Settlement with McKenzie for water mains approved.
25544		REAL PROPERTY. State Properties rented to private parties. Counsel's report approved.
		AWARD OF CONTRACTS. Engineer reports satisfaction of conditions.
25545		CLACKAMAS COUNTY. Clackamas Secdy. Hwy. Barton-Estacada Section. Minimum expenditures on existing hwy.
25546		UNION COUNTY. La Grande-North Powder Secdy. Hwy. Telocaset Overcrossing. Request for Scenicruiser bus permit denied.
		PREFABRICATED SECTIONS for house construction at isolated maintenance headquarters. Engineer does not favor use.
		AASHO COMMITTEE ON DESIGN. Los Angeles. September 26-28, 1955. Engineer submitted report re trip to regional meeting.
25547		LANE COUNTY. Richardson-Eugene Secdy. Hwy. Walton-Noti Section. Expenditure of $300,000 approved.
		COOS COUNTY. Oregon Coast Hwy. and Coos Bay-Roseburg Hwy. Coquille area. Construction of passing lanes approved.
		WAYSIDE AREAS suggested by US Forest Service. No action: Grant County. John Day Hwy. Austin area. Wallowa County. Aneroid Lake.
25548		USED EQUIPMENT AND SCRAP MATERIALS. Sale approved.
		LINN-LANE COUNTIES. Clear Lake-Belknap Springs Road. Designation as secdy. hwy. approved. See EXHIBIT "N".
25549		DOUGLAS COUNTY. Pacific Hwy. Cemetery Road Jct. Request for construction of interchange approved.
		LANE COUNTY. Springfield-Creswell Secdy. Hwy. Willamette Hwy. Jct. south. Oiling project to be considered when funds available.
		JACKSON-KLAMATH COUNTIES. Lake of the Woods Road. Improvement discussed. Action deferred pending agreement between counties.
25550		GILLIAM COUNTY. Columbia River Hwy. Watchman's Dip. 24-hour patrol and more conspicuous warning signs approved.
		BAKER COUNTY. Old Oregon Trail. Baker. Routing of hwy. through city discussed. Engineer authorized to make survey.

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25551	Nov. 3	CLATSOP COUNTY. Astoria. Columbia River Bridge questionnaire. Action deferred pending appearance of delegation.
		UNFINISHED BUSINESS MATTERS discussed:
		HOOD RIVER COUNTY. Hood River Valley Scenic Drive. Request for signs deferred pending inspection.
		CLACKAMAS COUNTY. Mt. Hood Hwy. Laurel Hill-Still Creek Section. Engineer's report to be submitted later in day.
25552		UMATILLA COUNTY. Hermiston Secdy. Hwy. Hinkle Interchange. Engineer's report to be presented later in day.
		COOS COUNTY. Coos Head park site. Report previously made.
		JACKSON-KLAMATH COUNTIES. Lake of the Woods Road. Report presented earlier in session.
		BAKER COUNTY. Old Oregon Trail. Baker Wayside Area. Suitable site not yet located.
		MULTNOMAH COUNTY. 82nd Avenue. Killingsworth St.-Airport Extension. Survey being made.
		AASHO COMMITTEE ON DESIGN. Los Angeles. September 26-28, 1955. Regional meeting. Report presented earlier in session.
		GILLIAM COUNTY. Columbia River Hwy. Watchman's Dip. Report presented earlier in session.
		COOS COUNTY. Oregon Coast Hwy. & Coos Bay-Roseburg Hwy. Coquille area. Report presented earlier in session.
		LANE COUNTY. Richardson-Eugene Secdy. Hwy. Walton Section. Report presented earlier in session.
25553		CLACKAMAS COUNTY. Oregon City. Willamette River riparian rights. Report presented earlier in session.
		MULTNOMAH COUNTY. Banfield Expressway. 12th Street. Lloyd property. Donation of property likely. Report to be given.
		LINN-LANE COUNTIES. Clear Lake-Belknap Springs Road. Report presented earlier in session.
		MULTNOMAH COUNTY. Mt. Hood Hwy. SE 136th Avenue & 122nd Avenue. Installation of traffic signals approved.
		BUDGET - 1956. Discussed budget. Action deferred.
25554		SURVEYS ADOPTED for following hwy. sections: (See EXHIBITS "K-1" through "K-4".)
		Wheeler County. Service Creek-Mitchell Hwy. John Day River-Donnelly Grade Section.
		Harney County. John Day-Burns Hwy. and Central Oregon Hwy. Forest Boundary-Burns Section. South Unit.
		Deschutes County. McKenzie Hwy. Sisters-Deschutes River Section. Deep Canyon-Deschutes River Unit.
		Clackamas County. Mt. Hood Hwy. Laurel Hill-Still Creek Section.
		Umatilla County. Hermiston Secdy. Hwy. Hinkle Underpass-Umatilla River Section.
		Baker County. Baker-Homestead Hwy. Black Bridge-Richland Section.
		Klamath County. Klamath Falls-Malin Hwy. Lost River-Hatfield Jct. Section.

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25554	Nov. 3	Coos County. Coos Bay-Roseburg Hwy. Coquille-Rink Creek Section.
		Douglas County. Pacific Hwy. Deady-Shady Section. Deady-Winchester Unit.
		Lane County. Lane County Road. "Q" Street Route. Ferry Street Bridge-Mohawk Road Section.
		Yamhill County. Hillsboro-Silverton Secdy. Hwy. Chehalem Mt.-Newberg Section.
		SURVEY DISCUSSED. "Q" Street Route relocation.
25555		BAKER COUNTY. Old Oregon Trail. Pleasant Valley-Oxman Overcrossing. Engineer authorized to conduct survey.
		ASHLAND. CORNELIUS. MERRILL. NYSSA. Submission of notices to 4 cities re proposed revisions of hwy. routes approved.
		MORROW-WHEELER COUNTIES. Heppner-Spray Secdy. Hwy. Judge Barratt's letter re improvements. Engineer's reply approved.
		JEFFERSON COUNTY. Santiam Hwy. Suttle Lake Resort. Request for snow removal from hwy. to resort approved.
		LINCOLN COUNTY. Oregon Coast Hwy. (old). Otter Crest. Request for removal of barricades denied.
25556		INCREASE IN PROJECT AUTHORIZATIONS approved for:
		Klamath County. The Dalles-California Hwy. Willamette Jct. Beaver Marsh Section. Contract #4200.
		Columbia County. Columbia River Hwy. Clatskanie-Delena Section. Contract #4172.
		Multnomah County. Portland-Salem Expressway. Barbur Blvd.-White School Section. Contract #4032.
		Multnomah County. Banfield Expressway. 42nd Ave.-92nd Ave. Section. Contract #4211.
		CONTRACTS. Award of contracts publicly announced.
25558		LANE COUNTY. Willamette Hwy. Oakridge west. Agreement with US BPR to take over forest road project approved.
		LANE COUNTY. Richardson-Eugene Secdy. Hwy. Noti. Request for footpath construction denied.
25559		SHERMAN-GILLIAM COUNTIES. Columbia River Hwy. Rufus-Arlington Section. Reconnaissance survey authorized.
		DOUGLAS COUNTY. Elkton-Sutherlin Secdy. Hwy. Sutherlin. Central Avenue. Agreement with SP RR re grade-crossing signals approved.
		FEDERAL-AID COUNTY ROAD SYSTEM. Crook-Morrow-Umatilla Counties. Counties' requested revisions approved.
		FEDERAL-AID COUNTY SECONDARY FUNDS - 1956-57. Engineer's tabulation and status report of projects approved.
25561		CLACKAMAS COUNTY. Clackamas Secdy. Hwy. Milwaukie. 21st St.-City Limits Section. Request for hwy. widening to 40 feet approved.
25562		LINCOLN COUNTY. Oregon Coast Hwy. Otter Crest Summit. Request for lookout or scenic point approved.
		CLACKAMAS COUNTY. Pacific Hwy. East (14th St.). Oregon City. Request for revision of traffic route through city denied.
		EXTENSIONS OF TIME to complete contracts granted.

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25567	Nov. 3	CONTRACT EXTENSIONS OF TIME. Failure to complete contracts on time discussed. Revision of policy considered.
		CONTRACTS completed and accepted. See EXHIBIT "C".
		STATE TAX STREET FUNDS. Plans approved. See EXHIBIT "D".
25568		LANE COUNTY. McKenzie Hwy. Request for improvement of hwy. sections due to Cougar Dam construction denied.
		TILLAMOOK COUNTY. Netarts Secdy. Hwy. Stillwell Drainage District. Request for flood control and raising of hwy. approved.
		SPEED ZONES as follows:
		Curry County. Oregon Coast Hwy. Langlois south. Approved. See EXHIBIT "I-1".
25569		Jackson County. Crater Lake Hwy. Shady Cove. Approved. See EXHIBIT "I-2". Request for no-passing zone denied.
		Jefferson County. Warm Springs Hwy. Madras north. Speed zone denied. Warning signs approved.
		Polk County. Dallas-Rickreall Secdy. Hwy. Dallas east. Approved. See EXHIBIT "I-3".
		Coos County. Oregon Coast Hwy. Coquille-Cedar Point Road Section. Approved. See EXHIBIT "I-4".
25570		Polk County. Salem-Dayton Secdy. Hwy. Spring Valley Road-Orchard Heights Road Section. Approved. See EXHIBIT "I-5".
		NO PARKING ON HWY. SHOULDERS AND NO U-TURNS established as follows:
		Multnomah County. Banfield Expressway. Portland. See EXHIBITS "L-1" - "L-2".
		Multnomah-Washington-Clackamas-Marion Counties. Portland-Salem Expressway. See EXHIBITS "L-3" - "L-4".
25571		TRAVEL - OUT OF STATE authorized for following:
		R. H. Baldock and G. S. Paxson to Washington, D.C., January 16-20, 1956, for Hwy. Research Board meeting.
		J. Al Head to attend same meeting.
		Robert C. Blensly to Los Angeles, January 25-27, 1956, for State Hwy. Conference.
		ABANDONMENT AGREEMENTS authorized for the following:
		Lane County. Springfield-Creswell Secdy. Hwy. Jasper-Pleasant Hill Section. See EXHIBIT "E-1".
		Clackamas County. Mt. Hood Hwy. Zigzag-Rhododendron Section. See EXHIBIT "E-2".
		Umatilla County. Old Oregon Trail Hwy. Emigrant Hill Section. See EXHIBIT "E-3".
		Lincoln County. Corvallis-Newport Hwy. Newport-Toledo Section. See EXHIBIT "E-4".
		Lane County. Territorial Secdy. Hwy. Crow-Gillespie Corner Section. See EXHIBIT "E-5".
		Umatilla County. Weston-Elgin Secdy. Hwy. Weston-Weston Mt. Section. See EXHIBIT "E-6".
		Wasco-Jefferson Counties. The Dalles-California Hwy. Sherman Jct.-Willowdale Section. See EXHIBIT "E-7".

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25572	Nov. 3	DOUGLAS COUNTY. Pacific Hwy. Drain north. Settlement of damage claim to George T. Smith's car for $57 approved.
		WALLOWA COUNTY. Wallowa County Road. Weast Corner-Wallowa Section. Agreement with OWRR&N Co.,and UP RR Co., re road crossing approved.
		SHERMAN COUNTY. Sherars Bridge Secdy. Hwy. Agreement with Game Commission re construction of approach road to hwy. approved.
		CURRY COUNTY. Oregon Coast Hwy. Pistol River. Erection of text board approved.
25573		WALLOWA COUNTY. Wallowa Lake. Erection of two text boards approved.
		COLUMBIA COUNTY. Columbia River Hwy. Deer Island. Erection of text board approved.
25574		MALHEUR COUNTY. Central Oregon Hwy. Vale east. Text board erection marking crossing of Old Oregon Trail on Malheur River approved.
		FEDERAL ROAD BILL. Meeting to be arranged with Oregon Congressional delegation during November 21-22 or 23, 1955.
		FIDELITY BOND renewal. Clifford H. Maison. Renewal confirmed.
		JACKSON COUNTY. Crater Lake Hwy. Derby Road. MP 30.73 to MP 30.78. No parking zone established. See EXHIBIT "L-5".
25575		WASHINGTON COUNTY. Beaverton-Aurora Secdy. Hwy. Name changed to Beaverton-Tualatin Secdy. Hwy. #141 approved. See EXHIBIT "F".
		WASHINGTON COUNTY. Beaverton-Tualatin Secdy. Hwy. #141. Beaverton. Change in route adopted. See EXHIBIT "G".
		CHANGES IN US ROUTE NUMBERS approved as follows: 1. Rerouting US 30 over part of Banfield Hwy.,Columbia River Hwy.,and Old Oregon Trail. 2. Changes to Glenwood-North Plains Section of Wilson River Hwy.
25576		CLACKAMAS COUNTY. Mt. Hood Hwy. E.Henry Wemme Forest Corridor. Name of section adopted. See EXHIBIT "M".
		SECRETARY'S REPORT OF PAPERS SIGNED for September 19 to November 1, 1955, approved.
25577		COMMISSION MEETING set for December 19-20, 1955, regular, and January 26-27, 1956, tentative.
		YAMHILL COUNTY. Three Mile Lane Secdy. Hwy. McMinnville-Airport Jct. Section. Designation as throughway. See EXHIBIT "H".
		JACKSON COUNTY. Pacific Hwy. Medford. Agreement with SP Company re underground power line crossing for signals approved.
		DELEGATION PROBLEMS discussed. No action taken.
		TRAVEL INFORMATION DEPARTMENT. Discussion and approval of $5,000 in 1956 Budget for printing and dispensing park folders within State.

Page	Date 1955	Subject
25577	Nov. 3	CURRY COUNTY. Oregon Coast Hwy. Counsel gave progress report re acquisition of r/w.
		Coos County. Oregon Coast Hwy. Coos Bay-Bandon Section. Aerial survey completed.
25578		TRAVEL INFORMATION DEPARTMENT. Advisory Committee. Budget - 1956. Mr. Tugman comments on budget and park literature.
		COMMISSION MEETING ADJOURNED at 5:00 p.m.
	Nov. 4	BIDS received on construction projects.
25582		CLATSOP COUNTY. Astoria. Columbia River Bridge project. Delegation present. Problems pertaining to bridge project discussed.
25584		DOUGLAS COUNTY. Pacific Hwy. Green Valley Road Jct.-Oakland Road.
25585		Request for connecting road from Oakland approved.
		TRAVEL INFORMATION DEPARTMENT. Budget for 1956 discussed and approved. Item for park folders approved.
25586		CLACKAMAS COUNTY. Oregon City. Willamette River. Sale of riparian
25587		rights to Crown Zellerbach approved.
		COMMISSION MEETING RECESSED at 11:40 a.m. to reconvene at 2:00 p.m.
		JACKSON-KLAMATH COUNTIES. Lake of the Woods Road. Improvement discussed. Action deferred pending agreement between counties.
25588		
		BAKER COUNTY. Old Oregon Trail. Baker. Discussion of alternate
25589		routes. Survey to be made.
		HARNEY COUNTY. Frenchglen Secdy. Hwy. Frenchglen-Nevada State Line Extension. Reconnaissance survey authorized.
25590		REMOTE-CONTROLED RADIO STATIONS. Service agreements approved re Grizzly Peak and Wasco Butte installation.
		WASCO COUNTY. Columbia River Hwy. The Dalles. Winks Auction Yard. Engineer authorized to renew negotiation for portion of Yard.
		MULTNOMAH COUNTY. Banfield Expressway. SP&S RR property. Acquisition of r/w discussed. Condemnation authorized if necessary.
		MARION COUNTY. Portland-Salem Expressway. Brooks Overcrossing. Sale of excess property authorized. See EXHIBIT "B-7".
		WASHINGTON COUNTY. Pacific Hwy. West. Tualatin River-Middleton Section. Property settlement with Mrs. Stein for $655 approved.
		CONTRACTS. Award of contracts publicly announced.
25592		BUDGET - 1956. Budget adopted as presented.
		POLK COUNTY. Willamina-Salem Hwy. Rickreall-Dolph Corner Section. Counsel reports on Joe Harland case. Contract to be awarded.
25593		WALLOWA COUNTY. Wallowa Lake Hwy. Lostine By-pass Route. Project to be included in next construction program.
		MULTNOMAH COUNTY. Columbia River Bridge (proposed). Portland-Vancouver. Project delayed.
25594		MALAD TEST ROAD PROJECT in Idaho. Engineer reports findings of the test.
		SHERMAN COUNTY. Biggs. Proposed Columbia River Bridge. Engineer to meet with Washington authorities re bridge problems.
		CLATSOP COUNTY. Astoria. Columbia River Bridge project. Eleven questions considered and answers approved.
25596		AGREEMENTS and other papers signed.
25599		COMMISSION MEETING ADJOURNED at 4:15 p.m.

Page	Date 1955	Subject
25600	Nov.	EXHIBIT "A". Real property acquisition.
25665	3-4	EXHIBITS "B-1" through "B-7". Sale of excess property.
25676		EXHIBIT "C". Contracts completed and accepted.
25681		EXHIBIT "D". State Tax Street Funds.
25682		EXHIBITS "E-1" through "E-7". Abandonment agreements.
25698		EXHIBIT "F". Hwy. name change. Washington County. Changed to Beaverton-Tualatin Secdy. Hwy. #141.
25700		EXHIBIT "G". Change in route. Washington County. Beaverton-Tualatin Secdy. Hwy. #141.
25701		EXHIBIT "H". Throughway designation. Yamhill County. Three Mile Lane Secdy. Hwy. McMinnville-Airport Jct. Section.
25703		EXHIBITS "I-1" through "I-5". Speed zones established.
25713		EXHIBIT "J-1". Name approved for park. Klamath County. Jackson F. Kimball State Park.
25715		EXHIBIT "J-2". Swimming area approved. Clatsop County. Fort Stevens State Park. Coffenbury Lake.
25717		EXHIBIT "J-3". Name of park confirmed. Clatsop County. Fort Stevens State Park.
25718		EXHIBIT "J-4". Name of park approved. Multnomah County. Lewis and Clark State Park.
25721		EXHIBITS "K-1" through "K-4". Surveys adopted.
25731		EXHIBITS "L-1" through "L-5". No parking zones established and no U-turns approved.
25739		EXHIBIT "M". Name of section approved. Clackamas County. Mt. Hood Hwy. E. Henry Wemme Forest Corridor.
25740		EXHIBIT "N". Designation as secdy. hwy. Linn-Lane Counties. Clear Lake-Belknap Springs Road.
25741		EXHIBITS "O-1" through "O-12". Condemnations.

Portland, Oregon
September 22, 1955

The Oregon State Highway Commission met in regular session at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

Chas. H. Reynolds, Acting Chairman
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, Deputy State Highway Engineer
W. W. Stiffler, Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

Chairman Chandler was excused from attending this meeting.

Bids as follows for Employees' Public Liability Insurance and highway construction were opened and read aloud by the Secretary, who then announced that the Commission would award contracts at 3:30 p.m. in the same room:

LIABILITY INSURANCE FOR STATE HIGHWAY DEPARTMENT OFFICERS, AGENTS AND EMPLOYEES

	Alternate "A"	Alternate "B"
Martin Knutsen & Son, Astoria	$3,395.00	$ 8,487.50
Pacific Indemnity Co., Portland	3,498.60	9,446.22
Dooly & Co., Portland	3,618.77	9,044.00
Huggins Insurance Co., Salem	9,353.60	25,281.00

CROOK COUNTY
MAIN STREET BRIDGE OVER OCHOCO CREEK IN PRINEVILLE

Concrete Structures, Portland	$ 23,060.00
C. P. Patterson, Redmond	25,300.00
R. H. Jones, Hillsboro	27,180.00
Schrader Construction Co., Portland	27,630.00

DESCHUTES COUNTY
TUMALO STATE PARK LATRINE

Mann Construction Co., Redmond	$ 3,985.00
Enoch I. Maerz, Salem	4,100.00
C. P. Patterson, Redmond	4,201.39
C. M. Espedal, Portland	8,407.50
Schrader Construction Co., Portland	9,740.00

25327

DOUGLAS COUNTY
THREE STRUCTURES ON SHADY -CANYONVILLE SECTION OF PACIFIC HIGHWAY

Glenn Snook, Eugene	$134,402.50
Tom Lillebo, Reedsport	134,620.00
Hamilton & Thoms, Eugene	142,477.50
Lee Hoffman, Beaverton	149,061.00

DOUGLAS COUNTY
DIVIDE-RICE HILL FENCING PROJECT ON THE PACIFIC HIGHWAY

Robinson & Robinson, Moses Lake, Washington	$ 26,340.00
Oliver W. Spitznagle & Roy E. Anderson, Yacolt, Washington	27,581.70
A. C. Bubak, Woodburn	30,502.00
Walter W. Sprague Co., Lynnwood, Washington	33,864.50
Allum Bros., Eugene	34,364.90

DOUGLAS COUNTY
SOUTH UMPQUA RIVER-MYRTLE CREEK GUARDRAIL PROJECT ON THE PACIFIC HIGHWAY

T. W. Thomas, Portland	$ 53,510.00
Fred Stubbert, Springfield	53,534.00
R & W Construction Co., Auburn, Washington	58,750.00
George E. Berry, Beaverton	65,420.00

LANE COUNTY
DIVIDE OVERCROSSING ON THE PACIFIC HIGHWAY

Hamilton & Thoms, Eugene	$ 90,980.00
Glenn Snook, Eugene	91,338.00
Tom Lillebo, Reedsport	95,755.00
W. H. Shields Construction Co., Eugene	95,813.50
Lee Hoffman, Beaverton	109,230.00

LINCOLN COUNTY
NEWPORT MAINTENANCE BUILDING

Lloyd G. Sperling, Tillamook	$ 14,211.00
Robert C. Wilson, Corvallis	14,301.00
Donald W. Thompson, North Bend	14,750.00
John Helstrom, Astoria	16,530.00
T. W. Thomas, Portland	21,400.00

September 22, 1955

MALHEUR COUNTY
GRADING AND PAVING, ETC. BURRELL-VALE SECTION OF THE CENTRAL OREGON HIGHWAY

T. W. Thomas, Portland	$200,792.50
Central Paving Co., Independence	202,654.50
J. C. Compton Co., McMinnville	205,178.00
C. E. Leseberg, Nyssa	207,051.00
Babler & Rogers, Portland	214,732.00
Warren Northwest, Inc., Portland	222,480.50
Parker-Schram Co., Portland	227,086.20
Morrison-Knudsen Co., Inc., Boise, Idaho	256,368.00

MALHEUR COUNTY
GRADING AND PAVING OLDS FERRY-ONTARIO SECTION OF THE OLD OREGON TRAIL HIGHWAY

Rogers Construction Co., Portland	$1,120,067.50
The Central Heating Co., Ore. Ltd., Eugene	1,377,240.00
Newport Construction Co., Portland	1,391,314.20
E. C. Hall Co. & J. C. Compton Co., Portland	1,418,072.00
Parker-Schram Co., Portland	1,448,476.00
Frank E. Baulne, Inc., & McAtee & Heathe, Inc., Yardley, Washington	1,500,812.00
J. N. Conley, Portland	1,548,753.00
Roy L. Houck & Sons, Salem	1,597,903.00
Gibbons & Reed Co., Portland	1,671,888.50
J. Ira McNutt Construction Co., Springfield	1,880,786.00
Morrison & Knudsen Co., Inc., Boise, Idaho	2,203,284.00

MARION COUNTY
PAVING FAIRFIELD JUNCTION-HOPMERE SECTION OF THE NORTH RIVER COUNTY ROAD

Porter W. Yett, Portland	$ 75,315.50
Parker-Schram Co., Portland	75,900.00
Central Paving Co., Independence	77,322.00
Warren Northwest, Inc., Portland	83,997.00

MULTNOMAH COUNTY
GRADING AND PAVING WASHINGTON COUNTY LINE-HILLSDALE SECTION OF BEAVERTON-HILLSDALE HIGHWAY

Porter W. Yett, Portland	$304,741.50
K. F. Jacobsen Co., Inc., Portland	331,398.00
Logan-Taylor & Co., Portland	331,577.50

September 22, 1955

POLK COUNTY
GRADING DOLPH CORNER-RICKREALL SECTION OF THE WILLAMINA-SALEM HIGHWAY

Babler Bros., Inc., Portland	$ 99,163.00
Roy L. Houck & Sons, Salem	102,946.50
Rogers Construction, Inc., Portland	109,547.00
Durbin Bros., Eugene	114,052.00
Elte Construction Co., Boring	117,421.00
Vernie Jarl, Gresham	117,669.00
John Havlik, Jr., Scappoose	118,438.50
Harbert Bros., Estacada	120,485.50
C. R. O'Neil, Creswell	123,586.50
Allum Bros., Eugene	124,685.50
Earl L. McNutt Co., Eugene	124,823.00
J. G. Watts Construction Co., Salem	125,417.00
Shirley G. Stone Co., Oswego	125,491.50
R. A. Heintz Construction Co., Portland	125,796.00
J. M. Arenz, Portland	127,779.00
Fred H. Slate Co., Ore. Ltd., Portland	131,059.00
Somers & Stacy, Klamath Falls	138,706.00
J. Ira McNutt Construction Co., Springfield	173,724.00

UMATILLA COUNTY
WEST UNIT, WESTON-WESTON MOUNTAIN GUARDRAIL PROJECT ON WESTON-ELGIN HIGHWAY

Vern Hoaglin, Beaverton	$ 13,381.00
George E. Berry, Beaverton	14,606.00
Carl Anderson, Walla Walla, Washington	14,812.00

UMATILLA AND UNION COUNTIES
GRADING MEACHAM-GLOVER SECTION OF OLD OREGON TRAIL HIGHWAY

Rogers Construction, Inc., Portland	$ 903,281.00
Gibbons & Reed Co., Portland	905,875.00
D & H Construction Co. & M. H. Hasler Constr. Co., Sacramento, Calif.	968,881.00
R. A. Heintz Construction Co. & J. W. Briggs, Portland	1,054,469.00
Earl L. McNutt Co., Eugene	1,060,736.00
Fred H. Slate Co. & E. C. Hall Co., Portland	1,093,373.50
Parker-Schram Co., Portland	1,102,583.00
Roy L. Houck and Sons, Salem	1,188,839.20
Max J. Kuney, Spokane, Washington	1,214,427.50
Natt McDougall Co., Portland	1,226,974.50
Kuckenberg Construction Co., Portland	1,250,687.10
Carl M. Halvorson, Inc., Portland	1,253,507.00
Peter Kiewit Sons' Co., Longview, Washington	1,305,363.50
Morrison-Knudsen Co., Inc., Boise, Idaho	1,311,295.00
J. Ira McNutt Construction Co., Springfield	1,593,040.50

September 22, 1955

The Commission approved the minutes of June 30 and July 1, 1955 and the minutes of the public hearings that were held in Sheridan, Rickreall and Dayton on May 24, 1955.

The State Parks Superintendent, Mr. C. H. Armstrong, reported on the following park matters:

1. Amendment to a special use permit granted by the U. S. Forest Service at Detroit Lake State Park to allow a concessionaire joint use of water from the State's supply near Tumble Creek: The Parks Superintendent reported that the U. S. Forest Service wishes to establish a concession, preferably at Tumble Creek, and it is their desire that the concessionaire be allowed to connect his water line to the existing system, if and when the concession is established. He explained that the source of supply is Tumble Creek and that there is ample water for the State's needs as well as for those of the concessionaire; also, that the amendment to the perm. will allow the concessionaire to connect his water line to the existing one with a provision that he share equally in the cost of maintaining the water system. The Commission approved the amendment to the permit upon his favorable recommendation.

2. Proposed acquisition of a park area on Coos Head, one-half mile west of the town of Charleston in Coos County: The Parks Superintendent stated that the area consists of about 65 acres presently under the jurisdiction of the cities of Coos Bay and North Bend which have offered the property to the State for park purposes. He pointed out that the State has three other park areas in this vicinity, particularly at Sunset Bay, Shore Acres, and Cape Arago, all being somewhat similar except that the proposed area overlooks the entrance to the bay where the boats come in. He requested authority to study the proposed site. Commissioner McIver questioned if the site should be given favorable consideration inasmuch as it lies very close to a town, it being the established policy of the Commission not to develop parks within or closely adjacent to towns or cities. The Parks Superintendent replied that he cannot answer the question without study of the area. The Commission thereupon authorized him to make such study.

3. Proposed gift from Mrs. Winifred K. Morton of a 24-acre tract of land along the McKenzie River in Lane County: Mrs. Morton, the Parks Superintendent stated, wishes to donate this land to the State as a memorial to her late husband. He explained that the area consists of three tracts, two of which lie between the highway and the river, and the other being situate north and west side of the highway in Lot 1 in Section 6, Township 17 South, Range 4 East, about 40 miles east of Springfield. The area, he stated, is very beautiful and will be a delightful place for fishermen and people who stop along the highway to enjoy the scenic aspects of the river. Mrs. Morton wishes to donate the property during three different years, to be covered by three different deeds. He recommended that the property be accepted as of-

fered. The Commission accepted the property and thereupon adopted the attached resolution relative thereto marked EXHIBIT "I-1", which resolution by this reference is made a part hereof with like effect as though copied in full herein. The Commission ordered a copy of the resolution sent to Mrs. Morton.

4. Proposed gift from Mrs. Edith M. Bowman of four lots in Pacific View Addition, south of the town of Newport: The Parks Superintendent stated that this land, which consists of Lots 3, 4, 5, and 6, in Block 26, Pacific View Addition, will make a very desirable addition to the park area south of Newport that the State has already acquired. He recommended acceptance of Mrs. Bowman's offer. The Commission accepted the lots by adoption of the attached resolution relative thereto marked EXHIBIT "I-2", which resolution by this reference is made a part hereof with like effect as though copied in full herein. The Commission ordered a copy of the resolution sent to Mrs. Bowman.

5. Status report on Columbia Gorge properties: The Parks Superintendent presented a written report, dated September 15, 1955, based on accomplishments of the Right of Way Department, concerning progress that has been made in acquiring properties in the Columbia Gorge, as proposed by the Columbia Gorge Commission. He explained that the E. J. Williamson property, immediately west of Crown Point, can be purchased at a price of $12,700. Part of this area, he stated, may be needed in connection with the Rooster Rock development as a large spring is located on the land. The Bridal Veil Lumber Company, he said, has offered a small area as a gift at Bridal Veil Falls. Proposals made to B. B. Bennets for property south of Latourell Falls have been rejected as well as proposals to purchase the F. Luscher property. The J. G. Dobing property, Section 31, Township 1 North, Range 5 East, can be purchased for approximately $3,000 and an option will be presented at the next meeting. Appraisals of parcels as suggested by the Gorge Commission are being carried on as rapidly as possible, and he expressed the hope that further recommendations can be made for purchase of additional properties at the November meeting, although negotiations for exchanges of land through the Bureau of Land Management have been slow. The Commission accepted the Parks Superintendent's report and approved the purchase of the Dobing land at $3,000, with the understanding that the option will be presented at the next meeting.

(For further details concerning these properties, see Columbia Gorge Progress Report, dated September 15, 1955, in the general files).

6. Report by the Parks Superintendent concerning inspection of Washington State Parks by members of the State Parks Advisory Committee: Several Washington State Parks, he stated, were visited on August 27 and 28, 1955, by Messrs. Wm. Tugman, J. W. Forrester, Jr., and Ralph Cronise, all members of the State Parks Advisory Committee. Many things of interest were found in these parks and it was also noted that there is a considerable difference in the Oregon and Washington

methods of administration, management, and in the appearance of the park areas. He expressed his feeling that the Oregon State Parks compare very favorably with those in the State of Washington and he gave as his understanding that the Advisory Committee will submit a report on the subject in the near future. The Commission accepted the report.

7. Proposed trip by members of the Park Advisory Committee and Commissioner McIver to investigate California State Parks: The Parks Superintendent stated that the Park Advisory Committee contemplates a trip to California for the purpose of studying park development in that State, and that it is planned that the group which will consist of Mr. Wm. Tugman, Mr. Arden Pangborn, Mr. Ralph Cronise, Mr. J. W. Forrester, Jr., and Mr. Frank Jenkins, will make the trip on October 8 and 9. It is proposed, he said, to visit park areas in the vicinity of Crescent City and Eureka. He requested authority for himself and Mr. L. V. Koons, Assistant Parks Superintendent, to accompany the committee on this trip, and he estimated the total expense involved at $400. The Commission approved the trip.

The Right of Way Engineer presented for consideration options secured for acquisition of real property needed for state highway right of way and for other purposes. After careful consideration, the Commission unanimously approved closing the options at the prices mentioned therein by adopting the attached resolution relative thereto marked EXHIBIT "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

In discussing the options the Right of Way Engineer also brought up the matter of making an advance deposit to the Bonneville Power Administration in the amount of $31,300, to cover the cost of rearranging a Bonneville transmission line necessitated by construction of the Meacham-Glover Section of the Old Oregon Trail in Umatilla County. The Engineer pointed out that bids for this project were received earlier in the day and that it is a requirement of the Bonneville Power Administration that a deposit be made prior to moving of the power facilities. It was his thought that steel towers would probably be the best type of reinstallation, and he recommended approval of the advance deposit as required. The Commission accepted the recommendation.

The Commission considered and upon favorable recommendation by the Right of Way Engineer, confirmed sales of miscellaneous items by the Property Manager since the last meeting, as reported.

(For details of the items sold, see Miscellaneous Sales Report dated September 22 and 23, 1955, in the Commission's Files in Salem.)

The Commission gave attention to a form of lease presented by the Right of Way Engineer granting to Mr. and Mrs. Otto Russell the right to use a parcel of excess state property consisting of 6,075 square feet on the North Santiam Highway in Detroit, Marion County. The lease, he stated, is for five years and the property is to be used as a parking area without access to the highway; also, that the lessees are to pay the sum of $121.50 annually for such use. Upon his favorable recommendation the Commission approved the lease.

A request from the Willamette National Lumber Company for an additional six-months' time in which to remove machinery and other personal property from land recently acquired by the State in Corvallis was considered. The Right of Way Engineer explained that the original transaction provided that the State would assume title to the machinery and the other property if not removed by January 1, 1956. As it would be of no advantage to the State to acquire the material, he recommended that the Company be granted six-months' time, beginning January 1, 1956, to remove it from the premises, provided the area is not needed for highway purposes before then. The Commission approved the extended time as recommended.

Authority was requested by the Right of Way Engineer to offer at public sale the following parcels of excess property that no longer are needed for highway purposes:

a. Springfield Section, McKenzie Highway, Clear Fir Products Co., File 16277, 5000 square feet, minimum price, --$950.

b. Goshen-Divide Section near Saginaw Interchange, Pacific Highway, Luton, File 21217, 11.44 acres, minimum price, $5000. (See EXHIBIT "B-1".)

c. Unit 5, Banfield Expressway, Burns, File 19209, 14.4 acres, minimum price, --$21,600. (See EXHIBIT "B-2".)

d. Vale-Cairo Section in the City of Vale, Central Oregon Highway, Aldred, File 21118, 5800 square feet, minimum price, --$1,500. (See EXHIBIT "B-3".)

e. Beaverton-Forest Grove Section, Tualatin Valley Highway, Pizer, File No. 22852, 18,000 square feet, minimum price, --$800

f. Beaverton-Forest Grove Section, Tualatin Valley Highway, Hays, File No. 22841, 20,000 square feet, minimum price--$2,000. (See EXHIBIT "B-4".)

g. Willamette River-Hayesville Section, Portland-Salem Expressway, Bilyou, File No. 20905, 10.9 acres, minimum price--$5,500, without access to the Expressway. (See EXHIBIT "B-5.")

h. Block 62 on the Port Orford Section, Oregon Coast Highway, Gillings, File No. 10653, 28,000 square feet, minimum price--$1,000. (See EXHIBIT "B-6".)

i. Canyonville Section, Tiller-Trail Highway, DuBell, file 19516, 7 acres, minimum price, --$1,500. (See EXHIBIT "B-7".)

The Commission authorized the sales as requested and thereupon adopted the attached resolutions relative thereto marked EXHIBITS "B-1" through "B-7", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Commission also authorized sale of the following additional parcels which no longer are needed for highway purposes:

a. Mehama-Mill City Section, North Santiam Highway, Geil property, file 16471, sold to Marion County School District No. 77, 0.66 acre for $188, with complete restriction of access to the highway.

b. Roseburg Section, Pacific Highway, Files 17853-17854, 3400 square feet, sold to W. E. Wilshire for $300, without access to the new highway.

c. Canyonville Section Tiller-Trail Highway, DuBell, File 19516, 7 acres, sold to George V. Blomgren for $3000.

The Right of Way Engineer brought up for discussion a request from the City of Eugene to purchase certain properties owned by the State Highway Department in the western part of the City, particularly described as Lots 6 to 17 inclusive of Block 3, West Moreland Addition to Eugene. He said that the City wants the Commission to set a price on all of the Lots, and a price on Lots 12 to 17 inclusive only, in case the price asked by the Commission for the entire tract is more than the City can pay. He explained that the City wants to use the property as a site for a combined "fire and training station, fire tower, pump pit and other training stations that might be needed". He also said that the property has been appraised and according to the appraiser, the State should receive a minimum of $20,000 for the entire area, and not less than $6,000 for Lots 12 to 17 inclusive. From the discussion that followed, it appeared that Lots 12 to 17 inclusive are sufficient to meet the City's requirements Accordingly, the Commission authorized the sale of these particular lots to the City for the sum of $6,000, on condition that the deed of conveyance shall include provision to the effect that the land must be used for public purposes only. The Right of Way Engineer was authorized, in case the City elects to purchase the property on such basis, to advertise the remaining property (Lots 6 to 11 inclusive) for public sale at a minimum consideration of $14,000.

The Right of Way Engineer presented for the Commission's consideration a number of changes in existing points of access to several State highways. He explained that none of these changes grant any additional access but provide merely a change in location of heretofore approved points of access. He recommended that the Commission approve changes in location on the following properties:

a. John R. and Millicent May Pereira property, File No. 20094, on the Dayville-Mt. Vernon Section of the John Day Highway in Grant County.

b. Tom and Billie Morris property, File No. 20099, on the Dayville-John Day Section of the John Day Highway in Grant County.

c. W. M. and Gertrude Green Bennett and Zella Green Lee property, File No. 20062, on the Dayville-Mt. Vernon Section of the John Day Highway in Grant County.

d. Clara J. Boyer and Donald E. and Estelle C. Boyer property, File No. 20103, on the Dayville-Mt. Vernon Section of the John Day Highway in Grant County.

e. Robert L. and Ruth Lorene Carter property, File No. 19990, on the East Unit, Dayville-Mt. Vernon Section of the John Day Highway in Grant County.

f. Katherine Geisler property, File No. 20002 on the Dayville-Mt. Vernon Section of the John Day Highway in Grant County.

g. Robert and Melvie L. St. Elmo property, File No. 21499, on the Coast Fork Willamette River-Divide Unit, Goshen-Divide Section of the Pacific Highway in Lane County.

h. Howard E. and Hilda J. Olsen, File 13891 & 13894 on the Hayesville School Section of the Pacific Highway East in Marion County.

The Commission approved changes in access as recommended.

The Right of Way Engineer presented a form of "Street Indenture" with Southern Pacific Company whereby Southern Pacific Company allows encroachment on its property near Huber on the Beaverton-Reedville Section of the Tualatin Valley Highway in Washington County. He stated that the indenture is the usual form required for encroachments on railroad property and he recommended that it be approved. The Commission approved the indenture form as presented.

Consideration was given to a proposed agreement with Howard Hinsdale and Ralph Foster which would provide for a complete release of

any obligation to extend four culverts and install tide gates at Engineer's Stations 237+75, 277+35, 286+68 and 293+38 on the Hinsdale-Luder Creek Section of the Umpqua Highway in Douglas County. The Right of Way Engineer pointed out that it is the Commission's obligation to maintain these culverts under an agreement with the County, and that to extend them will cost approximately $5,500. Mr. Hinsdale, he said, has offered to construct a ditch to take care of the situation for the sum of $4,000 and he has agreed to accept such amount in lieu of requiring the State to extend the culverts. He recommended acceptance of the offer, provided Messrs. Hinsdale and Foster will execute a complete release of any obligation that the State may have to extend the four culverts and to install tide gates. The Commission approved the arrangement and ordered the matter covered by appropriate agreement.

Authority was requested by the Right of Way Engineer to compensate the U. S. Department of Forestry for the value of timber which will have to be removed from right of way needed for construction of the Meacham-Hilgard Section of the Old Oregon Trail in Umatilla and Union Counties. He stated that he received a figure of $1,742.25 from the Forestry Department, but he is not sure that it is a lump sum for which they will settle or is merely an estimate based upon a unit price. He requested authority to pay the Department of Forestry for the timber to be removed, based on the amount of timber taken, and a unit price to be set by the Department of Forestry. The Commission approved such settlement.

Payment of $14,093.25 to the U. S. Forest Service to cover the cost of moving their Summit Ranger Station on the Government Camp-Laurel Hill Section of the Mt. Hood Highway in Clackamas County was discussed. The Right of Way Engineer explained that in connection with the proposed reconstruction of this highway section it is necessary to furnish right of way for the Forest Service and it so happens that it will be necessary to move Summit Ranger Station across the road and east approximately one-half mile when the new construction is undertaken. Upon his favorable recommendation, the Commission approved the payment.

Rejection of an option obtained from Delford Lang for property on the Willamette Highway Junction-Diamond Lake Junction Section of The Dalles-California Highway in Klamath County was requested by the Right of Way Engineer. He explained that the option covers acquisition of 2.97 acres of land and the furnishing of a deep well for the sum of $3,500; also, that the highest appraisal for the property is approximately $1,800. He recommended that the option be rejected and that the Chief Counsel be authorized to acquire the property by condemnation if settlement cannot be reached otherwise. The Commission approved the recommendation.

Commissioner McIver brought up for discussion the disposition to be made of some buildings located on the right of way of the Sunset Highway between the Multnomah County Line and North Plains. He mentioned

that the owners of these buildings are making improvements and he inquired if it might not be well to remove the buildings from the right of way before the improvements are too far advanced. The Right of Way Engineer stated that the buildings are owned by a Mr. Stucki and a Mr. Berger. He was instructed to negotiate with the owners for the removal of all buildings on this highway section and to report the results thereof.

Commissioner McIver also brought up for discussion the Engineer's plans for the metropolitan area of Portland as they affect real property on the connection between the Columbia-Clay Street Interchange and Canyon Road. He advised that some of the property owners whose property may be affected by the proposed highway construction have inquired when the State intends to buy their property, and what are the State's plans for this project. The Engineer replied that it is not known when the work will be undertaken as funds to finance it are dependent to a great extent upon additional monies which may or may not be provided by the National Congress. It was his thought that the owners should not be asked to defer their improvements inasmuch as the highway developments are still uncertain and it may be two years or more before the Commission can reach a decision regarding details.

The Chief Counsel requested authority to acquire by condemnation, if necessary, the following properties which are needed as right of way in connection with various highway improvements or for other purposes, and to tender offers for the same, in conformity with instructions given him by the Commission in its resolution dated December 20, 1951:

Washington County Line-Hillsdale Section of the Beaverton-Hillsdale Highway

R-23158- George S. Yost
Right of Way (Multnomah)
0.78 acre

R-23159- Jewish Home for the Aged, an Oregon corporation
Right of Way (Multnomah)
0.15 acre

R-23161- Harrold S. Zander
Right of Way (Multnomah)
0.111 acre

R-23162- Kate Semensa
Right of Way (Multnomah)
0.045 acre

R-23163- Albert Streiff
Right of Way (Multnomah)
0.52 acre

Washington County Line-Hillsdale Section of the Beaverton-Hillsdale Highway (cont)

-23184- Alex McPherson
Right of Way (Multnomah)
0.151 acre

-23186- Earl S. Briggs
Right of Way (Multnomah)
Parcel No. 1: 0.094 acre
Parcel No. 2: 0.114 acre

-23192- Edward J. Flabetich
(Multnomah)
0.046 acre for Right of Way
0.05 acre for Easement for Channel Change

-23196- Clyde H. Collier
(Multnomah)
0.068 acre for Right of Way
0.1 acre for Easement for Channel Change

-23198- Hubert Whaley
(Multnomah)
0.032 acre for Right of Way
0.042 acre for Easement for Channel Change

-23201- Arthur J. Gentemann and Dorothy J. Marcus
(Multnomah)
0.22 acre for Right of Way
0.114 acre for Slope Easement for Channel Change

-23202- George Jensen
Right of Way (Multnomah)
0.05 acre

-23205- Arnold J. Jacobs
Right of Way (Multnomah)
0.261 acre

-23206- Otto Dimbat
Right of Way (Multnomah)
0.179 acre

-23207- City of Portland
(Multnomah)
Parcel No. 1: 0.43 acre for Right of Way
Parcel No. 2: 0.32 acre for Easement for Approach Road
Parcel No. 3: 0.18 acre for Slope Easement
Parcel No. 4: 0.09 acre for Right of Way
Parcel No. 5: 0.08 acre for Right of Way
0.11 acre for Easement for Channel Change

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Washington County Line-Hillsdale Section of the Beaverton-Hillsdale Highway (cont)

R-23165- Albert Suratt
Right of Way (Multnomah)
0.046 acre

R-23168- Lewis A. Hiatt
Right of Way (Multnomah)
0.046 acre

R-23169- Harold C. Van Alstein
Right of Way (Multnomah)
0.069 acre

R-23171- Bertha Rogers
Right of Way (Multnomah)
0.132 acre

R-23173- Eva Zurbuchen
Right of Way (Multnomah)
0.17 acre

R-23174- Glenn E. Park
Right of Way (Multnomah)
0.049 acre

R-23175- Ralph L. Blachly
Right of Way (Multnomah)
0.018 acre

R-23177- Multnomah County
Right of Way (Multnomah)
Parcel No. 1: 0105 acre
Parcel No. 2: 0.034 acre

R-23178- Ernest Marion Bertz
Right of Way (Multnomah)
0.094 acre

R-23179- John D. Link
Slope Easement (Multnomah)
0.02 acre

R-23181- Cecil A. Holcomb
(Multnomah)
0.115 acre for Right of Way
.03 acre for Easement for Channel Change

R-23182- R. R. Condit
(Multnomah)
Parcel No. 1: 0.17 acre for Right of Way
Parcel No. 2: 0.27 acre for Easement for Channel Change

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Washington County Line-Hillsdale Section of the Beaverton-Hillsdale Highway (cont)

R-23268- Leonard Olson
Right of Way (Multnomah)
0.164 acre

R-23629- John Katze
Right of Way (Multnomah)
0.163 acre

R-23632- Walter Stanley Elsy
Right of Way (Multnomah)
0.105 acre

R-23636- Joseph F. Shelley
Slope Easement (Multnomah)
0.051 acre

R-23638- Charles W. Altig, Sr.
Right of Way (Multnomah)
0.069 acre

R-23639- William Earl Frye
Right of Way (Multnomah)
0.137 acre

R-23640- Robert J. Kauffman
Slope Easement (Multnomah)
0.006 acre

R-23641- Fronia Moody
Slope Easement (Multnomah)
0.034 acre

R-23642- Milton C. Lockwood
Slope Easement (Multnomah)
0.011 acre

R-23646- William B. Anderson
Slope Easement (Multnomah)
0.008 acre

R-23648- Vene M. Gallinati
Slope Easement (Multnomah)
0.015 acre

R-23654- Maxwell N. Sturgis
Slope Easement (Multnomah)
0.014 acre

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Washington County Line-Hillsdale Section of the Beaverton-Hillsdale Highway (cont)

R-23657- Arnold J. Jacobs
Right of Way (Multnomah)
0.023 acre

R-23659- William H. Rogers
Right of Way (Multnomah)
0.08 acre

Dolph Corner-Rickreall Section of the Willamina-Salem Highway

R-18156- David D. Peters
Right of Way (Polk)
4.17 acres

R-18157- Tina Linda Peters
Right of Way (Polk)
2.1 acres

R-18159- Isaac Reimer
Right of Way (Polk)
4.82 acres

R-18160- Laura M. Peters
Right of Way (Polk)
7.3 acres

R-18162- Stella M. Haslebacher
Right of Way (Polk)
5.15 acres

R-18164- Howard B. Fleming
Right of Way (Polk)
4.06 acres

R-18165- Albert R. Cadle
Right of Way (Polk)
3.2 acres

R-18166- Elsie M. Monson
Right of Way (Polk)
3.02 acres

R-18167- Anna Ryan
Right of Way (Polk)
Parcel No. 1: 2.41 acres
Parcel No. 2: 0.76 acre

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Dolph Corner-Rickreall Section of the Willamina-Salem Highway (cont)

R-18168- The Estate of S. T. Burch, deceased
Right of Way (Polk)
Parcel No. 1: 4.57 acres
Parcel No. 2: 2.42 acres

R-23787- Herman P. Gillam
Right of Way (Polk)
Parcel No. 1: 1.15 acres
Parcel No. 2: 1.15 acres

Myrtle Creek-Canyonville Section of the Pacific Highway

R-22926- Roy W. Alspaugh
Right of Way (Douglas)
0.02 acre

R-23759- Stella Gardner Dodge
Right of Way (Douglas)
1.2 acre

Siletz River-Newport Section of the Oregon Coast Highway

R-23909- Ray Dunsmoor
Right of Way (Lincoln)
0.95 acre

Harper Junction-Vale Section of the Central Oregon Highway

R-23443- Blair Barnes and Leland R. Barnes
Roadbuilding materials (Malheur)
4.10 acres

Springfield Bridge Section of the McKenzie Highway

R-19868- Sig Moe
Right of Way (Lane)
0.38 acre

Meacham-Hilgard Section of the Old Oregon Trail Highway

R-22792- Jack W. Olsen
Right of Way (Union)
24.32 acres

McMinnville Airport-Dayton Junction Section of the Three Mile Lane Secondary Highway

R-23435- Lioen Phelps
(Yamhill)
Parcel No. 1: 6.7 acres for Right of Way

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McMinnville Airport-Dayton Junction Section of the Three Mile Lane Secondary Highway (cont)

R-23435- Lioen Phelps (cont)

Parcel No. 2: 0.56 acre for Right of Way
.07 acre for Easement for Channel Change
Parcel No. 3: 0.48 acre for Right of Way
Parcel No. 4: 1.0 acre for Right of Way

R-23436- Delton A. Magness
Right of Way (Yamhill)
4.78 acre

Willamette Junction-Diamond Lake Junction Section of The Dalles-California Highway

R-24098- Delford Lang
Right of Way (Klamath)
2.97 acres

T. H. Banfield Expressway

R-23856- Eleanor A. Lyons
Right of Way (Multnomah)
1.66 acres

South Sixth Street-Klamath Falls Section of the Klamath Falls-Lakeview Highway

R-23881- Crater Lake Machinery Co.
Right of Way (Klamath)
0.05 acre

Pendleton-Deadman's Pass Section of the Old Oregon Trail Highway

R-20115- Ida Sugarman, Wilma Roesch Kishpaugh, and Jeanne Roesch Slavich
Right of Way (Umatilla)
2.89 acres

Tualatin River-Middleton Section of the Pacific Highway West

L-2406- Elizabeth Lyda, et al.
New resolution required to include permit of entry

Right of way maps, construction plans and other data were submitted to the Commission, and the Engineer advised that the acquisition of the properties listed is required in order to carry out plans for high-

way improvements and other projects heretofore approved by the Commission. After considering the matter in light of the information and advice submitted, together with the general knowledge of the members of the Commission concerning the various projects and the properties involved, the Commission approved the request by adopting the attached resolutions relative thereto marked EXHIBITS "M-1" through "M-11 ", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

In discussing parcels of property which it may be necessary to condemn, Commissioner McIver inquired if the legal proceedings instituted by Mr. Joe Harland might delay construction of the Dolph Corner-Rickreall Section of the Willamina-Salem Highway, on which bids were received today. The Chief Counsel replied that no injunction is yet in force but, if Mr. Harland is successful in securing one, construction might be delayed. The hearing, he stated, is set for Monday, September 26. He recommended that the usual practice be followed in awarding the contract by referring it to the Engineer for award when right of way has been acquired.

The Chief Counsel requested authority to offer the sum of $2,500 to Mr. Jack W. Olsen, et al. for 24.32 acres of land that is needed as right of way for the Meacham-Hilgard Section of the Old Oregon Trail Highway. This offer, he stated, is for property which the Commission previously authorized acquiring under condemnation proceedings if it could not be acquired by negotiation. The Commission approved the amount of the offer as reported.

The Commission considered and approved the Chief Counsel's written report of cases which have been tried in court by his staff since the previous meeting of the Commission, as follows:

REPORT OF CONDEMNATION CASES TRIED AUGUST 8, 1955 TO SEPTEMBER 19, 1955

Case	County	Highway	Section	State's Offer	Defts. Demands	Verdict
R-18456 Hill	Lane	Pacific	Goshen-Divide	$4,645.00	$12,000.00	$6,000.00

REPORT OF TRIAL OF OTHER CASES

Case	Plaintiff	Defendant	County	Cause of Action	Demands of Plaintiff	Verdict or Judgment
L-2363	Monroe	State Highway Commission, et al.	Marion	Death resulting from automobile accident	$20,550.00	Motion to quash service allowed

REPORT OF TRIAL OF OTHER CASES (cont)

Case	Plaintiff	Defendant	County	Cause of Action	Demands of Plaintiff	Verdict or Judgment
L-2363	State	Davis, et al.	Marion	Damages resulting from automobile accident	$161.68	$161.68 Default judgment
L-2190	State	Roesch, et al.	Umatilla	Specific performance of option to convey property	Specific performance of option	Defendant Roesch directed to convey land.

(For further details of cases tried, see copy of the Chief Counsel's report, dated August 8 to September 19, 1955, in the Commission files in Salem).

The Commission also considered and accepted a written report submitted by the Chief Counsel on cases which have been settled out of court since the last Commission meeting, as follows:

REPORT OF CONDEMNATION CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
R-22310 Coos Hone	Coos	Cape Arago	Rocky Point-Tarheel	$ 300.00	$ 500.00
R-21239 Doyle	Lane	Pacific	Goshen-Divide	900.00	1,000.00
R-21478 Merrick	Lane	Pacific	Goshen-Divide	6,484.00	7,500.00
R-22871 Farley	Washington	Tualatin Valley	Reedville-Beaverton	2,600.00	2,800.00

REPORT OF CONDEMNATION CASES SETTLED (cont)

Case	County	Highway	Section	State's Offer	Amount of Settlement
R-22525 Farley	Washington	Tualatin Valley	Reedville-Beaverton	$8,750.00	$9,000.00
R-22478 Godwin	Yamhill	Pacific West	Hess Creek (Newberg)	680.00	750.00

(For further details, see copy of the Chief Counsel's report of cases settled, dated September 16, 1955, in the Commission files in Salem).

Following careful consideration, the Commission approved the following offers that were tendered to property owners by the Chief Counsel prior to the institution of condemnation proceedings, in compliance with the resolution adopted by the Commission at its meeting on December 20, 1951:

Dolph Corner-Rickreall Section of the Willamina-Salem Highway:

R-18161-Joseph H. Harland, et ux. 13.13 acres for right of way purposes. Offer of $10,500 ratified by Mr. Reynolds September 15, 1955.

Tualatin River-Middleton Section of the Pacific Highway West:

R-23347-Anna E. Stein. 0.61 acre for right of way purposes. Offer of $560 ratified by Mr. Reynolds September15, 1955.

R-23397-Elizabeth Lyda, et al. 2.5 acres for right of way purposes. Offer of $3,100 ratified by Mr. Reynolds September 15, 1955.

Sylvan Section of the Sunset Highway:

R-20651-Anna Algesheimer. For control of access only. Offer of $3,250 approved by Mr. Reynolds September 15, 1955.

R-20866-Anna Kelly Algesheimer. For control of access only. Offer of $650 approved by Mr. Reynolds September 15, 1955.

Sage Hen Hill-Hines Section of the Central Oregon Highway:

R-21614-John P. Fay. 1.5 acres for right of way purposes. Offer of $825 approved by Mr. Reynolds September 15, 1955.

Meacham-Hilgard Section of the Old Oregon Trail Highway:

R-22793-Chester C. Whitehill. 7.68 acres for right of way purposes. Offer of $525 approved by Mr. Reynolds September 15, 1955.

Deschutes River Section of the McKenzie Highway:

R-23764-The Estate of Mille P. Struss. 6.9 acres for right of way purposes. Offer of $1,550 approved by Mr. Reynolds September 15, 1955.

Washburn-North Plains Section of the Wilson River Highway:

L-2051 (R-19833)-Florence E. Jones, et al. Increase in offer from $2,370 to $2,700 to cover increased acreage for right of way purposes. The revised offer was ratified by Mr. Reynolds September 15, 1955.

L-2055(R-19834)-Melissa J. Gibson, et ux. Increase in offer from $6,000 to $9,600 to cover increased acreage for right of way purposes. The revised offer was ratified by Mr. Reynolds September 15, 1955.

A report was presented by the Chief Counsel concerning highway matters that have been before the Public Utilities Commissioner. He stated that although there are many matters pending only one final order has been issued by the Commissioner since he last reported under date of August 5, 1955. This order, known as PUX 135, pertains to a private road crossing by American Forest Products Corporation of the Fremont Junction-Camas Valley Section of the Warner Secondary Highway, at M.P. 5.04, near Lakeview in Lake County. The order, he said, provides that the Corporation shall strengthen the pavement, install adequate signs, and perform other maintenance features at the Corporation's expense, and the State's obligation is limited to maintenance of advance warning signs on the highway. The Commission accepted the report.

Request was made by the Chief Counsel that the Commission approve payment of a bill in the amount of $509.91 submitted by Wood, Matthiessen, Wood & Tatum for legal services in connection with the case of Verlin E. McCarthy, et al. vs. Gibbons and Reed, Inc., et al, involving a state highway contract. He explained that the State in this case was obligated to defend its contractor, Gibbons and Reed, Inc., but the Attorney General first ruled that the Chief Counsel could not undertake the defense of the contractor because the State was not named a defendant; however, later the Attorney General reversed his ruling. He recommended payment of the bill submitted by Wood, Matthiessen, Wood & Tatum, who acted as attorneys for the contractor. The Commission approved such payment.

Authority was requested by the Chief Counsel to institute legal proceedings against Mr. Tamison H. Moore for the purpose of collecting damages that occurred to a State Highway truck, in the sum of $53, caused by Mr. Moore. He explained that the accident occurred on January 16,

1955 near M.P. 58.5 on the Willamette Highway and that Mr. Moore was entirely to blame. The surety for Mr. Moore, he added, has denied responsibility so it will be necessary to institute legal proceedings. The Commission granted the authority.

A written report concerning legal action instituted by Mr. Joe Harland, Rickreall, Oregon, against the State Highway Commission was presented by the Chief Counsel. Mr. Harland, he stated, has asked the court for a temporary restraining order and a permanent injunction restraining the Commission from acquiring or attempting to acquire right of way needed for the proposed Dolph Corner-Rickreall Project on the Willamina-Salem Highway in Polk County. Service of summons and complaint, he said, has not yet been made but from newspaper articles it appears that a hearing is to be held in Dallas on September 26, 1955; also, that action will be taken to resist both the restraining order and the junction. The Commission accepted the report. (For details see copy of the report, dated September 19, 1955, in general files.)

Out-of-state travel expense for either Mr. Leonard I. Lindas or Mr. Charles Peterson, Assistant Counsels, to go to Grand Rapids, Michigan, and to High Point, North Carolina, to interview prospective expert witnesses in connection with the case of "State vs. Superbilt Manufacturing Co.", was requested by the Chief Counsel. He explained that in conducting the condemnation suit against Superbilt Manufacturing Co. in Portland it is necessary to secure witnesses who are expert in the furniture manufacturing business to testify concerning the type of equipment and machinery used in the furniture business generally and by the Superbilt Manufacturing Co. in particular, the depreciation of such furniture manufacturing equipment, obsolescence, and other matters pertaining to the items of property and equipment contained in the Superbilt building. Strenuous efforts, he stated, have been made to locate expert witnesses on the West Coast but without success as it appears there is a close fraternity between furniture manufacturers and related businesses in this section of the United States, and phone calls and letters to eastern representatives have been met with evasive answers. It was his thought that personal contact by either Mr. Lindas or Mr. Peterson might provide the type of witness that is needed. He recommended that one of the two men be authorized to take this trip which, he estimated, will cost about $462.50. The Commission granted the authority as requested.

A written report was also submitted by the Chief Counsel concerning legal action instituted by Mr. E. L. Kennard, contractor, against the Highway Commission. Mr. Kennard, he stated, seeks to collect $22,228.34 plus interest for misrepresentation of quantities, failure of the State to provide right of way, and failure of other contractors to complete work on certain bridge structures that were involved. Mr. Kennard, he explained, was awarded Contract No. 3756 for construction of embankment and slope protection at the west end of the Marion Street and Center Street Bridges in Salem. He refused to complete the contract as specified, so another contractor, Mr. F. O. Laws, finished it under Contract No. 3975. All necessary steps, he said, will be taken to resist the complaint. The Commission accepted the report.

The matter of disposing of right of way acquired by the Commission in the extension and widening of Pine Street in the City of Salem was discussed. The Chief Counsel explained that in conformity with an agreement with the City of Salem the Commission acquired the right of way, extended and reconstructed Pine Street as a by-pass route, with the understanding that the City would maintain the street after construction was completed. In acquiring the right of way, he said, access rights were purchased which precluded construction of driveways, sidewalks, etc. Inasmuch as the reconstructed street is entirely a city street, the Chief Counsel recommended that the right of way purchased by the Highway Commission be deeded to the City of Salem, thereby giving the City the right to take such action concerning access and sidewalks as it deems fit. Parcels acquired outside of the normal right-of-way limits, he stated, will not be conveyed to the City of Salem but will be retained for either sale or use for other public purposes. The Commission approved the transfer to the City without cost.

The Chief Counsel requested authority to employ Mr. Monte Walter as an attorney in his office at $459 a month, effective September 26, 1955, with the provision that if his services are satisfactory, his salary be raised to $477 per month at the end of six months' trial period. He pointed out that one of the attorneys recently resigned and that he also has another vacancy on his staff which he is unable to fill at the present time. The Commission approved employment of Mr. Walter as requested.

The Engineer reported that as previously authorized by the Commission, he has awarded the following contracts which were referred to him by the Commission to award when certain conditions had been satisfied.

1. Grading Louse Creek-Grants Pass (Merlin Hill) Section of Pacific Highway, Josephine County. Bids received June 30, 1955. Conditions of award satisfied August 12, 1955. C. R. O'Neil, Creswell, contractor.

2. Paving Cottage Grove-Divide Unit, Goshen-Divide Section of Pacific Hignway, Lane County. Bids received June 30, 1955. Conditions of award satisfied August 12, 1955. Parker-Schram Company, Portland, contractor.

3. Grading and paving Reedville-Beaverton Section of Tualatin Valley Highway, Washington County. Bids received June 30, 1955. Conditions of award satisfied August 12, 1955. Porter W. Yett, Portland, contractor.

4. Bakers Bridge Approach Reconstruction on Market Road No. 39, Clackamas County. Bids received August 12, 1955. Conditions of award satisfied August 16, 1955. Babler Bros., Inc., Portland, contractor.

5. Grading Hay Creek Canyon Section of Mikkalo County Road, Gilliam County. Bids received August 12, 1955. Conditions of award satisfied August 17, 1955. O & K Construction Company, Gresham, contractor.

6. Construction of Muddy Creek Bridge on Oakville County Road, Linn County. Bids received August 11, 1955. Conditions of award satisfied August 19, 1955. Hannan Bros. Co., Portland, contractor.

7. Construction of Clear Lake Bridge on Clear Lake County Road No. 604, Marion County. Bids received August 12, 1955. Conditions of award satisfied August 22, 1955. Tom Lillebo, Reedsport, contractor.

8. Grading, paving and furnishing crushed rock in stock piles on Bradley Park-Wauna Section of Columbia River Highway, Clatsop County. Bids received August 11, 1955. Conditions of award satisfied August 23, 1955. Rogers Construction, Inc., Portland, contractor.

9. Construction of Siletz River Bridge on Siletz Highway, Lincoln County. Bids received August 11, 1955 Conditions of award satisfied August 23, 1955. Lee Hoffman, Beaverton, contractor.

10. Construction of Brush Creek Relief Channel on Oregon Coast Highway, Curry County. Bids received August 12, 1955. Conditions of award satisfied August 23, 1955. Glen Ousley, Eugene, contractor.

11. Grading and paving the 122nd Avenue Ramp Unit, 92nd Avenue-Fairview Section of T. H. Banfield Expressway, Multnomah County. Bids received July 1, 1955. Conditions of award satisfied August 30, 1955. Warren Northwest, Inc., Portland, contractor.

The Commission accepted the Engineer's report.

A report was presented by the Engineer concerning plans for constructing a new interstate bridge across the Columbia River between Portland and Vancouver. He said that a Supreme Court hearing has held up the project to some extent, but it is expected that a decision will be made by November 1, 1955. If the Court decision is favorable, he stated, the project will then be advertised for bids with the bid opening scheduled for December 15, 1955. Following the bid opening, bids for the bridge bonds will be requested, to be opened about February 1, 1956, at which time the contract for construction could be awarded. To meet the outlined schedule, he said right of way should be acquired now on the Oregon side. Washington, he commented, is acquiring right of way on the Washington side of the river. He requested authority to negotiate immediately for the necessary right of way on the Oregon side by the taking of eight months' options. The Commission granted the request.

The Engineer submitted a report on a request from the City of Pendleton for construction of a third traffic lane on US 30 easterly from the junction of Airport Road to the junction of the one-way street couplet in Pendleton, a distance of 1.94 miles. He recalled that this request was made last spring and that the Commission at that time authorized an investigation, which has been made and which revealed that this section is not adapted to three lanes of traffic as three-lane pavement is practically obsolete in level country. To construct a four-lane facility, he said, will cost about $391,000 for construction and $56,000 for right of way. He gave as his opinion that the present highway will handle the traffic for several years, and because there are other localities that have higher priority for four-lane construction, he recommended that the request be denied, pending determination of traffic demands when the proposed air force installation is completed at the Pendleton Airfield. The Commission accepted the recommendation.

The Commission discussed a report submitted by the Engineer supplementing a previous report on the economic analysis for construction of a highway between Medford and Klamath Falls via Lake of the Woods. The Engineer stated that the former report was based on construction of this highway to a primary highway status, and that on such basis the estimated cost is $5,684,044 and the benefit cost ratio is less than unity. He recalled that the estimate was based on completing the unimproved section between a point near McAllister Springs to the junction with the Lake of the Woods Road, a distance of 15.2 miles; surfacing and oiling the 7.21 mile unoiled section west of McAllister Springs; and reconstruction of the existing oiled portion of the Little Butte Secondary Highway, plus the placement of an increased pavement thickness on the Klamath Lake Secondary Highway. He further stated that subsequent to rendering that report, a request was received from Jackson County for a reinvestigation based on constructing the highway on secondary highway standards. On such basis, he said, it will cost about $1,475,000 to resurface and oil the 7.21 mile section west of McAllister Springs and to construct the 15.2 mile section between McAllister Springs and Lake of the Woods Junction, but the estimate does not provide for improvement of the existing oiled Little Butte Secondary Highway and the Klamath Lake Secondary Highway. Jackson County, he said, is agreeable to placing the existing state secondary highway between McAllister Springs and the Klamath County line, a distance of 9.6 miles, on its Federal-aid County Road System and will provide Federal-aid County Funds to pay 60% of the construction cost, and will also furnish the right of way if the State will contribute 40% of the match money. He estimated the cost to construct the 15.2 mile section to secondary highway standards at $908,000 which, he said, will require $363,200 of State matching funds. The Engineer also said that Klamath County has not yet agreed to place the Klamath County portion of the road on its County Road system, but is considering it. The estimated cost to construct the Klamath County portion extending from the Jackson County line to Lake of the Woods Junction is $416,000 of which amount the State matching funds would be $166,400. In summarizing his statements, the Engineer stated that the cost to the State will be $151,000 to resurface and oil the existing State secondary highway west of McAllister Springs, 7.21 miles in length; $363,200 to construct

the unimproved portion in Jackson County; and $166,400 to construct the Klamath County portion, or a total State obligation of $680,600. The Counties' share of the total, exclusive of right of way, is $794,400. He recommended approval of the plan which, he said, would have to be constructed over a period of six to eight years to accommodate County financing, and on that basis the annual cost to the State would average about $100,000. The Commission indicated its approval of the plan as reported, and authorized the Engineer to discuss it with the Klamath County Court. He is to render a full report on the subject at the November meeting of the Commission.

The Engineer reported that under authority previously granted him by the Commission, he approved, on August 31, reclassification from a Goup II highway status to a group I highway status, the section of the Territorial Secondary Highway which extends from M.P. 10.12 (Junction with Siuslaw Highway) southerly to M.P. 32.44, (Gillespie Corner). A trial run conducted over this section, he said, indicated that a truck-trailer combination having an overall length of 60 feet can operate over this section without encroaching on the opposing lane of traffic. The Commission accepted the report.

The Commission accepted a report that the Engineer submitted for informational purposes only concerning the Five-year Program which, the Engineer stated, has been revised to include changes that have been approved by the Commission, as follows: (1.) to show the latest estimates of costs; (2.) to include projects that have been added by action of the Commission; and (3.) to show in proper position the projects recently advanced from F.Y. 1957 to F.Y. 1956 by action of the Commission. He pointed out an increase of $4,600,000 in the program total, which, he said, is accounted for by additions, increases, and reductions as follows:

Additions and Extensions:

US-30	Meacham-Glover	$1,000,000
US-99	North Ashland	250,000
US-101	North Brookings	100,000
US-58	Crescent Lake Jct.-Dalles Cal. Jct.	400,000
Oregon 18	Sheridan-West	350,000
		$2,100,000

Increased Estimates:

US-30	Banfield Expressway	$1,250,000
US-99	Shady-Canyonville	500,000
	Barbur Blvd.-White School	200,000
	Battle Ck. Jct.-Jefferson Jct.	100,000
	Ross Island Bridge Ramp	100,000
	Jefferson St. Traffic Interchange	300,000

Increased Estimates-Continued

US-101	Siletz Bay-Miner Ck.	$ 150,000
	Brush Ck.-Greggs Ck.	100,000
US-126	Springfield Bridge	100,000
	Deep Canyon and Deschutes River Units	100,000
Oregon 6	Wilson River Tunnel Section	150,000
Oregon 8	Reedsville-Beaverton	300,000
Oregon 66	Klamath Falls Grade Separation	200,000
Oregon 20	Beaverton-Hillsdale	150,000
		$3,700,000

Eliminations and Reductions:

US-30	Durkee Overcrossing	$ 350,000
US-99	Tigard-Newberg	250,000
	Goshen-Divide	100,000
	Deady-Shady	200,000
Oregon 213	Flavel St.-Clackamas Overcrossing	200,000
Oregon 6	Glenwood-N. Plains	100,000
		$1,200,000

Consideration was given to a report submitted by the Engineer concerning the establishment of a roadside rest area on the Old Oregon Trail about three miles north of Baker on the site of the old "Covered Wagon" Tavern. Commissioner Reynolds stated that he felt the proposed site is not satisfactory and he suggested selection of an area adjacent to some stream. The Engineer was instructed to attempt to locate such an area near Baker. The sum of $5,000 was ordered included in the 1956 budget to finance development of a roadside rest area in this vicinity when it has been selected.

Also considered was the Engineer's report on a request from John Kreiger, Tigard, Oregon, for installation of traffic signals at the intersection of the Pacific Highway West and Red Rock Road north of Tigard. This matter, the Engineer stated, was carefully investigated by the Traffic Engineer and it was found that traffic conditions do not meet the minimum requirements for installation of traffic signals. He therefore recommended that the request be denied. The Commission accepted the recommendation.

The Commission gave attention to a request previously submitted by the Chambers of Commerce of Oregon City and Gladstone for construction of a traffic interchange at the intersection of Pacific Highway East with the

road that leads to Clackamas River Park, just south of the Clackamas River bridge between Gladstone and Oregon City. The Engineer recalled that at the June 30 meeting of the Commission, he submitted an adverse report based on the fact that the volume of traffic to and from the park did not warrant an interchange; however, subsequent investigation reveals that were the interchange provided there would result a large increase in the use of the park and that the improvement would be a part of the final improvement of this road as outlined in the Portland Metropolitan area plan. In view thereof, he recommended that the traffic interchange be constructed as a State project during the year of 1956 at an estimated cost of $17,000. The Commission approved the recommendation and so ordered.

The Commission considered items of unfinished business appearing on the Secretary's summary, dated August 12, 1955, as follows:

1. Request for signs on scenic drive in Hood River Valley: Action on this matter was again deferred pending inspection by the Commission. The item is to remain on the list of unfinished business.

2. Adoption of the survey for the Laurel Hill-Still Creek Section of the Mt. Hood Highway: Action was deferred on this survey until all three Commissioners are present. This item is to remain on the list of unfinished business.

3. Adoption of the survey for the Hinkle Interchange Section of the Boardman-Stanfield Highway: Action on this matter was deferred until all three Commissioners are present. The item is to remain on the list of unfinished business.

4. Request of Mr. John Kreiger, Tigard, for an investigation to determine what can be done to prevent accidents at the intersection of the Red Rock County Road with the Pacific Highway West near Tigard: The Engineer's report on this matter was considered earlier in the session so the item was ordered removed from the list of unfinished business.

5. Request of Chambers of Commerce of Oregon City and Gladstone for construction of a traffic interchange at the intersection of the Pacific Highway East and the road leading to Clackamas River Park, just south of the Clackamas River Bridge: This item was considered in a report presented by the Engineer earlier in the session and action taken at that time so the Commission ordered the item deleted from the list of unfinished business.

The meeting recessed for luncheon at 12:00 noon and reconvened at 2:00 p.m. with the same persons present and participating.

Attention was given by the Commission to a request from the City of The Dalles for installation of traffic signals on Second Street (US30, westbound) at its intersection with Court, Federal and Jefferson Streets in The Dalles. The Engineer advised that an investigation which was conducted disclosed that signals are warranted at the Court and Federal Street intersections but not at the Jefferson Street intersection. He recommended that fixed time traffic signals be installed at the intersections of Second Street with Court and Federal Streets, at an estimated cost of $7,000, provided the City will pay one-half of the installation expense and the entire cost of maintenance and furnishing of electrical energy to operate them. The Commission approved the installation on such basis.

Also considered was a request from the City of Estacada for installation of a flashing beacon at the intersection of the Woodburn-Estacada Secondary Highway and George Road, at the northerly edge of this town. The Engineer explained that this is a three-way intersection and that highway traffic has to make a right-angle turn. The volume of traffic using the intersection and the accident record at this location, he said, warrant the installation of a flashing beacon. He recommended approval of such installation which he estimated will cost about $500. The Commission authorized the installation.

The Engineer reported that a succession of letters and petitions have been received from residents along the River Road-Santa Clara area, north of Eugene, urging reconstruction of the highway and installation of signals or other devices to protect pedestrians desiring to cross the Junction City-Eugene Secondary Highway. He said that this highway carries a heavy volume of vehicular traffic and that pedestrians are subjected to severe hazard in crossing it to go to the stores and schools in the vicinity; also, that to solve the problem properly will require a major widening project which presently is not warranted in view of other long-range planning to provide additional facilities to serve this area. To relieve the pedestrian situation, he recommended installation of six pedestrian type signals which, upon push-button actuation, would give a red or stop indication to highway traffic and would allow sufficient time for pedestrians to cross the highway safely. Such installation he estimated will cost $11,500. The Commission approved the installation as recommended.

Increases in project authorizations were requested by the Engineer and approved by the Commission as follows:

1. An increase of $12,000 for grading and paving the Bear Creek-Scotts Point Section of the Siletz Secondary Highway in Lincoln County, Contract No. 4092, occasioned by slides and an increase in quantities of base rock.

2. An increase of $50,000 for grading and surfacing the Clatskanie-Delena Section of the Columbia River Highway, in Columbia County, Contract No. 4172, to pay for more crushed rock surfacing materials than was anticipated.

3. An increase of $84,000 for paving the Anlauf-Rice Hill Section of the Pacific Highway in Douglas County, Contract No. 4019, due to the need to increase base thicknesses where settlements have occurred, removal of slides, and construction of a pavement seal coat which was not included in the original plans for this project.

The Engineer requested confirmation of the oral authority previously given him by the Commission to authorize the Salt Lake Pipe Line Company to move portions of its pipe line east of Pendleton to accommodate construction of the Old Oregon Trail on new alignment between Meacham and Hilgard. He said that the pipe line must be revised at six locations and that the estimated cost thereof as determined by the Company is $75,350. He also said that the Company has agreed to convey to the State a satisfactory easement along the highway to be constructed across its property. The Commission confirmed its prior approval of this project and authorized reimbursing the Company for its actual expense in making the necessary revisions at the six locations referred to, upon proper billing and after auditing of the same by the State Highway Department.

The Engineer requested authority for an expenditure of $47,000 from savings that have accrued in Federal-aid Secondary Highway allotments in Division No. 5 to finance construction of the Boulder Gorge Section of the Sumpter Valley Secondary Highway in Baker County. He said that approximately $49,000 of such funds have accrued in Division No. 5 and that the Commission previously approved the contracting of the Boulder Gorge Section, although it did not specifically authorize the use of Federal-aid Secondary Funds to finance it. He added that he is requesting the Bureau of Public Roads to program this project and that it is his hope the work can be contracted this fall. The Commission authorized the improvement as reported.

The Engineer also requested approval of an allotment of $150,000 of bond money to finance the illumination and channelization of 35 traffic interchanges on the Pacific Highway between Goshen and Medford. He said that no money heretofore has been earmarked for this purpose but the work should be done as an accident prevention measure. He pointed out that the $150,000 can be secured from an underrun of $257,000 of bond funds heretofore allocated to the Pacific Highway. The Commission approved the allotment as recommended.

The Commission confirmed previous authority given the Engineer to perform with State forces certain protective screen planting work on the Bunker Hill-Delmar Section of the Oregon Coast Highway south of Coos Bay. The Engineer explained that this project was advertised for bids to be received at the previous meeting but only one proposal was submitted, being for $14,970 and this one was rejected because it was far in excess of the estimate. A further analysis of the project, he stated, has been made, and it now is the feeling of the Landscape Engineer that a satis-

factory job can be performed by state forces for approximately $3,500. He recommended that the project be performed by state forces, the work to be undertaken immediately. The Commission approved the project as recommended.

Confirmation of telephonic approval previously given for construction of a pedestrian walk on the South Umpqua River Bridge at Tiller was requested by the Engineer. He pointed out that a considerable number of pedestrians use this bridge, including school children,and he estimated the cost involved at $4,300. The project was confirmed by the Commission.

Requests from Clackamas and Multnomah Counties for additions to the Federal-aid County Road system of each county were considered. The Engineer presented a map indicating the extensions requested and recommended approval of the following additions:

FAS 680, Clackamas County, 2.3 miles--known as County Market Road No. 31, extending from the Boones Ferry County Road easterly to the Oswego State Primary Highway in Oswego.

FAS 681, Clackamas and Multnomah Counties, 7 miles--composed of the Lower Boones Ferry Road and the Boones Ferry Road in Clackamas County, and the Boones Ferry Road and Terwilliger Boulevard in Multnomah County. This road, he said, extends from the Lower Boones Ferry Interchange on the Portland-Salem Expressway northerly to a connection with the Pacific Highway West (Barbur Boulevard) in Portland. The Commission approved the additions as recommended.

Additional 1957 Federal-aid County Road projects as requested by Baker and Clackamas Counties were presented by the Engineer who stated that they will program the balance of the FAS funds available to these counties, and who recommended their approval. The Commission adopted the recommendation and approved the following projects:

County	FAS Hwy. No.	Section and Description	Programmed Amount	FAS Fund
Baker	508	Muddy Creek School-Haines Junction Section, 2.6 miles. Grade, surface, and oil.	$ 52,000	1957
Clackamas	680	Boones Ferry Road-Oswego Section, 2.2 miles. Grade and pave.	$160,000	1957
		TOTAL	$212,000	

Allotment of 1957 Federal-aid Secondary Funds to the various counties was also presented by the Engineer. He explained that 1957 FAS funds have been appropriated and that it now is in order for the Commission to take official action allotting the funds to the several counties. He presented a tabulation indicating the amount of such funds, totaling $1,862,362, which, added to previously approved 1956 funds, provides a total of $3,720,558 to be apportioned to the counties, and when matched 20 per cent by the County and 20 per cent by the State will provide a total of $6,200,000 for the biennium. Upon his favorable recommendation, the Commission approved the following allotment of FAS funds:

1956 AND 1957 FAS ALLOCATION TO COUNTIES SEPTEMBER, 1955

	FEDERAL FUNDS ONLY			TOTAL FUNDS Including State & County Match Money (Rounded to Thousands)
County	1956 Funds	1957 Funds	Total	
Baker	$ 34,213	$ 34,291	$ 68,504	$114,000
Benton	36,387	36,470	72,857	121,000
Clackamas	119,323	119,590	238,913	398,000
Clatsop	38,436	38,522	76,958	128,000
Columbia	46,603	46,707	93,310	156,000
Coos	56,288	56,415	112,703	188,000
Crook	30,520	30,588	61,108	102,000
Curry	22,228	22,277	44,505	74,000
Deschutes	37,948	38,033	75,981	127,000
Douglas	80,203	80,383	160,586	268,000
Gilliam	23,650	23,702	47,352	79,000
Grant	27,900	27,962	55,862	93,000
Harney	32,568	32,641	65,209	109,000
Hood River	31,161	31,231	62,392	104,000
Jackson	64,037	64,181	128,218	214,000

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County	FEDERAL FUNDS ONLY 1956 Funds	1957 Funds	Total	TOTAL FUNDS Including State & County Match Money (Rounded to Thousands)
Jefferson	$ 26,688	$ 26,747	$ 53,435	$ 89,000
Josephine	39,564	39,653	79,217	132,000
Klamath	53,543	53,663	107,206	179,000
Lake	35,174	35,253	70,427	117,000
Lane	126,403	126,686	253,089	422,000
Lincoln	44,066	44,165	88,231	147,000
Linn	71,730	71,891	143,621	239,000
Malheur	60,734	60,870	121,604	203,000
Marion	101,470	101,698	203,168	339,000
Morrow	29,851	29,918	59,769	100,000
Multnomah	144,046	144,369	288,415	480,000
Polk	50,992	51,107	102,099	170,000
Sherman	20,459	20,504	40,963	68,000
Tillamook	39,105	39,192	78,297	130,000
Umatilla	75,897	76,067	151,964	253,000
Union	29,934	30,002	59,936	100,000
Wallowa	29,307	29,373	58,680	98,000
Wasco	29,544	29,610	59,154	98,000
Washington	93,861	94,071	187,932	313,000
Wheeler	20,751	20,797	41,548	69,000
Yamhill	53,612	53,733	107,345	179,000
	$1,858,196	$1,862,362	$3,720,558	$6,200,000

September 22, 1955

Consideration was given to a request from the town of Banks for widening the pavement and construction of curbs for a distance of 1,200 feet on the Nehalem Secondary Highway through this town. The Engineer advised that this matter has been investigated and it has been determined that the cost of the improvement will be about $14,000. The town, he added, has evidenced a willingness to cooperate and has agreed to contribute 25 per cent of the cost of the project, which on the basis of the Engineer's estimate will amount to $3,500. He recommended approval of the improvement as a state construction project in 1956 at an estimated cost of $10,500 to the State and $3,500 to the City. The Commission approved the project on such basis.

Attention was also given by the Commission to a request from the U. S. Forest Service that the State assume maintenance of the Clear Lake-Belknap Springs Road, Lane and Linn Counties, as an addition to the State Secondary Highway system. The Engineer explained details and legal requirements. The Commission deferred action until the following day when a delegation is scheduled to appear concerning the project. (See additional entry ahead)

A petition was discussed from residents along the Alsea Highway in which request is made for widening of the shoulders on this highway for a distance of 0.78 mile between Eckman Slough and McKinney Slough, immediately east of Waldport in order to provide deceleration lanes for the benefit of local residents. The Engineer estimated the cost of such improvement at approximately $21,000. He further stated that a traffic count reveals approximately 1,200 vehicles per day and that in his opinion the expenditure for widening is not justified. He recommended that the request be denied. The Commission accepted the recommendation.

A request from the Portland Area Council of Girl Scouts for construction of a pedestrian walkway upon the bridge crossing Eagle Creek on the Clackamas Secondary Highway was presented. The Engineer pointed out that this request had been made previously at the Commission meeting in August and at that time on his recommendation had been denied. A further appeal, he stated, was made for construction of the bridge and another engineering investigation was made. In this additional investigation it was found that the bridge is used considerably by fishermen and also that the Girl Scout's Camp is in operation and patronized the year round. In view of this new information he recommended construction of a timber walk at an estimated cost of $2,500, provided the Portland Area Council of Girl Scouts will bear the cost of constructing and maintaining stairways at both ends of the bridge sidewalk. It was his suggestion that the stairway be constructed by state forces while building the sidewalk and that the Girl Scouts pay for the stairway construction which he estimated would cost $550. The Commission approved the project as outlined by the Engineer and ordered the matter covered by an appropriate written agreement which shall contain a provision that the Council of Girl Scouts shall be held liable for accidents that may occur to its members as a result of using the stairways.

Heating the roadway and lighting in Salt Creek tunnel on the Willamette Highway in Lane County was discussed. This tunnel, the Engineer reported, has a bad accident record due to formation of ice within the tunnel. A scheme has been devised for heating the roadway surface in the tunnel at an estimated cost of $60,000. Negotiations, he commented, are underway for a commercial power supply to replace the diesel engine which, because of age, is becoming rather unreliable. When the commercial power is available the lighting system, he stated, should be revised to provide adequate illumination which is estimated to cost $15,000. He recommended that these two projects be approved in the 1956 budget. The Commission approved the recommendation.

A request was presented from the Crook County Court that the State design, contract and furnish field supervision for construction of a bridge over Beaver Creek on a county road at Paulina. The Engineer recommended that the request be approved, provided that Crook County will reimburse the State for all costs for field supervision. The request was approved by the Commission on such basis.

The Commission discussed a request from the Port of Portland for extension of 82nd Avenue from Killingsworth Street to the Portland Airport. The Engineer explained that the section of 82nd Avenue that extends northerly from Sandy Boulevard to Killingsworth is now under contract for widening to four lanes at an estimated cost of $105,000. He pointed out that the section from Killingsworth to the Airport is not on the state highway system. He recommended that he be authorized to make a survey of this section, so an estimate of cost can be prepared. The Commission authorized such survey subject to the condition that no commitment whatsoever is being made as to construction.

In discussing the extension of 82nd Avenue northward, Commissioner McIver mentioned an inquiry from the Mixermobile Company which owns property in this area as to the plans of the Commission relative to highway improvements in this vicinity. The Engineer replied that the survey just authorized by the Commission will give an answer to their question. He was instructed to have the Division Engineer Skelton contact the mixermobile people concerning their development plans.

The Engineer requested approval of an increase of $40,000 in the project allotment for the South Sixth Street Grade Separation project in Klamath Falls. This project, he stated, includes an interchange involving median islands comprising approximately 4.4 acres and the best solution to maintain the area in a satisfactory manner appears to be to plant grass in the interchange islands, except on the steep slopes where shrubs would be planted, and to install a sprinkler system. The City of Klamath Falls, he stated, has indicated a willingness to cooperate by supplying water needed for sprinkling. He estimated the cost of the project at $40,000 and recommended that the work be done as outlined. The Commission approved the increase in authorization.

A request was considered from the City of Eugene that the State transfer to the City without cost a 30' strip of land, 835' in length, and a 60' strip, 580' in length, from excess property owned by the State immediately south and west of Seventh Avenue in Eugene. The Engineer explained that the City is developing an 80-acre industrial subdivision and that this land together with land to be set aside by the City will be used as right of way for an access street. It was his opinion that construction of this new street along the southerly edge of the State's property will increase the value of the remaining State property to a greater extent than the value of the property donated to the City. He also gave as his opinion that the remaining state property should not be sold until the street is constructed. He recommended that the property be transferred to the City without cost subject to the understanding that either the City or the County shall bear the entire cost of constructing the roadway along the new street. The Commission accepted the recommendation.

An authorization in the sum of $66,000 for landscaping the Portland-Salem Expressway from the Willamette River Bridge at Wilsonville to Salem was requested by the Engineer. Length of this section, he stated, is 24 miles and the landscaping plan is based on seeding to grass the wide median strip, with the further addition of a planted rose hedge. The rose hedge, he stated, forms a dense growth which is not only attractive but will prevent a vehicle from hurtling across the dividing strip into the opposing lane of traffic. He recommended approval of the authorization with funds to be obtained from an underrun balance of $107,000 of bond funds allocated to the Pacific Highway. It is planned, he added, to call for bids at the November meeting if the project is approved. The Commission granted the authorization as requested.

The Commission considered and upon recommendation of the Engineer, approved the following requests for extensions of time within which to complete state highway contracts:

1. Fred H. Slate Co., Oreg. Ltd. & E. C. Hall Co., Contract No. 4099, for grading and paving the Sixes Junction Section of the Sixes-Dry Creek County Road in Curry County, requested an extension of time from August 31, 1954 to August 1, 1955. Extension approved as requested without penalty.

2. Calkins Crushing Co., Contract No. 4092, for grading and paving the Bear Creek-Scotts Point Section of the Siletz Secondary Highway in Lincoln County, requested an extension of time from September 30, 1954 to September 1, 1955. Extension approved without penalty to August 17, 1955, the actual completion date of the contract.

3. Kuckenberg Construction Co., Contract No. 3984, for grading and bridge construction on the Clatskanie-Delena Section of the Columbia River Highway in Columbia County, requested an additional extension of time from November 22, 1954 to August 26, 1955. Extension approved as requested without penalty.

4. Kissell and Robinson, Contract No. 4179, for fencing on the Goshen-Divide Section of the Pacific Highway in Lane County, requested an additional extension of time from August 31, 1955 to December 31, 1955. Extension approved as requested without penalty.

5. T. C. Wildish, Contract No. 4055, for grading and paving the Prairie Road-Eugene Unit, Junction City-Eugene Section of the Pacific Highway in Lane County, requested an extension of time from September 30, 1954 to August 4, 1955. Extension approved as requested without penalty.

6. Leslie Harris, Contract No. 4171, for grading and paving the Umatilla ("K" Street) Section in Umatilla County, requested an extension of time from September 30, 1954 to August 4, 1955. Extension approved as requested without penalty.

7. Whittenburg Construction Co. & Q. L. Rufener, Contract No. 4273, for grading, oiling and bridge construction on the Beals Corner-Dougherty Corner of Woodworth County Road in Hood River County, requested an additional extension of time from August 31, 1955 to September 20, 1955. Extension approved as requested without penalty.

8. Frank Watt Construction Co. and S & D Construction Co., Contract No. 4386, for construction of North Scappoose Creek Bridge on the Pittsburg-Scappoose County Road in Columbia County, requested an extension of time from July 31, 1955 to September 30, 1955. Extension approved as requested without penalty.

9. Central Paving Co., Contract No. 4235, for grading and paving the Hopmere-Wheatland Junction Section of the North River Road in Marion County, requested an extension of time from October 31, 1954 to August 31, 1955. Extension approved as requested without penalty.

10. Fred H. Slate Company, Oregon Limited, Contract No. 4079, for grading and paving the Salem-Lancaster Drive Section of the North Santiam Highway in Marion County, requested an extension of time from October 31, 1954 to September 1, 1955. Extension approved as requested without penalty.

11. Peter Kiewit Sons' Co., Contract No. 3980, for grading and paving the Brush Creek-Frankport Unit, Rocky Point-Gold Beach Section of the Oregon Coast Highway in Curry County, requested an extension of time from September 30, 1954 to August 1, 1955. Extension approved as requested without penalty.

12. Warren Northwest, Inc., Contract No. 4070, for grading and paving the Mill City-Niagara Section of the North Santiam Highway in Marion County, requested an extension of time from September 30, 1954 to August 20, 1955. Extension approved without penalty to August 6, 1955, the actual completion date of the contract.

13. Warren Northwest, Inc., Contract No. 4283, for paving Lenz Road-Kirk Road Unit, Mazama Junction-Lobert Section of The Dalles-California Highway in Klamath County requested an extension of time from July 31, 1955 to September 30, 1955. Extension approved without penalty to September 2, 1955, the actual completion date of the contract.

14. Acme Construction Co., Contract No. 4264, for grading and paving the Depot Slough-Toledo Section of the Corvallis-Newport Highway in Lincoln County, requested an extension of time from June 30, 1955 to October 1, 1955. Extension approved without penalty to September 10, 1955, the actual completion date of the project.

15. R. A. Heintz Construction Company, Contract No. 4056, for grading the Willamette River-Gervais Unit, Willamette River-Hayesville Section of the Portland-Salem Expressway in Marion and Clackamas Counties, requested an extension of time from November 30, 1954 to September 28, 1955. Extension approved to August 16, 1955 without penalty.

16. Calkins Crushing Co., Contract No. 4323, for rock production on Hebo Section of the Oregon Coast and Three Rivers Highways in Tillamook County, requested an extension of time from July 31, 1955 to September 5, 1955. Extension approved as requested without penalty.

17. Fred H. Slate Co. & E. C. Hall Co., Contract No. 4121, for grading and paving the Frankport-Greggs Creek Unit, Brush Creek-Greggs Creek Section of the Oregon Coast Highway in Curry County, requested an extension of time from August 31, 1955 to September 30, 1955. Extension approved without penalty to September 2, 1955, the actual completion date of the contract.

18. J. R. Taggart, Contract No. 4025, for grading and paving the Orr Corner-Monmouth Section of the Pacific Highway West in Polk County, requested an additional extension of time from June 30, 1955 to September 30, 1955. Extension approved to August 22, 1955 without penalty.

19. Babler Bros., Inc., Contract No. 4486, for oiling the Metolius-Juniper Butte Section of FAS Route Nos. 548 & 547 in Jefferson County, requested an extension of time from August 31, 1955 to September 15, 1955. Extension approved without penalty to and including September 10, 1955, the actual completion date of the contract.

20. United Builders, Inc., Contract No. 4254, for construction of the Halsey Street Undercrossing on the Banfield Expressway in Multnomah County, requested an additional extension of time from July 31, 1955 to August 31, 1955. Extension approved as requested without penalty.

21. Lee Hoffman, Contract No. 4292, for paving and bridge construction on the Union Avenue-Swift Road Junction Section of Pacific Highway West in Multnomah County, requested an extension of time from July 31, 1955 to September 30, 1955. Extension approved as requested without penalty.

22. Lord Bros., Contractors, Contract No. 4331, for construction of bridge on the 42nd Avenue Ramp Section of the T. H. Banfield Expressway in Multnomah County, requested an extension of time from August 31, 1955 to October 31, 1955. Extension approved as requested without penalty.

23. L. B. Read, Contract No. 4333, for grading and paving and construction of the Blodgett Overcrossing on the Corvallis-Newport Highway in Benton County, requested an extension of time from August 31, 1955 to November 30, 1955. Extension approved as requested without penalty.

FOOTNOTE: The action taken by the State Highway Commission upon the extensions of time within which to complete the highway contracts listed above was based upon the recommendation of the State Highway Engineer and his reports which considered but did not necessarily adopt either or any of the reasons given by the contractors in their requests for such extensions of time. For details regarding these extensions of time, see copies of the contractors' requests and the Engineer's recommendations on file in the respective contracts in the Secretary's office.

The Engineer reported that Contract Nos. 3984, 4025, 4055, 4061, 4070, 4079, 4092, 4099, 4118, 4154, 4171, 4235, 4253, 4254, 4285, 4288, 4292, 4316, 4323, 4329, 4343, 4363, 4368, 4370, 4371, 4373, 4374, 4376, 4384, 4386, 4388, 4398, 4407, 4408, 4409, 4411, 4413, 4418, 4436, 4439, 4442, 4453, 4457, 4468, 4470, 4472, 4476, 4479, 4487 and 4491 have been completed according to the requirements of the contracts or modifications thereof and that said contracts are now ready for acceptance by the Commission. After due consideration the Commission accepted said contracts by adopting the attached resolution relative thereto, marked EXHIBIT "C", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The Engineer reported that the following cities and towns have satisfied the legal requirements with respect to the expenditure of State Tax Street Funds accrued to them during the last six months of 1954 and that the plans for the projects proposed have been examined and found satisfactory.

Cascade Locks. . . .	$2,578.01	Scio. . .	$1,575.65
Dayton.	2,528.77	Tualatin. .	1,157.12
Ione.	1,171.18	Yoncalla. .	2,201.68
Prescott.	418.53		

He recommended that the Commission approve the plans. The Commission approved the plans as recommended by adopting the attached resolution relative thereto, marked EXHIBIT "D", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

Authority to advertise for bids to grade the Hermiston Secondary Highway from Hinkle Undercrossing to its intersection with US30 and to reconstruct the Hinkle Undercrossing was requested by the Engineer. He pointed out that the original plan was to follow the old highway but due to building development at the point where the Hermiston Highway crosses US30 it has become necessary to change it so as to cross US30 about one-quarter mile to the east of the existing highway. He estimated the total cost of such reconstruction work, including the Hinkle Underpass and the Umatilla River Bridge, at $310,000. As there is only $170,000 available, he recommended that a contract be awarded later this year for reconstruction of the Hinkle Underpass, the grading of all of the secondary highway to its connection with US30, and the paving of approximately one-half mile near the Hinkle interchange which must still carry traffic. He estimated the cost of such project at $150,000. When additional secondary funds become available, he said, then a contract can be awarded for paving the roadway that will be graded on this arrangement and for building the Umatilla River Bridge. The Commission approved the plan as presented by the Engineer and authorized the contracting of the $150,000 project as soon as plans are completed.

Attention was given to a request from the Baker County Commercial Club for improvement of the Haines-Anthony Secondary Highway, No. 411. A reconnaissance survey was made, the Engineer stated, and it was found that to improve the 12.58-mile section with a 0-11 type oil mat will cost approximately $335,000. As the traffic volume on this road is quite low and as there are no funds currently available, he recommended that consideration of the improvement be deferred until allocations are made for future secondary highway projects, which cannot be done until some type of road bill is passed by the National Congress. The Commission accepted the recommendation.

Approval was requested by the Engineer for contracting of approximately $300,000 worth of rock production projects at the November and December Commission meetings. He recalled that in past years authority had been granted to contract a portion of the projects prior to approval of the budget which, he stated, will be submitted to the Commission at the November or December meeting. It is very desirable to get these rock production projects under way so that rock will be available for the sum-

mer of 1956. The Commission approved the contracting of the work as requested.

The Engineer requested authority to expend $11,000 for illumination of the new traffic interchange at the intersection of The Dalles-California Highway with the Willamette Highway north of Chemult. He said that this interchange will be of a high-speed character and should be illuminated for protection of the traveling public. He recommended that the project be financed with funds left over in the 1955 betterment budget for illumination and channelization, and that authority be granted to receive bids for the installation at the November meeting. The Commission approved the request.

The Commission gave attention to a telegram from the Otter Rock Women's Club protesting the barricading of the old route of the Oregon Coast Highway north of Otter Rock in Lincoln County. The Engineer stated that the new entrances to the highway at Otter Rock are not dangerous and he recommended that the barricades be left in place. As a result of discussion the Commission decided to make no change in the present barricades or plans for this section of highway and ordered that the petitioners be so informed.

Attention was given by the Commission to a request from J. O. Thornburg, Portland, for designation of a reduced speed zone on US30 near Biggs, Sherman County, and a request from Mrs. Mae Belle Zimmerman, Tiller, for establishment of such a zone on the Tiller-Trail Highway west of Tiller. The Engineer reported that the Traffic Engineer who investigated both requests found that reduced speeds will provide greater safety for the traveling public. He recommended that reduced speed zones be established, as follows:

1. 40 MPH speed zone on the Columbia River Highway (U.S.30) from the west end of the Spanish Hollow Bridge, M.P. 103.24, to a point 0.21 mile east of the Sherman Highway, M.P. 103.53.

2. 35 MPH speed zone on the Tiller-Trail Secondary Highway from M.P. 23.02, north and west of the South Umpqua River Bridge, to M P. 23.65, south and east of the South Umpqua River Bridge, except that between a point 0.06 mile west of the Tiller School at M.P. 23.12, and a point 0.06 mile east of the Tiller School at M.P. 23.24, the indicated speed shall be 20 MPH during the hours of school crossings.

The Commission approved the speed zones as recommended, by adopting the attached resolutions relative thereto, marked EXHIBITS "G-1" and "G-2", which resolutions by this reference are made a part hereof, with like effect as though extended in full herein.

The Engineer reported receipt of three requests for action by the Commission to eliminate hazards to the traveling public caused by the parking of vehicles on state highway shoulders, one concerning the Cape Arago

Secondary Highway near Sunset Bay, one concerning the Willamina-Salem Highway west of Salem, and the third concerning US30 in the vicinity of Benson Park and the Multnomah Falls parking area. Each of these requests, he stated, have been carefully investigated and the findings disclose that shoulder parking of vehicles at these locations should be prohibited. He recommended as follows:

(1.) That the shoulder parking of vehicles be prohibited on both shoulders of the Columbia River Highway between M.P. 28.61 and M.P. 29.12, near Benson State Park, and between M.P. 29.88 and M.P. 29.98, near the Multnomah Falls parking area, and on the westbound leg of US30 between M.P. 29.12W and M.P. 29.87W, near the Multnomah Falls parking area;

(2.) On both shoulders of the Cape Arago Secondary Highway, from M.P. 11.52 to M.P. 11.84, adjacent to Sunset Bay State Park; and,

(3.) On both shoulders of the Willamina-Salem Highway, from M.P. 20.68 to M.P. 20.95, west of Salem.

The Commission approved the Engineer's recommendation in each instance by adopting the attached resolutions relative thereto, marked EXHIBITS "H-1" through "H-3", which resolutions by this reference are made a part hereof, with like effect as though extended in full herein.

A petition was presented from Chenowith Grange No. 591, The Dalles, Oregon, protesting the proposed relocation of the Columbia River Highway through the Chenowith area west of The Dalles. The petitioners declare that The Dalles livestock auction yard (WINKS) will be put out of business if the highway is built on the alignment presently proposed, and that a hazardous condition will be created which will endanger life and property in this fast growing district. The Engineer advised that the proposed location has been given very careful study and is correct for a highway of such great importance as is this one. He recommended that the location be kept as previously selected. The Commission accepted the recommendation.

A claim for damages in amount of $15, submitted by J. L. Harris of Medford for damage to his combine caused by survey stakes left in his field in surveying the Pacific Highway from Seven Oaks to Ashland was considered by the Commission. The Engineer advised that the claim has been investigated and found to be reasonable. He recommended that it be paid in full. The Commission approved payment of the claim subject to obtaining the customary release from the claimant.

The Commission also considered and authorized payment of a claim submitted by A. W. Lux, Sheridan, for damages to his property caused by operations of a state drilling crew on the Valley Junction-Sheridan Section of the Salmon River Highway. The Engineer stated that the damage occurred when the crew was prospecting for aggregate materials, and consisted of borings and pits to reveal the character of the underlying gravel. The claim, he said, has been carefully investigated and settlement has been

arranged with Mr. Lux in the amount of $50 as complete compensation for all damage incurred.

The Engineer brought up for discussion the designation of a one-way couplet section for the Tualatin Valley Highway through the City of Hillsboro. The City, he stated, is in agreement with the proposed action which is taken to relieve traffic congestion. He recommended that Tualatin Valley Highway traffic, eastbound, be routed along Oak Street to its intersection with South 10th Avenue, thence along South 10th Avenue to the east city limits of the city; and that westbound highway traffic be routed along 10th Avenue at the east city limits to Base Line Street, thence along Base Line Street to the west city limits of the city, such routing to become effective when the State has completed all work on the Tualatin Valley Highway within the City of Hillsboro. He recommended that the Commission designate the one-way couplet as described. The Commission approved the recommendation by adopting the attached resolution relative thereto, marked EXHIBIT "E", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The location of stop signs at the intersection of the Woodburn-Estacada Secondary Highway with the Barlow-Monitor County Road in Clackamas County was discussed. The Engineer commented that the location of these stop signs has been the subject of controversy for many years. The volume of traffic on the two roads, he said, is approximately the same and at the present time vehicles entering from the county road are required to stop. There is a continual violation of the stop requirements on the county road and many accidents have occurred. To correct the condition, he recommended that the intersection be made a four-way stop and that the existing flashing beacon be revised to flash red in all four directions. The Commission accepted the recommendation by adopting the attached resolution relative thereto marked EXHIBIT "J-1", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The Engineer also requested Commission approval of revisions in the stop signs at the junction of the Williams Secondary Highway and the Medford-Provolt Secondary Highway. He explained that presently traffic from Grants Pass to Medford and from Medford to Grants Pass are required to stop before entering this intersection. A recent investigation, he said, discloses that conditions have changed since the original order was made and it now appears more desirable to stop traffic from Williams and allow other traffic through the intersection to proceed without stopping. He recommended, therefore, that the through highway resolution of September 21, 1949 as amended on August 21, 1950 be revised accordingly. The Commission approved the recommendation by adopting the attached resolution relative thereto, marked EXHIBIT "J-2", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The Commission approved out-of-state travel expense for the following personnel:

1. W. C. Williams, Deputy State Highway Engineer, Forrest Cooper, Assistant Construction Engineer, and D. J. Barbee, Design Engineer, to attend a meeting of the AASHO Committee on Design, in Los Angeles, during September 26, 27 and 28, 1955, at a total estimated cost of $525. The Commission requested a report on the results of the meeting.

2. Georgy Kayser, Cost Analyst, to go to Seattle to check the records of Stoen Construction Company regarding State Highway Contract No. 3805. Estimated cost $40.00.

3. R. B. Sipprell, Director of Permits, to attend a meeting of the Council of State Governments, in Denver and Colorado Springs, Colorado, during November 4-8, 1955, regarding state reciprocity, WASHO road tests, and other highway matters. Estimated cost $215.00.

Authority was requested by the Engineer for an expenditure of $500 each year during the fiscal years 1957 and 1958, to help finance a study of highway laws that is to be made by the Highway Research Board at the request of the American Association of State Highway Officials, with the object of establishing a model, uniform highway code throughout the nation. The total cost of the study for a period of three years, he stated, is budgeted for $150,000 and the first year cost of $50,000 has been financed by the Bureau of Public Roads and the Automotive Safety Foundation. The Bureau of Public Roads has agreed to pay half the cost of the remaining two years and the states have been requested to participate by raising $25,000 annually and to furnish to the Laws Committee a complete set of annotated statutes and session laws effective during the period of this study, which will mean an additional cost of $136 for Oregon. He recommended approval of Oregon's participation in the total cost involved--$500 for each of the fiscal years 1957 and 1958 and $136 for the law books. The Commission approved the expenditure as recommended and thereupon authorized the Engineer to sign a pledge to that effect.

The Engineer recalled that, on April 27, 1955, the Commission had authorized him to make awards to the highest responsible bidders for used equipment and scrap materials, with the understanding that his action would be reported to the Commission at the next following meeting. This authorization, he said, was given without the adoption of a formal resolution. To clearly define his responsibilities and to prevent misunderstandings, he recommended that the Commission adopt a resolution at this time outlining clearly the authority delegated to him. The Commission approved the recommendation and thereupon adopted the attached resolution relative thereto, marked EXHIBIT "F", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The Commission approved the Secretary's report of papers signed by him in behalf of the Commission during the period of August 9 to

September 19, 1955.

The Commission confirmed November 3 and 4, 1955 as the date for its next regular meeting and tentatively selected December 19 and 20 as the date for the next following meeting. The Secretary was instructed to make the usual arrangements to hold these meetings in the Imperial Hotel, Portland.

The Engineer presented a formal throughway agreement with Polk County concerning the closing of certain county roads that are crossed by the Rickreall-Dolph Corner Section of the Willamina-Salem Highway in Polk County, and recommended approval of the same. The Commission adopted the recommendation and thereupon signed the agreement.

Commissioner McIver inquired concerning the progress that has been made in the sale of riparian rights at Oregon City previously authorized by the Commission. The Chief Counsel replied that the sale has been advertised for bids to be received on September 26, 1955. He called attention to the delegation that is scheduled to appear before the Commission on the following day concerning this matter.

The Engineer brought up for discussion the programming of an allotment of $2,988,195 of 1957 Forest Highway Funds. He said that the sum of $2,680,000 is now available for construction after deducting an amount of $308,195 which has been reserved by the Bureau of Public Roads for surveys, maintenance, etc., which amount, he added, is sufficient to reinstate projects that were previously cancelled in the sum of $2,030,000. He read aloud the list of the cancelled jobs, totaling the sum of $2,030,000, and he recommended that they be given preference in the new allotment of $2,680,000. Of the remaining $650,000 that is available for programming, he recommended that $500,000 be allocated to extend the improvement of the Government Camp-Rhododendron Section of the Mt. Hood Highway to the bottom of Laurel Hill, a distance of about 2.5 miles where a connection can be made with the old highway. He suggested that the programming of the $150,000 balance be deferred pending consultation with the Federal officials. The Commission deferred action on the matter until the following day. (See ahead for additional entry.)

The State Highway Engineer reported receipt of a request from the California State Personnel Board that he serve on their Examining Committee which is scheduled to conduct an oral examination for Deputy and Assistant Highway Engineer in the State of California on October 3 and 4, 1955. The expenses of the trip, he stated, will be paid by the State of California. The Commission authorized him to serve on the Committee.

Commissioner Reynolds brought up for discussion the matter of eliminating traffic hazards at Watchman's Dip on the Columbia River Highway where several people recently were killed by rocks falling from nearby cliffs. The Engineer stated that he has already requested Mr. W. W.

Stiffler and Mr. G. S. Paxson, Assistant State Highway Engineers, to visit the location in company with Union Pacific Railroad officials, with the object of determining what can be done to properly protect the traveling public. The Commission ordered an immediate investigation of the matter and a report of the findings.

A resolution was presented from the Coquille Chamber of Commerce, urging that more frequent and adequate turn-outs be provided on the Oregon Coast Highway and on the Coos Bay-Roseburg Highway in Coos and Douglas Counties for the convenience of truck operators. The Commission referred the resolution to the Engineer for investigation and report.

Also presented were communications from residents of Medford protesting the proposed relocation of the Pacific Highway along Genessee Street in Medford. The Engineer advised that Genessee Street is bordered by a number of good residential properties, and that the people along the street object to the noise which would be produced by highway traffic. He pointed out that no survey as yet has been adopted for this proposed highway revision so he is in no position at this time to recommend any particular route as the most feasible by-pass. As this matter is still being studied, he suggested that the petitioners be informed that they will be given an opportunity to present their views when a hearing is held concerning the proposed highway relocation. The Commission approved this procedure.

Protests by residents of the town of Walton concerning the dusty condition of the Richardson-Eugene Secondary Highway were brought to the attention of the Commission. The Engineer advised that Division Engineer Edwards is investigating the condition and that he will report the findings to the Commission when the investigation has been completed.

The Commission discussed with the Engineer bids received at the morning session, and at 3:30 p.m., Commissioner McIver publicly announced the awards of contracts as follows:

"Liability Insurance for State Highway Department Officers, Agents, and Employees: The Commission has referred all bids to the Department of Finance and Administration with a recommendation that the contract be awarded to the low bidder, Martin Knutsen & Son, Astoria, at their bid of $8,487.50 on Alternate "B".

"Construction of Main Street Bridge over Ochoco Creek in City of Prineville in Crook County: The Commission referred this project to the City of Prineville for award as this is a City project.

"Construction of a State Park Latrine near Tumalo in Deschutes County: The Commission awarded the contract to the low bidder, Mann Construction Co., Redmond, at their bid price of $3,985.

"Construction of three structures on Shady-Canyonville Section of the Pacific Highway in Douglas County: The Commission awarded the contract to the low bidder, Glenn Snook, Eugene, at his bid price of $134,402.50.

"Divide-Rice Hill Fencing Project on the Pacific Highway south of Cottage Grove in Douglas County: The Commission elects to accept the bid of Robinson & Robinson, Moses Lake, Washington, in the sum of $26,340 and the State Highway Engineer is directed to award the contract to said bidder as soon as approval of the Bureau of Public Roads is received.

"South Umpqua River-Myrtle Creek Guardrail Project on the Pacific Highway between Roseburg and Myrtle Creek in Douglas County: The Commission awarded the contract to the low bidder, T. W. Thomas, Portland, at his bid price of $53,510.

"Construction of Overcrossing over Southern Pacific Company tracks near Divide on the Pacific Highway in Lane County: The Commission elects to accept the bid of Hamilton & Thoms, Eugene, in the sum of $90,980 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Construction of a Maintenance Building at Newport in Lincoln County: The Commission awarded the contract to the low bidder, Lloyd G. Sperling, Tillamook, at his bid price of $14,211.

"Grading, paving and construction of a concrete deck girder bridge on the Burrell-Vale Section of the Central Oregon Highway in Malheur County: The Commission elects to accept the bid of T. W. Thomas, Portland, in the sum of $200,792.50 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Grading and paving the Olds Ferry-Ontario Section of the Old Oregon Trail Highway in Malheur County: The Commission elects to accept the bid of Rogers Construction Co., Portland, in the sum of $1,120,067.50 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Paving Fairfield Junction-Hopmere Section of the North River County Road about six miles north of Salem in Marion County: The Commission elects to accept the bid of Porter W. Yett, Portland, in the sum of $75,315 50 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Marion County is received and the sum of $17,200 is deposited by the County.

"Grading and paving the Washington County Line-Hillsdale Section of the Beaverton-Hillsdale Highway in Multnomah County: The Commission elects to accept the bid of Porter W. Yett, Portland, in the sum of $304,741.50 and the State Highway Engineer is directed to award the con-

tract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Grading Dolph Corner-Rickreall Section of the Willamina-Salem Highway in Polk County: The Commission elects to accept the bid of Babler Bros., Inc., Portland, in the sum of $99,163 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired, approval of the Bureau of Public Roads is received,and any court order or decree which may be entered enjoining the award of this contract or performance of work thereunder has been dissolved.

"West Unit, Weston-Weston Mountain Guardrail Project on the Weston-Elgin Highway in Umatilla County: The Commission awarded the contract to the low bidder, Vern Hoaglin, Beaverton, at his bid price of $13,381.

"Grading Meacham-Glover Section of the Old Oregon Trail Highway in Umatilla and Union Counties: The Commission elects to accept the bid of Rogers Construction, Inc., Portland, in the sum of $903,281 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received. "

The Commission discussed with the Engineer and the Right of Way Engineer the status of projects that are scheduled for contracting at the November and following lettings, but took no action.

The Commission signed agreements, etc. as follows:

"Lease" with Otto and Tude Russell covering 6,075 sq. ft. of excess property on North Santiam Highway in Detroit, Marion County. Lease is for 5-tear term with six months cancellation clause. Annual consideration $121.50.

"Deed" re sale of 3,400 sq. ft. of excess property in Roseburg to Mr. and Mrs. W. E. Wilshire for $300 with complete restriction of access to the new highway.

"Deed" re sale of 7 acres of excess land to George V. and Bess H. Blomgren on the Canyonville Section of the Tiller-Trail Highway, Douglas County. Consideration $3,000.

"Indenture" with the Southern Pacific Company covering highway encroachment on railroad property on the Tualatin Valley Highway near Huber Station, Washington County.

25375

"Indentures of Access" re changes in highway access points for the following:

a. John R. Pereira and wife on Dayville-Mt. Vernon Section of John Day Highway, Grant County.

b. Tom Morris and wife on Dayville-John Day Section of John Day Highway, Grant County.

c. W. M. Bennett and wife on Dayville-Mt. Vernon Section of John Day Highway, Grant County.

d. Clara J. Boyer, et al., on Dayville-Mt. Vernon Section of John Day Highway, Grant County.

e. Robert L. Carter and wife on East Unit, Dayville-Mt. Vernon Section of John Day Highway, Grant County.

f. Katherine Geisler on Dayville-Mt. Vernon Section of John Day Highway, Grant County.

g. Robert St. Elmo and wife on Coast Fork Willamette River-Divide Unit, Goshen-Divide Section of the Pacific Highway, Lane County.

"Deed" re conveying right of way of Pine Street in Salem to City of Salem.

"Consent Agreement" and "Modification of Pipe Line Right of Way" with Salt Lake Pipe Line Company concerning the relocation of pipe lines owned by the Company, made necessary by the Meacham-Hilgard Section project on the Old Oregon Trail.

"Finance & Maintenance Agreements" as follows:

Douglas County: Yokum Bridge Section of Yokum Road, FAS 244. Approved 3-2-55 & 4-13-55.

Hood River County: Odell Junction-Dukes Valley Junction Section of Straight Road FAS 661. Approved 3-2-55 & 4-13-55.

Josephine County: Hells Gate Canyon Section of Galice Road, FAS 594. Approved 3-2-55.

Marion County: Fairfield Junction-Hopmere Section of North River Road, FAS 159. Approved 10-28-54 & 4-13-55.

"Renewal of Lease for Road Materials" to Robert Harper for a parcel of land on the Benton County-Lane County Line-Cheschire Section of the Territorial Highway in Lane County.

"Agreement" with the City of Beaverton covering the Beaverton (Highway Junction-12th Street) Section of the Beaverton-Aurora Highway.

"Indenture of Access" re change in highway access points for Howard E. Olsen and wife on Hayesville School Section of the Pacific Highway East, Marion County.

"Bargain and Sale Deed" re sale of 1.449 acre of land to Mr. and Mrs. A. J. Seifer on Silverton-Middle Grove Section, Salem-Silverton Highway, Marion County. Consideration $1,950. (Authorized 8-11-55)

"Throughway Agreement" with Polk County re Rickreall-Dolph Corner-Section of Willamina-Salem Highway, Polk County.

"Amendment No. 1 to Term Special Use Permit" granting Tumble Creek Resort authority to obtain water from the line serving the Mongold Camp.

The meeting adjourned at 4:00 p.m., to reconvene at 9:00 a.m. on the following day.

Portland, Oregon
September 23, 1955

The meeting of the State Highway Commission reconvened at 9:00 a.m. in the Green Room of the Imperial Hotel with the following persons present and participating:

Chas. H. Reynolds, Acting Chairman
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, Deputy State Highway Engineer
W. W. Stiffler, Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
R. L. Porter, Right of Way Engineer
L. V. Koons, Assistant Park Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

Bids as follows for highway construction were opened and read aloud by the Secretary, who then announced that the award of contracts would be made in the same room at 2:30 p.m.

DOUGLAS COUNTY
YOKUM BRIDGE SECTION OVER COW CREEK

Tom Lillebo, Reedsport	$144,952.00
Hamilton & Thoms, Eugene	150,496.00
Lee Hoffman, Beaverton	171,345.00
A. H. Saxton & Son, Corvallis	195,556.00

September 22, 1955

DOUGLAS COUNTY

DIVIDE-RICE HILL GUARDRAIL PROJECT ON THE PACIFIC HIGHWAY

T. W. Thomas, Portland	$ 30,900.00
Fred Stubbert, Springfield	32,250.00
Vern Hoaglin, Beaverton	33,900.00
George E. Berry, Beaverton	35,400.00

DOUGLAS COUNTY

GRADING FORDS BRIDGE UNIT, MYRTLE CREEK-CANYONVILLE SECTION OF PACIFIC HIGHWAY

R. A. Heintz Construction Co., Portland	$275,184.00
C. R. O'Neil, Creswell	282,406.00
Roy L. Houck & Sons, Salem	285,159.50
Parker-Schram Co., Portland	293,780.50
Somers & Stacy, Klamath Falls	295,917.00
Kuckenberg Construction Co., Portland	304,142.70
Peter Kiewit Sons' Co., Longview, Washington	335,748.00
Fred H. Slate & E. C. Hall Co., Portland	350,864.00
Earl L. McNutt Co., Eugene	367,405.00
D & H Construction Co. & M. H. Hasler Construction Co., Sacramento, California	383,611.00
J. Ira McNutt Construction Co., Springfield	402,095.00

HOOD RIVER COUNTY

GRADING AND OILING ODELL JCT.-DUKES VALLEY JCT. SECTION OF STRAIGHT COUNTY ROAD

Babler Bros., Inc., Portland	$ 32,304.50
Arthur Simonsen & Co., Baker	34,004.50
Vernie Jarl, Gresham	35,357.00
Central Paving Co., Independence	36,039.00
Leslie Harris, Pendleton	38,825.50
H. G. Johnson, Portland	46,328.00

JOSEPHINE COUNTY

GRADING HELLGATE CANYON SECTION OF THE GALICE COUNTY ROAD

Allum Bros., Eugene	$104,831.25
Durbin Bros., Eugene	104,898.50
Fred H. Slate Co. & E. C. Hall Co., Portland	105,843.50
J. M. Arenz, Portland	116,233.00
Somers & Stacy, Klamath Falls	118,450.00
C. R. O'Neil, Creswell	118,872.75
White Bros. Co., Walla Walla, Washington	134,600.00
Natt McDougall Co., Portland	147,672.50
Funderburk Construction Co., Sutherlin	151,435.00
J. G. Watts Construction Co., Salem	152,480.00

Hellgate Canyon Section (Cont.)

R. A. Heintz Construction Co., Portland	$152,575.00
J. W. Briggs, Bend	159,337.50
Peter Kiewit Sons' Co., Longview, Washington	163,522.00
J. Ira McNutt Construction Co., Springfield	167,325.25
Miller & Strong, Eugene	171,905.00
S. W. Grosbeck, Eugene	184,900.50
A. H. Saxton & Son, Corvallis	194,421.00
Earl L. McNutt Co., Eugene	198,219.50

LINCOLN COUNTY
DEPOE BAY BUILDING

John Helstrom, Astoria	$ 75,046.00
Sergeant Construction Co., Portland	82,886.00
H. G. Carl Construction Co., Salem	101,557.00

MULTNOMAH COUNTY
33RD AVENUE UNDERCROSSING OF BANFIELD EXPRESSWAY

Gibbons & Reed Co., Portland	$174,170.10
Parker-Johnson Co., Portland	185,797.00
Lord Bros. Contractors, Portland	187,262.50
Inland Construction Co., Milwaukie	199,951.50
United Builders, Inc., Beaverton	201,121.20
Schrader Construction Co., Portland	204,759.00
Birkemeier Construction Co., Milwaukie	208,050.00
Lee Hoffman, Beaverton	215,469.00
Cherveny Construction Co., Portland	228,459.30

MULTNOMAH COUNTY
102ND AVENUE-FAIRVIEW ROADSIDE IMPROVEMENT PROJECT
ON T.H. BANFIELD EXPRESSWAY

Knight Pearcy, Salem	$ 15,501.50
Russellville Nursery, Portland	15,807.30
Benedict Nursery Co., Portland	18,559.00
Walter W. Sprague Co., Lynnwood, Washington	22,233.20
Rogers Construction Co., Portland	24,597.00

POLK COUNTY
HELMICK PARK SHELTER

Enoch I. Maerz, Salem	$ 6,306.80
C. M. Espedal, Portland	14,380.00

POLK COUNTY
HOLMAN PARK LATRINE

Enoch I. Maerz, Salem	$ 3,727.00
C. M. Espedal, Portland	7,301.00

UMATILLA COUNTY
GRADING, PAVING, ETC. HAVANA SECTION OF HAVANA-HELIX SECONDARY HIGHWAY

Arthur Simonsen & Co., Baker	$ 92,141.00
Marshall Construction Co., Hermiston	98,427.00
T. W. Thomas, Portland	102,495.50
Leslie Harris, Pendleton	117,704.00

WASHINGTON COUNTY
GRADING, PAVING, ETC. BANKS INTERCHANGE SECTION OF NEHALEM SECONDARY HIGHWAY

Rogers Construction Co., Portland	$136,978.00

WASHINGTON COUNTY
GRADING AND PAVING BEAVERTON (HWY. JCT.-12TH ST.) SECTION OF BEAVERTON-AURORA HIGHWAY

Porter W. Yett, Portland	$ 88,043.00
K. F. Jacobsen & Co., Inc., Portland	92,468.00

YAMHILL COUNTY
DAYTON BRIDGE OVER YAMHILL RIVER

Hamilton & Thoms, Eugene	$295,150.00
General Construction Co., Portland	307,269.00
Lee Hoffman, Beaverton	309,450.00
Tom Lillebo, Reedsport	320,360.00
Peter Kiewit Sons' Co., Longview, Washington	321,890.00
C. J. Eldon, Portland	325,740.00
Manson Construction & Engineer Co., Seattle, Washington	333,930.00
Workman & Wilson and Oregon Erecting Co., Canby	347,358.00
Natt McDougall Co., Portland	347,751.50
Donald M. Drake Co., Portland	372,294.00
Lord Bros. Contractors, Portland	380,234.00

September 23, 1955

At the Right of Way Engineer's request the Commission approved out of state travel in the approximate amount of $35 for a right of way agent to go to Tacoma, Washington, in connection with acquisition of the Gallagher property on the Portland-Salem Expressway.

The Commission discussed the programming of 1957 Forest Highway Funds as suggested by the Engineer on the previous day. The Engineer again pointed out that there is available for construction the sum of $2,680,000, and that the amount that was allocated to projects that later were eliminated from the program because of failure of Congress to provide funds totalled $2,030,000, leaving a balance unallocated of $650,000. He recommended that the projects previously deleted be reinstated as follows:

Project & Acct. No.	Route Name and Type of Work	Length Miles	Prev. Cancelled Allocation
3-A1 (3231-00)	Oregon Coast Highway Grading & Bridge Advance Clearing	2.15 3.90	$ 440,000
8-A3 (3232-00)	Umpqua Highway Grad. & Temp Surf.	2.5	250,000
35-B5, G3 (3234-00)	John Day-Burns Highway Grad. Surf. & Bit. Surf.	9.0	390,000
36-B3 (3235-00)	John Day Highway Grad., Surf. & Bit. Surf.	4.52	260,000
43-C5 (3236-00)	Diamond Lake Highway Grad., Surf. & Paving	4.89	250,000
47-C3, E1 (3237-00)	North Umpqua Highway Surf. & Bit. Surf. Treat.	4.5	100,000
47-F (3238-00)	North Umpqua Highway Advance Clearing	5.0	90,000
51-B (3239-00)	Belknap Springs Hwy. (North End) Grading	4.7	250,000
		Total	$2,030,000

He also recommended that of the unappropriated balance of $650,000 an amount of $500,000 be allocated to grade an additional section of the Mt. Hood Highway extending westerly a distance of about 2.5 miles from the end of the presently approved Forest Highway project near Rhododendr n and that the remaining $150,000 be allocated in accordance with the ideas

of the U. S. Forest Service. The Commission approved the reinstatement of the projects mentioned by the Engineer totaling $2,030,000 and the allocation of $500,000 for the Mt. Hood Highway, as recommended.

The Commission authorized the State Highway Engineer to take a two weeks' vacation immediately following the annual conference of the American Association of State Highway Officials in New Orleans in December.

A delegation from Lane and Linn Counties came before the Commission regarding the designation as a state secondary highway of the Belknap Springs Road extending northerly from a junction with the McKenzie Highway near Belknap Springs in Lane County, via Clear Lake, to a junction with the Santiam Highway in Linn County. The following people composed the group: Robert Straub, Kenneth Nielsen, and Ralph Peterson, Lane County Commissioners; Floyd B. Jenks, Linn County Commissioner; Walter W. Larsen, Linn County Engineer, Charles O. McCormack, Mayor of Albany; Robert A. Finlayson, Eugene City Manager, William Clubb, Eugene City Engineer; Mr. Byron Taylor, Eugene Water and Electric Board; Mr. and Mrs. Willis Brewster and Mrs. Ray Gordon, McKenzie Bridge Chamber of Commerce; Mr. M. E. Cady, Manager of Bend Chamber of Commerce; Mr. M. F. Roberts, Redmond Chamber of Commerce; Fred M. Brenne, Manager, Eugene Chamber of Commerce; Donald Donohue, Manager, Albany Chamber of Commerce; Mr. Jerry Benson, City Recorder from Sisters; Mr. Carl Baker, Mr. C. R. Belknap, Mr. H. P. Ford, and Edward M. Blenis, representing the McKenzie Protective and Development Association; H. R. Turrittin and Mrs. Ruth A. Mills, representing the McKenzie River Chamber of Commerce; Mr. Jack Larson, Mr. Frank Lockman, Mr. Guy Wright, and Mr. Lee Raish, representing the Springfield Chamber of Commerce; Mr. H. P. Hornish, Editor of the Springfield News; and Mr. Jack Lively, Director of the Springfield Chamber of Commerce, who acted as spokesman.

Mr. Lively stated that he represents the following organizations all of whom are in favor of constructing an all-weather road from Belknap Springs north to a connection with the Santiam Highway: Springfield Chamber of Commerce, McKenzie River Chamber of Commerce, Linn County Court, Lane County Court, Redmond Chamber of Commerce, City of Albany, Bend Chamber of Commerce, City of Springfield, Central Oregon Chamber of Commerce, Prineville Chamber of Commerce, Highway #126 Association, Glenwood Business Men's Association, City of Eugene, Eugene Chamber of Commerce, Sisters Chamber of Commerce, Albany Chamber of Commerce, Lebanon Chamber of Commerce and McKenzie Development and Improvement Association.

He asked the Commission to designate the road as a state secondary highway and to maintain it as such when construction is completed by the U. S. Forest Service and U. S. Bureau of Public Roads, and he advised that all of the groups that he represents are united in making this request. Mr. Lively spoke for the project from the economic and scenic standpoints, particularly mentioning its value in the marketing of overripe timber north

of Belknap Springs, the attraction it will have for tourists and sportsmen and its importance as a year around route for exchange of produce between Central Oregon and the Willamette Valley. He also called attention to the value of the road in the event of hostilities when it might be necessary to evacuate people from Eugene and Springfield, and he gave as his feeling that maintenance of the proposed road will be cheaper than maintenance of the existing route over McKenzie Pass. He repeated his request that the Commission designate the road as a state secondary highway and to maintain it as an all-year route when it has been constructed by the Federal Government. Commissioner Reynolds stated that the Commission is familiar with the project but cannot do what has been requested until the legal requirements have been satisfied. He particularly pointed out that the County Courts of Linn and Lane Counties must petition the Commission for such designation and even then the Commission cannot act until all three members are present. County Commissioner Nielsen of Lane County stated that both counties will file the required petitions with the Commission prior to its next regular meeting.

A delegation from the town of Mt. Vernon in Grant County came before the Commission concerning the proposed relocation of the Southern end of the Pendleton-John Day Highway. The following people were present, all from Mt. Vernon: Mr. James Damon, Manager, Telephone Corporation; Mr. Lee Hehn, member of the City Council; Mr. Vernon Rehder, Businessman; Mr. E. H. Rehder, Cattleman; and Mr. Roscoe Cannon, Machine Shop owner. Mr. Damon acted as spokesman. He urged the Commission to retain the highway in its present location through the town of Mt. Vernon. It was his feeling that the route under consideration to the east of Mt. Vernon is an inferior alignment although it may be approximately 1½ miles shorter. He pointed out that the route under consideration will cross a great deal of bottom land which will be removed from production. The people of Mt. Vernon, he stated,are opposed to having the highway removed from the town, and he asked that a public hearing be granted them if relocation is actually contemplated. The Engineer commented that the route now being considered was tentatively selected about 35 years ago, but the final survey of the same has not been made; moreover, there are no funds available to finance construction. Under the Oregon law, he stated, all towns are given a hearing if they so desire when a highway relocation affecting the town is proposed. He stated further that in locating a highway, the first consideration must be the economic movement of people and products. Commissioner Reynolds concluded the conference by stating that before a new highway route can be constructed, a survey must be made and approved by the Commission after which bids may be called for construction. The people of Mt. Vernon, he said, will have plenty of time to request a hearing and enter any protest before highway construction is commenced.

A delegation appeared before the Commission concerning proposed sale of riparian rights along the Willamette River at Oregon City. The following people were present, all from Portland: Captain H. T. Shaver, Columbia River Basin Operators; F. O. Meyer, Knappton Towboat Com-

pany; L. M. Thompson and G. H. Jackson, Western Transportation Company; E. H. Crosby, Columbia Basin Loggers and Columbia Basin Sawmills.

Captain Shaver, who acted as spokesman, stated that they have heard that the State intends to sell the riparian rights which Crown Zellerbach now leases and which lease will expire in February, 1956. The people that he represents, he stated, are fearful that if the rights are placed in private hands, those who must tie up log rafts in this vicinity may be forced to pay exorbitant fees for the privilege. The towboat operators and logging companies, he stated, will be glad to pay the State for use of the riparian facilities, and he asked that the State retain ownership of the rights. Mr. Crosby stated that the matter should be given further study before the sale is consummated. Commissioner Reynolds inquired as to what organization would lease the rights from the State and, if some organization were granted the right to lease, would they allow others to use the riparian facilities? Captain Shaver replied that he could not answer directly as to who would negotiate the lease but the Columbia River towboat operators and others who transport approximately 16,000 lockages per year, containing 30,000 to 50,000 board feet per lockage, probably will be the principals in any lease negotiated and there would be no discrimination as to the use of the facilities. Commissioner Reynolds commented that the sale was authorized as it was felt that the rights should be in private hands as they do not pertain to highway construction or maintenance. After some further discussion, Commissioner Reynolds advised the delegation that bids for purchase of the rights will be received as scheduled on September 26, 1955, but no actual sale or award will be made to any bidder until the matter has been discussed further by the Commission at its meeting scheduled for November 3 and 4, 1955. Captain Shaver stated that they will be present at such meeting for their answer.

Mr. C. W. Enfield, Chief Counsel, requested two weeks' vacation, consisting of one week before the AASHO meeting at New Orleans in December and a week following that meeting. The Commission granted the request.

The matter of sending notices to cities and towns in which highway relocations are proposed was brought up by Commissioner Reynolds. He stated that his attention has been called to a newspaper article that the Pacific Highway East was to be relocated, by-passing Albany and other south Willamette Valley towns. The Commission, he stated, has taken no action in this matter and he asked that the procedure of notifying the cities be revised so that the Commission will have prior knowledge of such matters. The Engineer explained that to comply with legislation enacted by the 1955 Legislature it is necessary that cities be notified and given an opportunity to request a hearing whenever highway changes are proposed within the city. Such notices, he stated, have been sent out when surveys are to be conducted and before the Engineer has made any recommendation and before the Commission has approved any particular route. To correct this situation he stated that hereafter the Commission will be notified before the notices are sent to the cities. No city, he added, has to date requested a hearing concerning proposed highway relocation. He asked the Commis-

sion to confirm notices heretofore sent to the cities and to authorize the sending of notices to the towns of Aumsville, Newberg, Brookings, Toledo and Lafayette. The Commission approved his request.

The Right of Way Engineer requested authority to negotiate acquisition of necessary right of way at 37th and Sandy, Portland, which he stated may cost as much as $25,000. He explained that this property is needed to enable long trucks to make the turn when the Banfield Expressway is opened to traffic in the near future. The Commission granted the authority as requested and authorized the taking of options, subject to approval by Commissioner McIver.

Commissioner McIver inquired as to what has transpired in connection with the proposed access to the T. H. Banfield Expressway at 12th Street and whether it is necessary to have access at this location. The Engineer replied that he wrote the agent of the Lloyd Corporation which owns all of the right of way at this point but as yet has received no reply. He gave as his feeling that access is needed at this point but in his estimation the Lloyd Corporation should donate the property because it will receive the most benefits from the access. He added that he will again contact the Lloyd representative and will submit a report as soon as possible.

The meeting recessed for luncheon at 11:40 a.m. and reconvened at 2:30 p.m. in the same room, with the following persons present:

Mr. C. H. Reynolds, Acting Chairman
Mr. M. K. McIver, Commissioner
Mr. R. H. Baldock, State Highway Engineer
Mr. W. C. Williams, Deputy State Highway Engineer
Mr. W. W. Stiffler, Assistant State Highway Engineer
Mr. C. H. Maison, Auditor
Mr. Floyd Query, Assistant Secretary

Messrs. Enfield, Porter, Armstrong and Glaisyer were excused.

C. W. Parker, Property Manager, who was present, requested authority to offer four houses for sale, all being located on Bell Drive on the T. H. Banfield Expressway in Portland. These properties, he stated, are not needed for highway purposes and he recommended that authority be granted to sell them at public sale for not less than $18,500. The Commission granted the request by adopting the attached resolution relative thereto marked EXHIBIT "K", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The State Highway Engineer reported that it may be possible on or before November 1 to open the Portland-Salem Expressway between the Willamette River and Hayesville, north of Salem, to light traffic, but the road will not be in condition to withstand heavy loads. On portions of the

road, he said, there will be only the base course of pavement and on other portions merely an oil mat surfacing on top of the gravel base. He advised that on the section immediately north of Salem four lanes of traffic can be provided and also on the section immediately south of the Willamette River, but that the central portion, of approximately eight miles, will have to be two lanes of traffic. He recommended that all traffic between the Hubbard interchange on the north and the Hayesville interchange on the south be limited to vehicles not exceeding 10,000 pounds gross weight. The Commission approved the Engineer's recommendation by adopting the attached resolution relative thereto marked EXHIBIT "L", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission discussed with the Engineer bids received in the morning session, and at 2:30 p.m. Commissioner McIver publicly announced awards of contracts as follows:

"Grade and surface 0.71 mile highway roadbed and construction of Yokum Bridge over Cow Creek, north of Canyonville in Douglas County: The Commission elects to accept the bid of Tom Lillebo, Reedsport, in the sum of $144,952 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Douglas County is received and the sum of $32,750 is deposited by the County.

"Divide-Rice Hill Guardrail Project on the Pacific Highway south of Cottage Grove in Douglas County: The Commission awarded the contract to the low bidder, T. W. Thomas, Portland, at his bid price of $30,900.

"Grading Fords Bridge Unit, Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County: The Commission elects to accept the bid of R. A. Heintz Construction Co., Portland, in the sum of $275,184 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Grading and oiling Odell Junction-Dukes Valley Junction Section of the Straight County Road, near Hood River in Hood River County: The Commission elects to accept the bid of Babler Bros., Inc., Portland, in the sum of $32,304.50 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Hood River County is received and the sum of $7,250 is deposited by the County.

"Grading Hellgate Canyon Section of the Galice County Road, north and west of Grants Pass in Josephine County: The Commission elects to accept the bid of Allum Bros., Eugene, in the sum of $104,831.25 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Josephine County is received and the sum of $23,800 is deposited by the County.

"Construction of rest room and concession building at Depoe Bay in Lincoln County: The Commission awarded the contract to the low bidder, John Helstrom, Astoria, at his bid price of $75,046.

"Construction of 33rd Avenue Undercrossing of Banfield Expressway in Multnomah County: The Commission elects to accept the bid of Gibbons & Reed Co., Portland, in the sum of $174,170.10 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"102nd Avenue-Fairview Roadside Improvement Project on the T. H. Banfield Expressway, east of Portland, in Multnomah County: The Commission awarded the contract to the low bidder, Knight Pearcy, Salem, at his bid price of $15,501.50.

"Construction of a Park Shelter at Helmick State Park south of Monmouth on the Pacific Highway West in Polk County: The Commission awarded the contract to the low bidder, Enoch I. Maerz, Salem, at his bid price of $6,306.80.

"Construction of a Park Latrine at Holman Park, west of Salem, in Polk County: The Commission awarded the contract to the low bidder, Enoch I. Maerz, Salem, at his bid price of $3,727.

"Grading and paving; also construction of a concrete bridge on the Havana Section of the Havana-Helix Secondary Highway, about 6 miles northeast of Pendleton, in Umatilla County: The Commission elects to accept the bid of Arthur Simonsen & Co., Baker, in the sum of $92,141 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired.

"Grading and paving; also construction of a concrete bridge on the Banks Interchange Section of the Nehalem Secondary Highway, about 6 miles north of Forest Grove in Washington County: The Commission elects to accept the bid of Rogers Construction Co., Portland, in the sum of $136,978 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired.

"Grading and paving Beaverton (Highway Junction-12th Street) Section of the Beaverton-Aurora Highway in Washington County: The Commission elects to accept the bid of Porter W. Yett, Portland, in the sum of $88,043 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired.

"Construction of Dayton Bridge over Yamhill River in Yamhill County: The Commission elects to accept the bid of Hamilton & Thoms, Eugene, in the sum of $295,150 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired.

There being no further business to be considered, the meeting was declared adjourned by Acting Chairman Reynolds at 2:40 p.m.

State Highway Engineer

Chas H Reynolds
Acting Chairman

H B Gearing Jr
Secretary

J T McLeod
Commissioner

September 23, 1955

EXHIBITS "A" through "L"

Minutes of the

OREGON STATE HIGHWAY COMMISSION MEETING

held on

September 22 and 23, 1955

EXHIBIT "A"

Minutes of September 22 and 23, 1955

RESOLUTION

WHEREAS, in connection with the future improvement of the highway herein designated, and for the convenience and benefit of the public, it is and has been necessary to acquire property for rights of way, quarry sites, gravel or other material sites, sites for the storage of materials, and properties for other purposes authorized by statute as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE BE IT RESOLVED that the following described properties are hereby declared to be necessary for State highway, park, and other uses under the jurisdiction of the Commission, and that the several options or bases of settlement hereinafter enumerated be, and the same hereby are approved and accepted, and that the attorney for the Commission be, and he hereby is, instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon, by and through its State Highway Commission. The said properties hereby ordered and authorized to be acquired are as follows:

UNIT 2 - WILLAMETTE RIVER - 42ND AVENUE SECTION - T. H. BANFIELD EXPRESSWAY

23855 Kirchgraber, Robert B. et al (Grant)
Right of Way
Option expires February 25, 1956

Land, 4,859 sq. ft. at $0.38+ per sq. ft.	$1,850.00	
House, 1,184 sq. ft. at $8.28+ per sq. ft.	9,810.00	
Garage, 170 sq. ft. at $2 per sq. ft.	340.00	
Amount to be paid owners - chrg to Right of Way		$12,000.00

Grantor to vacate or rent property five days after receipt of settlement.

EXHIBIT "A" (Cont)

UNIT 2 - WILLAMETTE RIVER - 42ND AVENUE SECTION - T. H. BANFIELD EXPRESSWAY (Cont)

23855 Kirchgraber, Robert B. et al (Cont)

Entire taking -

N. E. 122ND AVENUE CONNECTIONS SECTION - T. H. BANFIELD EXPRESSWAY

(Black)

23792 Seaburg, Ruby E.
Right of Way
Option expires February 10, 1956

1.87 acres at $3,500 per acre	$6,545.00	
House, 480 sq. ft. at $2.55 per sq. ft	1,224.00	
Storage Shed, 387 sq. ft. at $1 per sq. ft.	387.00	
Rabbit Hutch, 30 sq. ft. at $0.50 per sq. ft.	15.00	
Chicken House, 56 sq. ft.	29.00	
Amount to be paid owners - chrg to Right of Way		$8,200.00
State to assume 1955-56 taxes. Estimate.		80.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$8,280.00

Grantor to vacate 60 days from notice.

Entire taking -

Confirmation of phone approval by Mr. McIver, August 30, 1955.

(Black)

23799 Kerley, Oran O. and Mabel M.
Right of Way
Option expires February 7, 1956

1.6 acres at $3,500.00 per acre	$5,600.00	
Easement, .4 acre, lump sum	222.00	
House, 396 sq. ft. at $5.50 per sq. ft.	2,178.00	
Amount to be paid owners - chrg to Right of Way		$8,000.00
State to assume 1955-56 taxes. Estimate.		80.00

EXHIBIT "A" (Cont)

N. E. 122ND AVENUE CONNECTIONS SECTION - T. H. BANFIELD EXPRESSWAY (Cont)

23799 Kerley, Oran O. and Mabel M. (Cont)

GRAND TOTAL (Estimate) - chrg to Right of Way $8,080.00

Grantor to vacate 30 days after notice.

Entire taking -

Confirmation of phone approval by Mr. McIver, August 30, 1955.

23791 Beadle, Robert (Black)
Right of Way
Option expires February 25, 1956

0.31 acre, lump sum	$2,000.00
1.1 acre at $5,000 per acre	5,500.00
Moving of house	4,375.00
Damages to land	10,375.00
Damage to barn	800.00

Amount to be paid owners - chrg to Right of Way $23,050.00
Less County share 11,750.00

Net cost to State $11,300.00

Grantor to clear right of way 60 days from notice of acceptance.

Access controlled - none allowed -

Confirmation of approval by Mr. McIver on the basis of no exchange, September 2, 1955

23800 Amato, Frank et al (Black)
Right of Way
Option expires February 22, 1956

.17 acre and damage, lump sum $4,000.00

Amount to be paid owners - chrg to Right of Way $ 4,000.00

Access not controlled -

HARBOR DRIVE - BARBUR BOULEVARD SECTION - PORTLAND SALEM EXPRESSWAY

23922 Eilertson, Homer W. and Frances M. (Smith)
Right of Way

EXHIBIT "A" (Cont)

HARBOR DRIVE - BARBUR BOULEVARD SECTION - PORTLAND - SALEM EXPRESSWAY (Cont)

23922 Eilertson, Homer W. and Frances M. (Cont)
Option expires February 11, 1956

5,000 sq. ft. at $0.20 per sq. ft.	$1,000.00	
House, 664 sq. ft. at $7.50 per sq. ft.	4,980.00	
Trees, berries, flowers, fence, driveway, lawn, etc.	520.00	
Amount to be paid owners - chrg to Right of Way		$6,500.00
State to assume 1955-56 taxes. Estimate		130.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$6,630.00

Grantors agree either to vacate or rent property within 5 days after receiving full settlement.

Entire taking -

(Smith)

22530 Estate of Herbert B. Miller
Right of Way
Option expires October 8, 1955

15,000 sq. ft. at $0.60 per sq. ft.	$9,000.00	
Driveways and fences	2,000.00	
Warehouse 2,300 sq. ft. at $4 per sq. ft.	9,200.00	
Paint Mixing Plant 4,100 sq. ft. at $6 per sq. ft.	24,000.00	
Warehouse 1,152 sq. ft. - Storage Plat. 2,140 sq. ft.	2,050.00	
Residence 1050 sq. ft. at $2.00 per sq. ft.	2,000.00	
Lab. and Office 532 sq. ft. at $3.50 per sq. ft.	1,750.00	
Trade equipment purchased	15,015.00	
Allowance for moving other equipment	4,985.00	
Amount to be paid owners - chrg to Right of Way		$70,000.00
State to assume 1955-56 taxes. Estimate		1,400.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$71,400.00

Grantors to remove personal property and equipment by Jan. 1, 1956.

Entire taking -

EXHIBIT "A" (Cont)

HARBOR DRIVE - BARBUR BOULEVARD SECTION - PORTLAND - SALEM EXPRESSWAY (Cont)

22528 Honeyman, Arthur Allen and Margaret W. (Smith)
Right of Way
Option expires September 30, 1955

15,000 sq. ft. at $0.60 per sq. ft.	$ 9,000.00	
Building, 4,500 sq. ft. at $5 per sq. ft.	22,500.00	
Amount to be paid owners - chrg to Right of Way		$31,500.00
State to assume 1955-56 taxes. Estimate		630.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$32,130.00

Grantor is to vacate or rent building 90 days after acceptance.

Entire taking -

22709 Norman, Daisy E. (Grant)
Right of Way
Option expires March 7, 1956

Land, 20,000 sq. ft. approx. at $0.06 per sq. ft.	$ 1,200.00	
House, 864 sq. ft. at $7.57+ per sq. ft.	6,550.00	
Improvements and two sheds	750.00	
Amount to be paid owners - chrg to Right of Way		$ 8,500.00

Entire taking -

HARBOR DRIVE - WEST PORTLAND JUNCTION SECTION - PORTLAND - SALEM EXPRESSWAY

24026 Thompson, Bernice E. and Anthony M. (Smith)
Waste Site
Option expires February 10, 1956

House, 712 sq. ft. at $4 per sq. ft., garage, 236 sq. ft. at $1 per sq. ft., fruit trees, cancellation of lease, and any damage, lump sum	$ 3,450.00	
Amount to be paid owners - chrg to Right of Way		$ 3,450.00

EXHIBIT "A" (Cont)

HARBOR DRIVE - WEST PORTLAND JUNCTION SECTION - PORTLAND - SALEM EXPRESSWAY (Cont)

24026 Thompson, Bernice E. and Anthony M. (Cont)

Above is on property belonging to Oregon Electric Company.

Grantors to vacate property 10 days after receiving final settlement.

THINGS TO BE DONE BY THE STATE

State not to impair grantors access prior to date of vacation.

Entire holdings -

ONION FLAT - MIDDLETON UNIT - TIGARD - NEWBERG SECTION - PACIFIC HIGHWAY WEST

23348 Miller, Elizabeth et al (Stuntz)
Right of Way
Option expires February 24, 1956

0.4 acre in 2 parcels, lump sum	$1,000.00
Building, 300 sq. ft., lump sum	500.00
Trees and berry vines	100.00
Damages, prox. of R/W lines	2,500.00
Amount to be paid owners - chrg to Right of Way	$4,100.00
State to assume 1955-56 taxes. Estimate	41.00
GRAND TOTAL (Estimate) - chrg to Right of Way	$4,141.00

Grantors to vacate and remove personal property 30 days from notice. Grantors to move or replace septic tank and lay new drain field outside parcels of land, if found within R/W, within 60 days from notice.

Access controlled - none allowed -

WASHINGTON COUNTY LINE - HILLSDALE SECTION - BEAVERTON - HILLSDALE HIGHWAY

23635 Busch, Herman W. (Smith)

EXHIBIT "A" (Cont)

WASHINGTON COUNTY LINE - HILLSDALE SECTION - BEAVERTON-HILLSDALE HIGHWAY (Cont)

23635 Busch, Herman W. (Cont)
Right of Way
Option expires February 11, 1956

3,180 sq. ft. at $0.20 per sq. ft.	$ 636.00	
Damages	3,170.00	
Amount to be paid owner - chrg to Right of Way		$3,806.00

Grantor to remove all appurtenances from r/w within 30 days after receiving payment. Thereafter everything in r/w becomes state property.

THINGS TO BE DONE BY THE STATE

Blacktop to full width the approaches from r/w line to paved travel lanes.

Access not controlled -

23637 Watson, Marion M. and Helen G. (Smith)
Slope easement
Option expires February 9, 1956

0.012 acre slope easement plus damages	$ 50.00	
Amount to be paid owner - chrg to Right of Way		$ 50.00

THINGS TO BE DONE BY THE STATE

Fill is to be covered with topsoil.

Access not controlled -

23645 Conner, Clyde R. and Juanita L. (Black)
Slope Easement
Option expires February 22, 1956

Slope easement, 0.015 acre, lump sum	$ 80.00

EXHIBIT "A" (Cont)

WASHINGTON COUNTY LINE - HILLSDALE SECTION - BEAVERTON - HILLSDALE HIGHWAY (Cont)

23645 Conner, Clyde R. and Juanita L. (Cont)

Amount to be paid owners - chrg to Right of Way $ 80.00

THINGS TO BE DONE BY THE STATE

Replace steps on Lot 3 if disturbed.

Access not controlled -

23634 Moody, William R. and Dora P. (Grant)
Right of Way
Option expires February 29, 1956

1,481 sq. ft. at $0.15- per sq. ft.	$ 220.00
Damage	1,580.00

Amount to be paid owners - chrg to Right of Way $1,800.00

Grantor to remove trees, shrubs and plants by November 1, 1955 or they become property of State.

Access not controlled -

23630 Smith, Francis LeRoy and Berry Elizabeth (Grant)
Right of Way
Option expires February 29, 1956

3,093 sq. ft. at $0.15+ per sq. ft., lump sum	$ 460.00
Damage	690.00

Amount to be paid owners - chrg to Right of Way $1,150.00

Grantor to remove trees and shrubs from R/W by Nov. 1, 1955 or they become property of the State.

Access not controlled -

23631 Fornfeist, Frank H. (Grant)
Right of Way
Option expires February 24, 1956

EXHIBIT "A" (Cont)

WASHINGTON COUNTY LINE - HILLSDALE SECTION - BEAVERTON - HILLSDALE HIGHWAY (Cont)

23631 Fornfeist, Frank H. (Cont)

3,180 sq. ft. at $0.15+ per sq. ft., lump sum	$ 480.00
Damage	920.00

Amount to be paid owners chrg to Right of Way $1,400.00

Grantor to remove trees, shrubs and fence by Nov. 1, 1955 or they become property of State. Grantor may remove trees after that date, without payment to the State, provided he removes same by Dec. 1, 1955.

Access not controlled -

23167 Grant, John A. and Lois M. (Grant)
Right of Way
Option expires February 24, 1956

2,040 sq. ft. at $0.12 a sq. ft.	$ 240.00
Yard improvements	400.00
Damage	1,160.00

Amount to be paid owners - chrg to Right of Way $1,800.00

Grantor to remove all trees and shrubs by November 1, 1955 or they will become property of the State.

THINGS TO BE DONE BY THE STATE

State to remove Grantor's present drain tile and place on Grantor's property.

Access not controlled -

23180 Brockway, Bert G. et al (Smith)
Easement
Option expires February 24, 1956

Slope easement and rights of access, lump sum	$1,500.00

Amount to be paid owners - chrg to Right of Way $1,500.00

EXHIBIT "A" (Cont)

WASHINGTON COUNTY LINE - HILLSDALE SECTION - BEAVERTON - HILLSDALE HIGHWAY (Cont)

23180 Brockway, Bert G. et al (Cont)

Grantor may build steps and Grantor may rock the slope.

Access controlled - none allowed -

23658 Petterson, Waldo I. and Lucille H. (Black)
Slope Easement
Option expires February 22, 1956

0.11 acre, lump sum	$ 200.00	
Amount to be paid owners - chrg to Right of Way		$ 200.00

Access not controlled -

23164 Ihde, Clifford J. and Wilma H. (Smith)
Right of Way
Option expires October 16, 1955

3600 sq. ft. level at $0.15 per sq. ft.	$ 540.00	
5983 sq. ft. low at $0.06 per sq. ft.	360.00	
Shrubs, lawn and driveway	550.00	
Encroachment damage	1,230.00	
Allowance toward 1955-56 taxes	10.00	
Amount to be paid owners - chrg to Right of Way		$2,690.00

THINGS TO BE DONE BY THE STATE

Construct 16' approaches to grantors' existing driveways.

Access not controlled -

23187 Collinsworth, Melvin L. et al (Black)
Right of Way
Option expires February 5, 1956

Lots 9 & 10 plus small piece across creek, lump sum	$ 600.00
House, 570 sq. ft. at $8.50 per sq. ft.	4,845.00
Yard improvements, lump sum	605.00

EXHIBIT "A" (Cont)

WASHINGTON COUNTY LINE - HILLSDALE SECTION - BEAVERTON - HILLSDALE HIGHWAY (Cont)

23187 Collinsworth, Melvin L. et al (Cont)

Amount to be paid owners - chrg to Right of Way	$6,050.00
State to assume 1955-56 taxes. Estimate	60.00
GRAND TOTAL (Estimate) - chrg to Right of Way	$6,110.00

Grantor to give possession 45 days from notice.

Entire taking -

23633 Taylor, Rulon E. and Erma A. (Grant)
Right of Way
Option expires February 29, 1956

1,873 sq. ft. at $0.15 per sq. ft.	$ 280.00	
Damage	1,620.00	
Amount to be paid owners - chrg to Right of Way		$1,900.00

Grantor to remove trees, shrubs and fence by November 1, 1955 or they become property of State.

Access not controlled -

23160 Taft, James N. and Ruth C. (Grant)
Right of Way
Option expires February 29, 1956

7,928 sq. ft. at $0.189 per sq. ft.	$1,500.00	
Amount to be paid owners - chrg to Right of Way		$1,500.00

Grantor to remove trees, shrubs and plants by November 1, 1955 or they become property of State.

Access not controlled -

23193 Lyons, Jean B. (Black)
Right of Way and Channel Easement
Option expires February 29, 1956

EXHIBIT "A" (Cont)

WASHINGTON COUNTY LINE - HILLSDALE SECTION - BEAVERTON - HILLSDALE HIGHWAY (Cont)

23193 Lyons, Jean B. (Cont)

0.045 acre, lump sum	$ 100.00	
Easement, 0.065 acre, lump sum	50.00	
Amount to be paid owners - chrg to Right of Way		$ 150.00

Access not controlled -

(Smith)

23176 Kephart, Arnold A. et al
Right of Way
Option expires February 26, 1956

4,356 sq. ft. at $0.06+ per sq. ft.	$ 265.00	
Amount to be paid owners - chrg to Right of Way		$ 265.00

Access not controlled -

HILLSBORO - ONE WAY STREET SECTION - TUALATIN VALLEY HIGHWAY

(Black)

23843 Marshall, Charles W.
Right of Way
Option expires February 29, 1956

1,660 sq. ft., lump sum	$ 200.00	
Amount to be paid owners - chrg to Right of Way		$ 200.00

Access not controlled -

(Black)

23850 Smith, Irvin H. and Marion W.
Right of Way
Option expires February 28, 1956

0.28 acre at $350 per acre	$ 98.00	
House, 830 sq. ft. at $4 per sq. ft.	3,320.00	
Amount to be paid owners - chrg to Right of Way		$3,418.00

Grantor to vacate 30 days after notice.

Access not controlled -

EXHIBIT "A" (Cont)

WASHBURN - NORTH PLAINS SECTION - WILSON RIVER HIGHWAY

22523 Herinckx, Nettie (Black)
Right of Way
Option expires February 23, 1956

1.74 acres at $1,000 per acre	$1,740.00	
House, 810 sq. ft. at $4 per sq. ft.	3,240.00	
Wood shed and chicken house	1,208.00	
3 wells and yard improvements, lump sum	1,012.00	
Amount to be paid owners - chrg to Right of Way		$7,200.00
State to assume 1955-56 taxes. Estimate		72.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$7,272.00

Grantor to give possession 30 days after notice.

Entire taking -

BRADLEY PARK - COLUMBIA COUNTY LINE SECTION - COLUMBIA RIVER HIGHWAY

23853 Freeman, Thomas W. and Bonnie Faye (Harrington)
Right of Way
Option expires February 7, 1956

2.14 acres, lump sum	$ 250.00	
Amount to be paid owners - chrg to Right of Way		$ 250.00

THINGS TO BE DONE BY THE STATE

Construct approaches at or near 215+50 Northerly and 216+50, Southerly.

Access 215+50, Northerly and 216+50, Southerly for private residential use and for removal of farm and/or forest products from grantors' remaining land, only.

Access controlled -

23859 Miller, Harold M. and Maude (Harrington)
Right of Way
Option expires February 18, 1956

EXHIBIT "A" (Cont)

BRADLEY PARK - COLUMBIA COUNTY LINE SECTION - COLUMBIA RIVER HIGHWAY (Cont)

23859 Miller, Harold M. and Maude (Cont)

Land (½ int.) 0.49 acre	$ 25.00	
Amount to be paid owners - chrg to Right of Way		$ 25.00

Access controlled - none allowed -

McMINNVILLE AIRPORT - DAYTON JUNCTION SECTION - THREE MILE LANE HIGHWAY

(Gemmell)

2.421 Emmert, Wiley et al
Right of Way
Option expires February 18, 1956

2.58 acres at $350 per acre	$ 903.00	
10 trees	97.00	
.5+ acre of strawberries	100.00	
Damage	600.00	
Amount to be paid owners - chrg to Right of Way		$1,700.00

THINGS TO BE DONE BY THE STATE

Fence right of way.

Access controlled - none allowed -

(Gemmell)

2.422 Todd, Daniel N. et al
Right of Way
Option expires February 17, 1956

0.47 acre, lump sum	$ 200.00	
Amount to be paid owners - chrg to Right of Way		$ 200.00

THINGS TO BE DONE BY THE STATE

Fence right of way.

Access controlled - none allowed -

EXHIBIT "A" (Cont)

McMINNVILLE AIRPORT - DAYTON JUNCTION SECTION - THREE MILE LANE HIGHWAY (Cont)

23426 Lumm, William and Magdelina E. (Gemmell)
Right of Way
Option expires February 29, 1956

5.21 acres at $300 per acre	$1,563.00	
Damage	250.00	
Amount to be paid owners - chrg to Right of Way		$1,813.00

THINGS TO BE DONE BY THE STATE

Fence right of way.

Access controlled - none allowed -

23427 Hibbert, Wilhelmina L. (Gemmell)
Right of Way
Option expires February 29, 1956

2.36 acres at $300 per acre	$ 708.00	
Amount to be paid owners - chrg to Right of Way		$ 708.00

THINGS TO BE DONE BY THE STATE

Fence right of way.

Access controlled - none allowed -

SALEM - STOUT CREEK SECTION - NORTH SANTIAM HIGHWAY

22638 Beitel, Augustine J. and Anna (Gemmell)
Right of Way
Option expires March 6, 1956

15.7 acres at $200 per acre	$3,140.00	
Severance damage	520.00	
Amount to be paid owners - chrg to Right of Way		$3,660.00

Grantor to remove timber within 60 days from notice.

THINGS TO BE DONE BY THE STATE

Fence r/w. Install 16' metal gate either side of farm crossing. Construct farm crossing. Farm crossing, 889+75.

SALEM - STOUT CREEK SECTION - NORTH SANTIAM HIGHWAY (Cont)

22638 Beitel, Augustine J. and Anna (Cont)

Access controlled -

22649 Koenig, Joe A. and Patricia (Gemmell)
Right of Way
Option expires February 29, 1956

4.6 acres, lump sum	$2,060.00
Move 2 power poles	300.00
Bean and berry poles and trellises	300.00
Irrigation pipe through hwy.	150.00
Well	350.00
Damage	1,250.00
Fencing allowance, 30 rods at $4 per rod	120.00

Amount to be paid owners - chrg to Right of Way $4,530.00

Grantor to vacate property by October 1, 1955. Grantor may fence Southerly r/w. Grantor to have permanent use of relocated creek.

THINGS TO BE DONE BY THE STATE

Install 12" conduit 933+50. Fence Northerly r/w line and install 16' gate at approach. Construct approach from r/w lines to hwy. State guarantees that relocation of creek will not hinder normal flow of water. Access: 935+60, Southerly side for production and transportation to market of farm products of grantors remaining land and private residential use only. Farm crossing: 935+60.

Access controlled -

22635 B. Boedigheimer Estate (Gemmell)
Right of Way
Option expires February 24, 1956

0.49 acre, lump sum	$ 125.00

Amount to be paid owners - chrg to Right of Way $ 125.00

Grantor to remove timber prior to October 15, 1955.

THINGS TO BE DONE BY THE STATE

Fence right of way.

EXHIBIT "A" (Cont)

SALEM - STOUT CREEK SECTION - NORTH SANTIAM HIGHWAY (Cont)

22635 B. Boedigheimer Estate (Cont)

Access controlled - none allowed -

SILETZ - CAMP TWELVE UNIT - SILETZ - TOLEDO SECTION - SILETZ HIGHWAY

23813 Georgia Pacific Plywood Company (Benner)
Right of Way
Option expires March 7, 1956

3 acres, lump sum $ 50.00

Amount to be paid owner - chrg to Right of Way $ 50.00

THINGS TO BE DONE BY THE STATE

Place any merchantable trees cut from property on adjacent property of Grantor.

Access not controlled -

CEDAR CREEK - SILETZ SECTION - SILETZ HIGHWAY

23219 Oregon Pulp and Paper Company (Benner)
Haul Road Easement
Easement signed July 29, 1955

15 yr. Easement over existing road (Gratis)

State to use road only when road will not be unreasonably damaged. State not to use road when fire conditions are hazardous.

S. P. OVERCROSSING - LANE COUNTY LINE SECTION - PACIFIC EAST HIGHWAY

23720 Overton, Hurley D. et al (Benner)
Borrow Pit and Gravel Pit
Option expires February 17, 1956

59.32 acres at $175+ per acre $10,400.00

Amount to be paid owner - chrg to Gravel Site $10,400.00

State to assume 1955-56 taxes on tract. Estimate 104.00

EXHIBIT "A" (Cont)

S. P. OVERCROSSING - LANE COUNTY LINE SECTION - PACIFIC EAST HIGHWAY (Cont)

23720 Overton, Hurley D. et al (Cont)

GRAND TOTAL (Estimate) chrg to Gravel Site $10,504.00

Grantor may remove improvements on or before June 30, 1956 and harvest perennial crops to 1958, if such does not interfere with State's operations.

Entire taking -

BENTON COUNTY - LANE COUNTY LINE - CHESHIRE SECTION - TERRITORIAL HIGHWAY

(Morgan)

20823 Harper, Robert
Renewal of lease for road materials
Renewal expires May 31, 1957

Renewal of lease for road materials (0.10 per cu. yd.)

Access not controlled -

FERRY STREET BRIDGE - MOHAWK ROAD SECTION - EUGENE - SPRINGFIELD HIGHWAY

(Benson)

23561 Ellis, Millicent A.
Right of Way
Option expires February 25, 1956

Lot, house and 2 sheds, lump sum $4,000.00

Amount to be paid owners - chrg to Right of Way $ 4,000.00

Entire taking -

UMPQUA BEND - SOUTH UMPQUA RIVER UNIT - MYRTLE CREEK - CANYONVILLE SECTION - PACIFIC HIGHWAY

(Holt)

23738 Patrick, George and Marna
Right of Way
Option expires October 24, 1955

8.13 acres at $675+ per acre $5,500.00
Improvements - well and pumphouse 500.00

EXHIBIT "A" (Cont)

UMPQUA BEND - SOUTH UMPQUA RIVER UNIT - MYRTLE CREEK - CANYONVILLE SECTION - PACIFIC HIGHWAY (Cont)

23738 Patrick, George and Marna (Cont)

Amount to be paid owners - chrg to Right of Way $6,000.00

Grantor may have unlimited access to frontage road. Accesses may be used for private or commercial purposes.

THINGS TO BE DONE BY THE STATE

Reconstruct existing approach to the frontage road. Fence westerly right of way line.

Access controlled - none allowed -

23749 Turpin, Ellery E. and Electa O. (Hill)
Right of Way
Option expires March 6, 1956

1.07 acre, lump sum $1,300.00

Amount to be paid owners - chrg to Right of Way $1,300.00

Grantor to salvage 75 ft. one-inch water pipe from well to house, to be removed when house is connected to new well or 30 days after acceptance. Grantor to salvage 40 ft. of 4-inch drainage tile to be removed 30 days after acceptance.

THINGS TO BE DONE BY THE STATE

State to contract to drill well on Grantor's remaining property to provide water supply equal to that now existing. If water not available, State to renegotiate. Construct existing approach to frontage road.

Access controlled -

SHADY - CANYONVILLE SECTION - PACIFIC HIGHWAY

23157 Maris, Charles W. and Ruth S. (Morgan)
Right of Way
Option expires February 25, 1956

1.78 acres, lump sum $ 200.00

EXHIBIT "A" (Cont)

SHADY - CANYONVILLE SECTION - PACIFIC HIGHWAY (Cont)

23157 Maris, Charles W. and Ruth S. (Cont)

Amount to be paid owners - chrg to Right of Way $ 200.00

THINGS TO BE DONE BY THE STATE

Fence r/w

Access controlled - none allowed -

JUMP OFF JOE CREEK - GRANTS PASS SECTION - PACIFIC HIGHWAY

23322 Martin, Truett J. and Marcella M. (Holt)
Right of Way
Option expires February 22, 1956

.48 acre, residential lot	$1,500.00	
House, 900 sq. ft. at $8 per sq. ft.	7,200.00	
Garage, 280 sq. ft. at $2 per sq. ft.	560.00	
Well, pump house and pump	740.00	
Amount to be paid owners - chrg to Right of Way		$10,000.00
State to assume 1955-56 taxes. Estimate		100.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$10,100.00

Grantor to vacate premises within 60 days from notice.

Entire taking -

23309 Smith, Reuben W. and Winifred M. (Holt)
Right of Way
Option expires February 23, 1956

2.72 acres at $1200 per acre	$3,200.00	
Damage	1,000.00	
Amount to be paid owners - chrg to Right of Way		$4,200.00

Grantor retains right of unlimited access to the roadway to be constructed across Parcel 2.

THINGS TO BE DONE BY THE STATE

Reconstruct existing road approach, and provide drainage facilities.

EXHIBIT "A" (Cont)

JUMP OFF JOE CREEK - GRANTS PASS SECTION - PACIFIC HIGHWAY (Cont)

23309 Smith, Reuben W. and Winifred M. (Cont)

Access controlled -

23607 Josephine County (Holt)
Quarry Site
Option expires March 1, 1956

20 acres at $50 per acre $1,000.00

Amount to be paid owner - chrg to Quarry Site $1,000.00

Grantor to have right of access across property if such does not interfere with State's operations. Grantor may remove timber for a period of 90 days from notice.

WILDERVILLE - JEROME PRAIRIE UNIT - HAYES HILL - GRANTS PASS SECTION - REDWOOD HIGHWAY

23006 Brock, Leonard H. et al . (Morgan)
Right of Way
Option expires February 15, 1956

0.25 acre, lump sum $ 100.00

Amount to be paid owners - chrg to Right of Way $ 100.00

THINGS TO BE DONE BY THE STATE

Construct road approaches to present roadway, 534+80, Northerly and 532+90, Southerly.
Access: 534+80, Northerly and 532+90, Southerly, for private, residential use only.

Access controlled -

23567 Baum, Mary E. (Holt)
Right of Way
Option expires February 17, 1956

.2 acre, lump sum $ 700.00

Amount to be paid owner - chrg to Right of Way $ 700.00

Access controlled - none allowed -

EXHIBIT "A" (Cont)

WILDERVILLE - JEROME PRAIRIE UNIT - HAYES HILL - GRANTS PASS SECTION - REDWOOD HIGHWAY Cont)

23007 Eldred, Carl E. W. and Virginia H. (Morgan)
Right of Way
Option expires February 10, 1956

0.04 acre, lump sum	$ 225.00	
6¼ rods of fence at $4 per rod	25.00	
Amount to be paid owners - chrg to Right of Way		$ 250.00

Access controlled - none allowed -

23005 Duckworth, Earl et al (Morgan)
Right of Way
Option expires February 21, 1956

2.87+ acres at $466+ per acre	$1,340.00	
Amount to be paid owners - chrg to Right of Way		$1,340.00

THINGS TO BE DONE BY THE STATE

Fence northerly side of right of way.
Install culvert between Sta. 531+00 and 531+50.
Construct road approach, northerly side, opp. Sta. 525+00.

Access controlled -

NORTHBOUND ROUTE IN ASHLAND SECTION - PACIFIC HIGHWAY

23241 Sawyer, Bertha E. (Stuntz)
Right of Way
Option expires January 19, 1956

0.21 acre, 9,020 sq. ft. at $0.40+ per sq. ft.	$3,600.00	
House, 1,100 sq. ft. at $6 per sq. ft.	6,600.00	
Garage and shed	100.00	
Shrubbery, trees, lawn, sidewalk and fence	200.00	
Amount to be paid owners - chrg to Right of Way		$10,500.00
State to assume 1955-56 taxes. Estimate		210.00

EXHIBIT "A" (Cont)

NORTHBOUND ROUTE IN ASHLAND SECTION - PACIFIC HIGHWAY (Cont)

23241 Sawyer, Bertha E. (Cont)

GRAND TOTAL (Estimate) - chrg to Right of Way $10,710.00

Grantor to vacate 60 days from notice.

Entire taking -

23247 Van Vleet, R. E. et al (Hill)
Right of Way and Slope Easement
Option expires January 20, 1956

0.05 ac. for R/W & 0.02 for sl. eas., + house	$3,500.00
Amount to be paid owners - chrg to Right of Way	$ 3,500.00
State to assume 1955-56 taxes. Estimate	70.00
GRAND TOTAL (Estimate) - chrg to Right of Way	$3,570.00

Grantor to vacate 60 days from notice.

THINGS TO BE DONE BY THE STATE

State will replace driveway approach at app. Sta. 21+70 North side.

Access not controlled -

NORTH BOUND ROUTE THROUGH ASHLAND SECTION - PACIFIC HIGHWAY

23255 Hollingsworth, J. C. and Pauline (Hill)
Right of Way
Option expires February 29, 1956

0.16 acre, lump sum	$3,500.00
House, lump sum	6,000.00
Garage	300.00
Trees, shrubs, walks, etc.	200.00
Amount to be paid owners - chrg to Right of Way	$10,000.00

EXHIBIT "A" (Cont)

NORTH BOUND ROUTE THROUGH ASHLAND SECTION - PACIFIC HIGHWAY (Cont)

23255 Hollingsworth, J. C. and Pauline (Cont)

State to assume 1955-56 taxes. Estimate	$ 200.00
GRAND TOTAL (Estimate) - chrg to Right of Way	$10,200.00

Grantors to vacate property within 60 days from notice.

Entire taking -

KLAMATH FALLS WEST SIDE BY-PASS SECTION - THE DALLES - CALIFORNIA HIGHWAY

23096 Pearce, Ansil F. and M. Wilma (Bucknum)
Right of Way
Option expires February 11, 1956

8,000 sq. ft. at $0.05 per sq. ft.	$ 400.00	
House, 680 sq. ft. at $5.00 per sq. ft.	3,400.00	
Garage with attic, 200 sq. ft. at $1.50 per sq. ft.	500.00	
Two retaining walls	250.00	
Fireplace, bushes, trees, lawn, shrubs and plants	295.00	
Amount to be paid owners - chrg to Right of Way		$4,845.00
State to assume 1955-56 taxes. Estimate.		50.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$4,895.00

Grantors may occupy premises for 60 days after notice.

Entire taking -

23119 Fink, Wilma C. (Bucknum)
Right of Way
Option expires February 17, 1956

4,000 sq. ft. at $0.07½ per sq. ft.	$ 300.00
Rock garden, trees, shrubs, plants	200.00
Severance damage	3,000.00

EXHIBIT "A" (Cont)

KLAMATH FALLS WEST SIDE BY-PASS SECTION - THE DALLES - CALIFORNIA HIGHWAY (Cont)

23119 Fink, Wilma C. (Cont)

Amount to be paid owner - chrg to Right of Way		$3,500.00

Access controlled - none allowed

23054 Herzog, Oliver C. (Bucknum)
Right of Way
Option expires February 22, 1956

480 sq. ft. at $0.05 per sq. ft.	$ 24.00	
Shed, 115 sq. ft. at $2 per sq. ft. (Allow for remov.)	230.00	
6 fruit trees at $16 per tree	96.00	
Amount to be paid owners - chrg to Right of Way		$ 350.00

Grantors to move buildings.

Access controlled - none allowed -

23088 Thurman, Gerald and Hazel J. (Bucknum)
Right of Way
Option expires February 26, 1956

4,500 sq. ft. at $0.05 per sq. ft.	$ 225.00	
House, 400 sq. ft. at $2.50 per sq. ft.	1,000.00	
Garage	200.00	
Retaining wall	45.00	
Amount to be paid owners - chrg to Right of Way		$1,470.00
State to assume 1955-56 taxes. Estimate		28.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$1,498.00

Entire taking -

23098 Fry, Mary Lou and Charles (Bucknum)
Right of Way
Option expires March 5, 1956

EXHIBIT "A" (Cont)

KLAMATH FALLS WEST SIDE BY-PASS SECTION - THE DALLES - CALIFORNIA HIGHWAY (Cont)

23098 Fry, Mary Lou and Charles (Cont)

Land. 2 lots at $250 each	$ 500.00	
House, 970 sq. ft. at $2.50 per sq. ft.	2,425.00	
Shed and 50 ft. ret. wall, 4 ft. high	325.00	
Amount to be paid owner - chrg to Right of Way		$3,250.00
State to assume 1955-56 taxes. Estimate		60.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$3,310.00

Entire taking -

23100 Arrington, Robert T. (Bucknum)
Right of Way
Option expires March 5, 1956

4,356 sq. ft. at $0.05 per sq. ft.	$ 217.80	
Severance damage	250.00	
Amount to be paid owner - chrg to Right of Way		$ 467.80

Access controlled - none allowed -

23052 Carlile, L. T. and Ina (Bucknum)
Right of Way
Option expires February 8, 1956

1.8 acres at $1,000 per acre	$1,800.00	
Buildings & improvements	150.00	
Amount to be paid owners - chrg to Right of Way		$1,950.00
State to assume 1955-56 taxes. Estimate		20.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$1,970.00

Access controlled - none allowed -

EXHIBIT "A" (Cont)

KLAMATH FALLS WEST SIDE BY-PASS SECTION - THE DALLES - CALIFORNIA HIGHWAY (Cont)

23078 Jones, Chester R. and Marcelle (Bucknum)
Right of Way
Option expires February 10, 1956

8,000 sq. ft. at $0.07½ per sq. ft.	$ 600.00	
Dwelling, 640 sq. ft. at $6. per sq. ft.	3,840.00	
150 ft. picket fence at $1 per ft.	150.00	
Lawn, trees, plants and shrubs	100.00	
Amount to be paid owners - chrg to Right of Way		$4,690.00
State to assume 1955-56 taxes. Estimate		46.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$4,736.00

Grantor may occupy premises for 60 days after notice.

Entire taking -

23079 Hurd, Cecil M. (Bucknum)
Right of Way
Option expires February 9, 1956

8,000 sq. ft. at $0.07½ per sq. ft.	$ 600.00	
Amount to be paid owners - chrg to Right of Way		$ 600.00
State to assume 1955-56 taxes. Estimate		6.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$ 606.00

Entire taking -

23071 Beckley, J. D. and Capitola (Bucknum)
Right of Way
Option expires February 17, 1956

26,010 sq. ft., lump sum	$1,500.00
House, 1,216 sq. ft. at $5 per sq. ft.	6,080.00
Garage, fruit room	560.00
House, 884 sq. ft. at $3 per sq. ft.	2,652.00
Fence, lawn, trees, bushes, shrubs, bulbs, bird bath and rock garden.	1,708.00

EXHIBIT "A" (Cont)

KLAMATH FALLS WEST SIDE BY-PASS SECTION - THE DALLES - CALIFORNIA HIGHWAY (Cont)

23071 Beckley, J. D. and Capitola (Cont)

Amount to be paid owners - chrg to Right of Way	$12,500.00
State to assume 1955-56 taxes. Estimate	250.00
GRAND TOTAL (Estimate) - chrg to Right of Way	$12,750.00

Grantor may occupy premises for 60 days after notice.

Entire taking -

23077 Savoy, Pete (Bucknum)
Right of Way
Option expires February 18, 1956

8,000 sq. ft. at $0.05 per sq. ft.	$ 400.00	
Building, 400 sq. ft. at $1 per sq. ft.	400.00	
Shrubs, trees and plants	20.00	
Amount to be paid owners - chrg to Right of Way		$ 820.00
State to assume 1955-56 taxes. Estimate		15.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$ 835.00

Entire taking -

23097 Byse, Lloyd H. and Fern R. (Bucknum)
Right of Way
Option expires February 18, 1956

8,000 sq. ft., lump sum	$ 250.00	
Amount to be paid owners - chrg to Right of Way		$ 250.00
State to assume 1955-56 taxes. Estimate		4.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$ 254.00

Entire taking -

EAST UNIT - HAMILTON - LONG CREEK SECTION - KIMBERLY - LONG CREEK HIGHWAY

23620 Hansen, Harlan L. and Alice G. (Brainerd)
Right of Way
Option expires March 5, 1956

0.39 acre at $20 per acre	$ 7.80	
Fence, 80 rods to re-establish at $3 per rod	240.00	
Amount to be paid owners - chrg to Right of Way		$ 247.80

Grantor to re-establish fencing.

Access not controlled -

23622 McGirr, F. B. (Brainerd)
Right of Way and Quarry Site
Option expires March 6, 1956

8.36 acres at $20 per acre	$ 167.20	
Re-establish 466 rods fence at $3 per rod	1,398.00	
Amount to be paid owners - chrg to Right of Way		$1,496.40
Amount to be paid owners - chrg to Quarry Site		68.80
GRAND TOTAL		$1,565.20

Grantor to re-establish fencing.

Access not controlled -

23624 Shaw, Ella G. (Brainerd)
Right of Way
Option expires March 6, 1956

2.06 acres at $20 per acre	$ 41.20	
0.76 acre at $100 per acre	76.00	
282 rods fence at $3 per rod	846.00	
Allowance to re-establish cattle guard	100.00	
Amount to be paid owners - chrg to Right of Way		$1,063.20

Grantor to re-establish fencing and cattle guard.

EXHIBIT "A" (Cont)

EAST UNIT - HAMILTON - LONG CREEK SECTION - KIMBERLY - LONG CREEK HIGHWAY (Cont)

23624 Shaw, Ella G. (Cont)

THINGS TO BE DONE BY THE STATE

Protect and re-establish irrigation system where disturbed.

Access not controlled -

23625 Shaw, Earnest G. and Alice Della (Brainerd)
Right of Way
Option expires March 7, 1956

1.23 acres at $20 per acre	$ 24.60	
144 rods fence at $3 per rod	432.00	
Amount to be paid owners - chrg to Right of Way		$ 456.60

Grantor to re-establish fencing.

THINGS TO BE DONE BY THE STATE

Culvert at 1796+00 to be eliminated and drainage to be run to creek crossing at 1799+50.

Access not controlled -

23626 McBride, Alton and Nadine (Brainerd)
Right of Way
Option expires March 6, 1956

0.45 acre, lump sum	$ 50.00	
Amount to be paid owners - chrg to Right of Way		$ 50.00

THINGS TO BE DONE BY THE STATE

Re-establish existing road approaches.

Access not controlled -

23627 Shaw, Gilman W. and Della (Brainerd)
Right of Way
Option expires March 6, 1956

EXHIBIT "A" (Cont)

EAST UNIT - HAMILTON - LONG CREEK SECTION - KIMBERLY - LONG CREEK HIGHWAY (Cont)

23627 Shaw, Gilman W. and Della (Cont)

0.03 acre, lump sum	$ 25.00	
15 rods fence at $3 per rod	45.00	
Amount to be paid owners - chrg to Right of Way		$ 70.00

Grantor to re-establish fence.

Access not controlled -

23616 Hansen, Harlan L. and Alice G. (Brainerd)
Right of Way
Option expires March 5, 1956

1.92 acres at $20- per acre	$ 25.80	
Fence, 403 rods to cons. at $3 per rod	1,209.00	
Amount to be paid owners - chrg to Right of Way		$1,234.80

Grantor to re-establish fencing.

Access not controlled -

23617 Hansen, Harlan L. and Alice G. (Brainerd)
Right of Way
Option expires March 5, 1956

3.35 acres at $20 per acre	$ 67.00	
Fence, 457 rods to cons. at $3 per rod	1,371.00	
Allowance to re-establish cattle guard	100.00	
Amount to be paid owners - chrg to Right of Way		$1,538.00

Grantor to re-establish fencing and cattle guard.

Access not controlled -

23619 Durst, Ted and Minnie (Brainerd)
Right of Way and Quarry Site
Option expires March 5, 1956

EXHIBIT "A" (Cont)

EAST UNIT - HAMILTON - LONG CREEK SECTION - KIMBERLY - LONG CREEK HIGHWAY (Cont)

23619 Durst, Ted and Minnie (Cont)

6.09 acres at $20 per acre	$ 121.80	
Fence, 192 rods to cons. at $3 per rod	576.00	
Allowance to re-establish cattle guard	100.00	
Amount to be paid owners - chrg to Right of Way		$ 685.20
Amount to be paid owners - chrg to Quarry Site		112.60
GRAND TOTAL		$ 797.80

Grantor to re-establish fencing and cattle guard.

Access not controlled -

JOHN DAY RIVER - DONNELLY GRADE SECTION - SERVICE CREEK - MITCHELL HIGHWAY

18672 Donnelly, H. K. (Cozad)
Right of Way
Option expires February 18, 1956

8 acres	$ 365.00	
Fencing, 313 rods at $3.50 per rod	1,095.00	
Amount to be paid owner - chrg to Right of Way		$1,460.00

Grantor to remove all fences in r/w and re-establish same.

THINGS TO BE DONE BY THE STATE

Provide 72" tube for stock underpass between Stations 288 and 292, approx. Protect domestic water pipe now in existence. Protect irrigation ditch by installing 18" culvert under new roadway.

Access not controlled -

IRRIGON SECTION - COLUMBIA RIVER HIGHWAY

19666 Parker, Emma C. (Brainerd)
Gravel Pit
Option expires February 14, 1956

EXHIBIT "A" (Cont)

IRRI GON SECTION - COLUMBIA RIVER HIGHWAY (Cont)

19666 Parker, Emma C. (Cont)

5 acres at $80 per acre	$ 400.00	
Amount to be paid owner - chrg to Gravel Pit		$ 400.00

HAVANA SECTION - HAVANA-HELIX SECONDARY HIGHWAY

23574 Rogers Canning Company (Brainerd)
Right of Way
Option expires February 8, 1956

0.49 acre at $400.00 per acre	$ 196.00	
Fencing, 109 rods at $3.50 per rod	381.50	
Amount to be paid owners - chrg to Right of Way		$ 577.50

Grantors to re-establish fencing.

Access not controlled -

23571 Rothrock, Arthur (Brainerd)
Right of Way
Option expires February 22, 1956

0.2 acre, lump sum	$ 25.00	
Amount to be paid owner - chrg to Right of Way		$ 25.00

Access not controlled -

MEACHAM - HILGARD SECTION - OLD OREGON TRAIL HIGHWAY

22786 Pendleton Ranches, Inc. (Brainerd)
Right of Way
Option expires February 9, 1956

141.27 acres at $10 per acre	$1,412.70	
Timber	8,137.70	
Allowance for stock-water installations	725.00	
Amount to be paid owner - chrg to Right of Way		$10,275.40

Grantor to install own installations for stock water.

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EXHIBIT "A" (Cont)

MEACHAM - HILGARD SECTION - OLD OREGON TRAIL HIGHWAY (Cont)

22786 Pendleton Ranches, Inc. (Cont)

THINGS TO BE DONE BY THE STATE

Fence right of way. Construct 13x13 underpass, 943+00 and 8x8 underpass at 85+50. Install 1¼" water pipe opp. 949+50, Westerly side to new watering opp. 945+00, easterly side and clear 50x100 area at new watering site.

Access controlled - none allowed -

(Chidsey)

22788 State Land Board
Right of Way

6.07 acres at $10 per acre	$ 60.70	
Misc. timber	296.40	
Amount to be paid owner - chrg to Right of Way		$ 357.10

Access controlled -

BOULDER GORGE SECTION - SUMPTER VALLEY HIGHWAY

(Brainerd)

23827 Demarey, Clarence
Right of Way and talus pit
Option expires February 21, 1956

7.95 acres at $75+ per acre	$ 600.00	
Allowance to re-establish foot bridge across Powder River	400.00	
Amount to be paid owner - chrg to Right of Way		$1,000.00

Access not controlled -

(Brainerd)

23829 Wood, Harold J. and Olive M.
Right of Way
Option expires February 21, 1956

0.06 acre, lump sum	$ 25.00	
Amount to be paid owners - chrg to Right of Way		$ 25.00

THINGS TO BE DONE BY THE STATE

Re-establish existing road approach.

EXHIBIT "A" (Cont)

BOULDER GORGE SECTION - SUMPTER VALLEY HIGHWAY (Cont)

23829 Wood, Harold J. and Olive M. (Cont)

Access not controlled -

23828 Stockdale, R. J. and Phyllis J. (Brainerd)
Right of Way
Option expires February 25, 1956

4 acres at $50 per acre $ 200.00

Amount to be paid owner - chrg to Right of Way $ 200.00

Access not controlled -

HARPER JUNCTION - VALE SECTION - CENTRAL OREGON HIGHWAY

23577 Estate of John T. Jacobs (Brainerd)
Gravel Pit
Option expires February 15, 1956

1.16 acres, lump sum $ 175.00

Amount to be paid owner - chrg to Gravel Pit $ 175.00

OLDS FERRY - ONTARIO SECTION - OLD OREGON TRAIL HIGHWAY

23885 Newquist, Earl J. and Mary A. (Brainerd)
Right of Way
Option expires February 24, 1956

4.32 acres, lump sum $ 100.00

Amount to be paid owners - chrg to Right of Way $ 100.00

THINGS TO BE DONE BY THE STATE

Fence right of way.

Access controlled - none allowed -

23879 Belisle, Victor C. (Brainerd)
Gravel Pit
Option expires February 29, 1956

EXHIBIT "A" (Cont)

OLDS FERRY - ONTARIO SECTION - OLD OREGON TRAIL HIGHWAY (Cont)

23879 Belisle, Victor C. (Cont)

2.87 acres at $105 per acre	$ 300.00	
42 rods fence at $3 per rod	126.00	
Amount to be paid owner - chrg to Gravel Pit		$ 426.00

Grantor to re-establish fencing.

(Brainerd)

23880 Lambert, Odren L. and Lula E.
Gravel Pit
Option expires February 29, 1956

18.91 acres at $106+ per acre	$2,000.00	
80 rods fence at $3 per rod	240.00	
Amount to be paid owners - chrg to Gravel Pit		$2,240.00

Grantor to fence east property line.

(Brainerd)

23765 Ruse, Stella
Gravel Pit
Option expires February 28, 1956

1.95 acres, lump sum	$ 250.00	
21 acres, more or less, at $25 per acre	525.00	
Amount to be paid owners - chrg to Gravel Pit		$ 775.00

THINGS TO BE DONE BY THE STATE

Fence right of way line.

NYSSA BRIDGE SECTION - OLD OREGON TRAIL HIGHWAY

(Brainerd)

23582 Chesnut, Wayne C. and Bernadine A.
Right of Way
Option expires January 25, 1956

2178 sq. ft. at $0.20 per sq. ft.	$ 435.60	
Damage by reason of raise of grade	264.40	
Amount to be paid owners - chrg to Right of Way		$ 700.00

EXHIBIT "A" (Cont)

NYSSA BRIDGE SECTION - OLD OREGON TRAIL HIGHWAY (Cont)

23582 Chesnut, Wayne C. and Bernadine A. (Cont)

Maximum fill to be one foot at sta. 15+00 and three feet at sta. 17+00. Access: 15+35, 16+35, North side, unrestricted.

Access controlled -

DOLPH CORNER - RICKREALL SECTION - WILLAMINA -SALEM HIGHWAY

22327 Fuller, George A. and Inez L. (Harrington)
Right of Way
Option expires March 5, 1956

Land, 3,064 sq. ft. at $0.50 per sq. ft.	$1,532.00	
Store building, 1,000 sq. ft. at $2.50 per sq. ft.	2,500.00	
Garage and connecting shed	100.00	
Amount to be paid owners - chrg to Right of Way		$4,132.00

Grantor to remove personal property by January 1, 1956. Grantor gives permission to State, its agents or cont. to enter reasonable area of remaining property for purpose of removal of buildings. Access at Engineer's Station 855+20 to be constructed by Grantor at some future date.

THINGS TO BE DONE BY THE STATE

Reconstruct approach at Engineer's Station 856+10, and access reserved at Engineer's Stations 855+20 and 856+10, southerly side.

Access controlled -
Confirmation of approval by Mr. McIver, September 14, 1955.

BANDON - PORT ORFORD SECTION - OREGON COAST HIGHWAY

22524 Sweet, W. J. and Clara M. (Norlin and Parker)
Lease for Quarry
Option expires February 29, 1956

9.5 acre lease to Oct. 31, 1957 at $0.10 per cu. yd. Estimated 20,000 yds. required	$2,000.00

EXHIBIT "A" (Cont)

BANDON - PORT ORFORD SECTION - OREGON COAST HIGHWAY (Cont)

22524 Sweet, W. J. and Clara M. (Cont.)

Grantor reserves precious minerals, gas and oil.

THINGS TO BE DONE BY THE STATE

Timber cut to be placed alongside of roadway for Grantor.
Fence and gate or build cattleguard.
Pay Grantor if small growth on top of quarry site removed.
Allow joint use of roadway.

WILDERVILLE - JEROME PRAIRIE UNIT - HAYES HILL - GRANTS PASS SECTION - REDWOOD HIGHWAY

(Morgan)

22981 Smythe, B. A.
Right of Way
Option expires March 8, 1956

2.12 acres at $600+ per acre	$1,300.00	
Fruit trees, chicken house and damage to rem.	200.00	
Amount to be paid owners - chrg to Right of Way		$1,500.00

THINGS TO BE DONE BY THE STATE

Construct road approach opp. Sta. 411+50 on southerly side and protect Grantor's spring or well.

Access controlled -

UMPQUA BEND - SOUTH UMPQUA RIVER UNIT - MYRTLE CREEK - CANYONVILLE SECTION - PACIFIC HIGHWAY

(Holt)

23753 Puddicombe, Grace Marie
Right of Way
Option expires March 6, 1956

.60 acres at $900 per acre	$ 540.00	
Amount to be paid owners - chrg to Right of Way		$ 540.00

Grantor may remove fencing and culvert under existing road approach.

EXHIBIT "A" (Cont)

UMPQUA BEND - SOUTH UMPQUA RIVER UNIT - MYRTLE CREEK - CANYONVILLE SECTION - PACIFIC HIGHWAY (Cont)

23753 Puddicombe, Grace Marie (Cont)

THINGS TO BE DONE BY THE STATE

Fence right of way. If existing well is destroyed through State's operations, supply well of equal volume, outside a radius of 150 feet of front of Grantor's house. Construct 30 foot road approach at Sta. "A" 24+40 and a 30 foot road approach at Sta. "A" 20+20, North side.

Access controlled - none allowed to Pac. Hwy.

MEACHAM-HILGARD SECTION- OLD OREGON TRAIL HIGHWAY

22789 Heirs of Hans Christofferson (Brainerd)
Right of Way
Option expires October 26, 1955

9.89 acres at $10.50	$ 98.90
Timber	476.50
Damage to trees	24.60

Amount to be paid owners - chrg to Right of Way $ 600.00

In addition permit granted to construct access road 173+00 to 176+00 on Grantor's property.

THINGS TO BE DONE BY THE STATE

Fence right of way and maintain.
Construct access road outside of r/w line on westerly side from Sta. 148+00 to Grantor's property, without obligation to maintain.

Access controlled - none allowed except by Forest Service road -

SALEM - STOUT CREEK SECTION - NORTH SANTIAM HIGHWAY

22627 Zuber, Clarence J. and Pearl (Gemmell)
Right of Way
Option expires March 8, 1956

6.67 acres at approx. $225 per acre	$1,500.00
Bridge	100.00
Severance damage	300.00

SALEM - STOUT CREEK SECTION - NORTH SANTIAM HIGHWAY (Cont)

22627 Zuber, Clarence J. and Pearl (Cont)

Amount to be paid owners - chrg to Right of Way $1,900.00

THINGS TO BE DONE BY THE STATE

Construct approaches on both sides opp. Sta. 733+00 and build right of way fence on both sides with 20-foot gates at approaches.

Access 733+00, south side.
Farming purposes only.

Access controlled -

(Gemmell)

22647 Gray, Wilma and Everett
Right of Way
Deed signed September 13, 1955

0.07 acres, lump sum	$ 100.00
Amount to be paid owners - chrg to Right of Way	$ 100.00

Access not controlled on existing hwy.

BRADLEY PARK - COLUMBIA COUNTY LINE - COLUMBIA RIVER HIGHWAY

(Gemmell)

23863 Trenholm, Arthur T. and Margaret Ellen
Right of Way
Option expires March 12, 1956

1.0 acre, homesite	$ 500.00
5.6 acres at $50 per acre	280.00
House and 3 outbuildings	2,370.00
Amount to be paid owners - chrg to Right of Way	$ 3,150.00

Grantor to vacate 30 days from notice.

Entire taking -

EAST UNIT - HAMILTON - LONG CREEK SECTION - KIMBERLY - LONG CREEK HIGHWAY

(Brainerd)

23618 Weissenfluh, Edgar et al
Right of Way
Option expires March 6, 1956

EXHIBIT "A" (Cont)

EAST UNIT - HAMILTON - LONG CREEK SECTION - KIMBERLY - LONG CREEK HIGHWAY (Cont)

23618 Weissenfluh, Edgar et al (Cont) (Brainerd)

0.05 acre, lump sum	$ 25.00	
48 rods fence at $3 per rod	144.00	
Amount to be paid owners - chrg to Right of Way		$ 169.00

Contract purchaser to re-establish fencing.

Access not controlled -

DOLPH CORNER - RICKREALL SECTION - WILLAMINA - SALEM HIGHWAY

18158 Reimer, Ernest and Marie C. (Harrington)
Right of Way
Option expires February 11, 1956

3.47 acres at $250 per acre	$ 867.50	
Damages	320.00	
Amount to be paid owners - chrg to Right of Way		$1,187.50

THINGS TO BE DONE BY THE STATE

Fence right of way.
Construct approach at Engineer's Station 679+20.

Access controlled -

WASHINGTON COUNTY LINE - HILLSDALE SECTION - BEAVERTON - HILLSDALE HIGHWAY

23166 Sander, William A. and Joyce E. (Grant)
Right of Way
Option expires March 8, 1956

2,004 sq. ft. at $0.06- per sq. ft.	$ 120.00	
1,525 sq. ft. at $0.20+ per sq. ft.	300.00	
Damage	180.00	
Amount to be paid owners - chrg to Right of Way		$ 600.00

Access not controlled -

EXHIBIT "A" (Cont)

WASHINGTON COUNTY LINE - HILLSDALE SECTION - BEAVERTON - HILLSDALE HIGHWAY (Cont)

23170 Reho, E. L. and Edith M. (Smith)
Right of Way
Option expires March 13, 1956

3,006 sq. ft. at $0.12 per sq. ft.	$ 360.00	
Driveway, shrubs and small water line	50.00	
Damages	3,090.00	
Amount to be paid owners - chrg to Right of Way		$3,500.00
State to assume 1955-56 taxes. Estimate		70.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$3,570.00

Grantor to retain possession of that portion of building which extends into r/w 60 days from notice. If not removed by then, that portion of building within r/w becomes property of State.

THINGS TO BE DONE BY THE STATE

Reconnect Grantor's driveway.

Access not controlled -

HARBOR DRIVE - BARBUR BOULEVARD SECTION - PORTLAND - SALEM EXPRESSWAY

22541 Wilcox, Martha D. (Smith)
Right of Way
Option expires March 12, 1956

9,967 sq. ft. at $0.47+ per sq. ft.	$ 4,725.00	
Amount to be paid owner - chrg to Right of Way		$4,725.00
State to assume 1955-56 taxes. Estimate		95.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$4,820.00

Entire taking -

21005 Krumholz, Floyd E. and Cecil V. (Smith)
Right of Way
Option expires February 23, 1956

EXHIBIT "A" (Cont)

HARBOR DRIVE - BARBUR BOULEVARD SECTION - PORTLAND - SALEM EXPRESSWAY (Cont)

21005 Krumholz, Floyd E. and Cecil V. (Cont)

17,500 sq. ft. at $0.09 per sq. ft.	$ 1,575.00	
House, 1,066 sq. ft. at $11.50 per sq. ft.	12,259.00	
Garage, 585 sq. ft. at $3 per sq. ft.	1,755.00	
Shed, driveway and shrubs	415.00	
Amount to be paid owners - chrg to Right of Way		$16,004.00
State to assume 1955-56 taxes. Estimate		320.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$16,324.00

Grantors to vacate or rent property 90 days from notice.

Entire taking -

UMPQUA BEND - SOUTH UMPQUA RIVER UNIT - MYRTLE CREEK - CANYONVILLE SECTION - PACIFIC HWY.

23751 Fuller, Mitchell E. and Harolds Club, Lessee (Supplemental Final Report) (Norlin)
Right of Way

Moving sign, allowance	$ 135.00	
Amount to be paid Harold's Club - chrg to Right of Way		$ 135.00

Previous approval August 11, 1955, 0.99 acre for $1,200 plus State drilling well did not include moving of sign.

SILETZ - CAMP TWELVE UNIT - SILETZ - TOLEDO SECTION - SILETZ HIGHWAY

23814 Geil and Van Handel Lumber Company et al (Benner)
Right of Way
Option expires March 8, 1956

34 MBF timber	$ 458.00
2.38 acres at $200 per acre	476.00

EXHIBIT "A" (Cont)

SILETZ - CAMP TWELVE UNIT - SILETZ - TOLEDO SECTION - SILETZ HIGHWAY (Cont)

23814 Geil and Van Handel Lumber Company et al (Cont)

Allowance for re-est. well and water supply	$ 500.00	
Allowance to compensate for change of grade	100.00	
Amount to be paid owners - chrg to Right of Way		$ 1,534.00

THINGS TO BE DONE BY THE STATE

State to re-establish entrance on northerly side of r/w at Engineer's Sta. 387+50, 25 ft. in width, and on southerly side at Engineer's Sta. 391+50, as part of county road connection.

Access not controlled -

(Benner)

23824 Muncey, Mary Alice and Thomas J.
Right of Way
Option expires March 12, 1956

Land, 250 sq. ft., lump sum	$ 50.00	
Amount to be paid owners - chrg to Right of Way		$ 50.00

Access not controlled -

(Benner)

23825 Bensell, Stella R.
Right of Way
Option expires March 12, 1956

Land, 250 sq. ft.	$ 50.00	
Amount to be paid owners - chrg to Right of Way		$ 50.00

Access not controlled -

(Benner)

23826 Bensell, Arthur and Margaret
Right of Way
Option expires March 12, 1956

EXHIBIT "A" (Cont)

SILETZ - CAMP TWELVE UNIT - SILETZ - TOLEDO SECTION - SILETZ HIGHWAY (Cont)

23826 Bensell, Arthur and Margaret (Cont)

Land, 500 sq. ft., lump sum $ 75.00

Amount to be paid owners - chrg to Right of Way $ 75.00

Grantor to move own fence.

Access not controlled -

23811 Logan, John et al (Benner)
Right of Way
Option expires March 12, 1956

Land, 4.71 acres at $50+ per acre $ 236.50
Timber, 160.5 MBF 2,524.50

Amount to be paid owners - chrg to Right of Way $ 2,761.00

Access not controlled -

23812 Logan, John et al (Benner)
Right of Way
Option expires March 12, 1956

0.77 acre at $50- per acre $ 37.50

Amount to be paid owners - chrg to Right of Way $ 37.50

Access not controlled -

23823 City of Siletz (Benner)
Right of Way
Option expires March 12, 1956

Land, 800 sq. ft., lump sum $ 100.00

Amount to be paid owner - chrg to Right of Way $ 100.00

THINGS TO BE DONE BY THE STATE

Re-establish water pipes or mains disturbed by construction.

Access not controlled -

EXHIBIT "A" (Cont)

WASHINGTON COUNTY LINE - HILLSDALE SECTION - BEAVERTON - HILLSDALE HIGHWAY

(Smith)

23217 Symank, O. Bill and Claudine M.
Right of Way
Option expires March 16, 1956

0.04 acres, including damages to rem., lump sum $ 125.00

Amount to be paid owners - chrg to Right of Way $ 125.00

Access not controlled -

(Smith)

23643 Heusser, Erwin and Frieda M.
Slope Easement
Option expires March 16, 1956

0.01 acre, slope easement, lump sum $ 40.00

Amount to be paid owners - chrg to Right of Way $ 40.00

Access not controlled -

(Smith)

23644 Heusser, Erwin and Frieda M.
Slope Easement
Option expires March 16, 1956

Land, damages to concrete steps, fence and yard, lump settlement $ 810.00

Amount to be paid owners - chrg to Right of Way $ 810.00

THINGS TO BE DONE BY THE STATE

Retaining wall to be removed to conform to newly constructed slopes. Steps not to be removed unless they fail to conform. Reconstruct approach and blacktop 10 feet wide.

Access not controlled -

TILLAMOOK - DONALDSON CREEK SECTION - WILSON RIVER HIGHWAY

(Benner)

23488 Friedrich, Francis J. et al
Right of Way
Option expires March 15, 1956

EXHIBIT "A" (Cont)

TILLAMOOK - DONALDSON CREEK SECTION - WILSON RIVER HIGHWAY (Cont)

23488 Friedrich, Francis J. et al (Cont)

Land, 8,118 sq. ft., lump sum, lot value	$ 3,000.00	
House	10,000.00	
Garage	500.00	
Amount to be paid owners - chrg to Right of Way		$13,500.00
State to assume 1955-56 taxes. Estimate		270.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$13,770.00

State to have possession of premises 5 days after payment therefor.

Entire taking -

LAUREL HILL - STILL CREEK SECTION - MT. HOOD HIGHWAY

24025 Brunner, Orval T. and Beuna B. (Stuntz)
Right of Way
Option expires March 15, 1956

5,000 sq. ft. at $0.04 per sq. ft.	$ 200.00	
Amount to be paid owners - chrg to Right of Way		$ 200.00

Entire taking -

NORTH BOUND ROUTE IN ASHLAND SECTION - PACIFIC HIGHWAY

23238 Schilling, Etta L. (Hill)
Right of Way for Slope Easement
Option expires March 18, 1956

Land, 245 sq. ft., lump sum	$ 50.00	

EXHIBIT "A" (Cont)

NORTH BOUND ROUTE IN ASHLAND SECTION - PACIFIC HIGHWAY (Cont)

23238 Schilling, Etta L. (Cont)

Amount to be paid owners - chrg to Right of Way $ 50.00

Access not controlled -

HARPER JUNCTION - VALE SECTION - CENTRAL OREGON HIGHWAY

23442 Lingenfelter, Geo. R. (Brainerd)
Gravel Pit
Option expires March 13, 1956

6.44 acres at $350 per acre	$2,254.00
93 rods fence at $3 per rod	279.00

Amount to be paid owners - chrg to Gravel Pit $2,533.00

Grantor to re-establish fencing.

THINGS TO BE DONE BY THE STATE

Re-establish waste water irrigation ditch, if disturbed.

SHERMAN JUNCTION - WILLOWDALE SECTION - THE DALLES -CALIFORNIA HIGHWAY

23388 Bolter, John G. and Ella (Bucknum)
Right of Way
Option expires March 12, 1956

Land, lump sum - (0.3 acre)	$ 25.00

Amount to be paid owners - chrg to Right of Way $ 25.00

Grantors may construct fence within r/w between Stations 246+20 and 257, and similar agreement canc. for Sta. 223 to 227, both on east side of highway.

EXHIBIT "A" (Cont)

SHERMAN JUNCTION - WILLOWDALE SECTION - THE DALLES - CALIFORNIA HIGHWAY (Cont)

23388 Bolter, John G. and Ella (Cont)

THINGS TO BE DONE BY THE STATE

Install tank on grantor's property opp. Sta. 219, with 1-inch or larger pipe leading thereto from spring East of approx. Sta. 214+70.

Access controlled - none allowed -

HAVANA SECTION - HAVANA - HELIX HIGHWAY

23573 Steele, Jack et al (Brainerd)
Right of Way
Option expires March 1, 1956

1.51 acres at $400 per acre	$ 604.00	
1.07 acres at $100 per acre	107.00	
2.80 acres at $25. per acre	70.00	
Severance, 8 ac. at $100 per ac. sev. at 50%	400.00	
293 rods fence at $3 per rod	879.00	
Amount to be paid owners - chrg to Right of Way		$2,060.00

Lessee to re-establish fencing.

THINGS TO BE DONE BY THE STATE

Re-establish existing road approaches and construct new approach at or near Engineer's center line Sta. 9+25 east and west sides.

Access not controlled -

VADIS - GARDNER RANCH SECTION - SUNSET HIGHWAY

24079 McCarthy, H. G. and Carrie I. (Chidsey)
Right of Way

EXHIBIT "A" (Cont)

VADIS - GARDNER RANCH SECTION - SUNSET HIGHWAY (Cont)

24079 McCarthy, H. G. and Carrie I. (Cont)

2.92 acres at $500 per acre - chrg to R/W $1,460.00

Entire taking -

HILLSBORO ONE-WAY STREET SECTION - TUALATIN VALLEY HIGHWAY

23848 Lynch, Maurice A. and Eva Elnora (Black)
Right of Way
Option expires March 14, 1956

5.28 acres, 229,997 sq. ft. at $0.106+ per sq. ft., lump sum $24,000.00
Damage, payable to Lessee 450.00

Amount to be paid owners - chrg to Right of Way $24,000.00
Amount to be pd. Lessee-Birds Eye Div. 450.00
Grantor agrees to remove signs within 15 days from notice.

THINGS TO BE DONE BY THE STATE

Construct three approaches not to exceed a 10% grade at Stations 13+25 both sides and Sta. 17+80 south side. Approaches will be constructed 20 feet wide and gravel surfaced.

Access not controlled -

MORO-GRASS VALLEY SECTION - SHERMAN HIGHWAY

23876 Balsiger, W. T. and Norma P. (Bucknum)
Quarry Site
Option expires March 18, 1956

22.96 acres at $43.50 per acre $ 1,000.00

Amount to be paid owners - chrg to Quarry Site $ 1,000.00

EXHIBIT "A" (Cont)

MORO-GRASS VALLEY SECTION - SHERMAN HIGHWAY (Cont)

23876 Balsiger, W. T. and Norma P. (Cont)

THINGS TO BE DONE BY THE STATE

Maintain cattle guard on county road between Grantor's rem. property and Sta. 806, during construction and quarry's use. Grantor to have first chance to purchase or refuse, if sold.

LAUREL HILL - STILL CREEK SECTION - MT. HOOD HIGHWAY

24024 Hill, Chas. L. and Saline F. (Stuntz)
Right of Way
Option expires March 15, 1956

Land, 80,620 sq. ft. at $0.04+ per sq. ft.	$3,225.00	
Amount to be paid owners - chrg to Right of Way		$3,225.00

Access controlled - none allowed -

TILLAMOOK - DONALDSON CREEK SECTION - WILSON RIVER HIGHWAY

23487 Hagglund, Allarick E. and Lizzie M. (Benner)
Right of Way
Option expires March 20, 1956

Land, 1,825 sq. ft. at $0.27+ per sq. ft.	$ 500.00	
Severance Damage and removal of chicken house	3,000.00	
Amount to be paid owners - chrg to Right of Way		$3,500.00

Grantor to remove chicken house, picket fence and other improvements from right of way by October 31, 1955.

EXHIBIT "A" (Cont)

TILLAMOOK - DONALDSON CREEK SECTION - WILSON RIVER HIGHWAY (Cont)

23487 Hagglund, Allarick E. and Lizzie M. (Cont)

THINGS TO BE DONE BY THE STATE

Provide entrance 16' in width on northerly side of r/w abutting owner's remaining property on the southerly side, at Engineer's Station 13+00.

Access not controlled -

WASHINGTON COUNTY LINE - HILLSDALE SECTION - BEAVERTON - HILLSDALE HIGHWAY

23629 Cox, Martin O. et al (Grant)
Right of Way
Option expires March 12, 1956

Land, 2,831 sq. ft. at $0.18+ per sq. ft.	$ 510.00	
Improvements	390.00	
Amount to be paid owners - chrg to Right of Way		$ 900.00

Grantor to remove fence, trees, shrubs, etc., by November 1, 1955 or they become property of the State.

Access not controlled -

HILLSBORO ONE-WAY STREET SECTION - TUALATIN VALLEY HIGHWAY

23853 Ketcham, Charles W. and Della B. (Black)
Right of Way
Option expires February 28, 1956

0.01 acre, lump sum	$ 60.00	
Amount to be paid owners - chrg to Right of Way		$ 60.00

Access not controlled -

EXHIBIT "A" (Cont)

LAUREL HILL - STILL CREEK SECTION - MT. HOOD HIGHWAY

24019 Yunker, Andrew Edward and Neita B. (Stuntz)
Right of Way
Option expires March 19, 1956

Land, average 175 front feet x 170 feet deep, 29,750 sq. ft. at $12.34 per front foot	$ 2,160.00	
Amount to be paid owners - chrg to Right of Way		$ 2,160.00
State to assume 1955-56 taxes. Estimate		25.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$ 2,185.00

Entire taking -

KLAMATH FALLS WEST SIDE BY-PASS SECTION - THE DALLES - CALIFORNIA HIGHWAY

23760 Branch, Anna Fay and Everett W. (Bucknum)
Right of Way
Option expires March 22, 1956

Land, 9,000 sq. ft. at $0.05 per sq. ft.	$ 450.00	
Amount to be paid owners - chrg to Right of Way		$ 450.00

Entire taking -

25441

EXHIBIT "B-1"

Minutes of September 22 and 23, 1955

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission is the owner of a parcel of land lying in the Goshen-Divide section of the Pacific Highway described as follows:

A parcel of land lying in the J. J. Vandervert D. L. C. #49, lot 1 of Section 15 and the Samuel B. Knox D. L. C. #68, all in Township 20 South, Range 3 West, W. M., Lane County, Oregon, and being a portion of that property described in that deed to the State of Oregon by and through its State Highway Commission, recorded on Reel #43-54 D, Instrument #37052, of Lane County Records of Deeds; the said parcel being that portion of said property lying westerly of a line which is parallel to and 75 feet westerly of the center line of the Pacific Highway as said highway has been relocated, which center line is described as follows:
Beginning at Engineer's center line Station 623+00, said Station being 1202.7 feet north and 958 feet east of the northwest corner of said Samuel B. Knox D. L. C. #68; thence south 20° 40' West 1600 feet to station 639+00.
Bearings used herein are based upon the Oregon Co-ordinate System, South Zone.
The parcel of land to which this description applies contains 11.44 acres outside of the existing right of way.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes.

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $5,000.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW THEREFORE, BE IT RESOLVED, that the Secretary of the Commission, be and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.070 Et Seq.

AND BE IT FURTHER RESOLVED that this Miscellaneous Resolution No. 154 be entered in the minutes and records of the Commission as of the 22nd day of September, 1955.

September 22, 1955

EXHIBIT "B-2"

Minutes of September 22 and 23, 1955

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission is the owner of a parcel of land lying in Unit 5 of the Banfield Expressway described as follows:

A parcel of land lying in Section 29, Township 1 North, Range 3 East, W. M., Multnomah County, Oregon, the said parcel being described as follows:
Beginning at the Northwest corner of that tract of land conveyed to the State of Oregon by deed recorded in Book 1604, Page 589, Deed Records of Multnomah County, said corner being 100 feet Southerly of (when measured at right angles to) the center line of the T. H. Banfield Expressway, also being 1380.2 feet East and 59.5 feet North of the Southwest corner of the G. B. Pullen D. L. C.; thence along the boundaries of said State of Oregon tract through 11 courses and distances as follows: 1. South 4° 57' West 669 feet to center of creek, tracing the center of creek, 2. South 73° 11' East 204.4 feet, 3. North 88° 52' East 150.8 feet, 4. North 80° 18' East 134.4 feet, 5. North 79° 18' East 207.7 feet, 6. South 88° 52' East 150.3 feet, 7. North 48° 19' East 123.8 feet, 8. North 73° 58' East 78.2 feet, 9. North 29° 18' East 138.3 feet, 10. North 10° 27' East 114.5 feet and 11. North 20° 07' East 107.5 feet to the South line of the O. W. R. & N. Co. right of way; thence Northwesterly along said South line of the O. W. R. & N. Co. right of way 500 feet more or less to a line which is parallel to and 100 feet Southerly of the center line of the T. H. Banfield Expressway; thence North 85° 03' West along said parallel line 620 feet more or less to the point of beginning.
No access to the Banfield Expressway.
The parcel of land to which this description applies, contains 14.4 acres.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes.

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $21,600.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW THEREFORE, BE IT RESOLVED, that the Secretary of the Commission, be and he hereby is, authorized and instructed to

EXHIBIT "B-2" (Cont)

advertise the said property for sale, in accordance with the terms and provisions of ORS 273.070 Et Seq.

AND BE IT FURTHER RESOLVED that this Miscellaneous Resolution No. 155 be entered in the minutes and records of the Commission as of the 22nd day of September, 1955.

EXHIBIT "B-3"

Minutes of September 22 and 23, 1955

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission is the owner of a parcel of land lying in the Vale-Cairo Section, of the Central Oregon Highway described as follows:

A parcel of land lying in lots 7 and 8, Block 3 of Eldredge Addition to the City of Vale, situated in Section 20, Township 18 South, Range 45 East, W. M., Malheur County, Oregon, the said parcel being that portion of said lots 7 and 8 lying Northeasterly of a line which is parallel to and 30 feet Northeasterly of the center line of the John Day Highway Connection to the Central Oregon Highway, which center line is described as follows:
Beginning at Engineer's center line Station 0+00, said Station being opposite and 11 feet Northerly of Engineer's Station 907+75.09 on the relocated center line of the Central Oregon Highway, said Station 0+00 also being 231 feet South and 422 feet East of the Northwest corner of Block 19, said Eldridge Addition; thence on a 477.46 foot radius curve right (the long cord of which bears North 70° 17' 04" West) 362.98 feet; thence North 48° 30' 20" West 244.79 feet; thence on a 477.46 foot radius curve right (the long cord of which bears North 24° 13' 50" West) 404.58 feet; thence North 0° 02' 40" East 313.7 feet to station 13+26.05 at which station said center line is coincident with the center line of the John Day Highway at Engineer's center line Station 1767+91.41, containing 5800 square feet, more or less.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes.

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $1500.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW THEREFORE, BE IT RESOLVED, that the Secretary of the Commission, be and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.070 Et Seq.

AND BE IT FURTHER RESOLVED that this Miscellaneous Resolution No. 156 be entered in the minutes and records of the Commission as of the 22nd day of September, 1955.

September 22, 1955

2544

EXHIBIT "B-4"

Minutes of September 22 and 23, 1955

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission is the owner of a parcel of land lying on the Beaverton-Forest Grove Section of the Tualatin Valley Highway described as follows:

A parcel of land lying in the West half of Lot 181 of Johnson Estate to Beaverton-Reedville Acreage, situated in Section 12, Township 1 South, Range 2 West, W. M., Washington County, Oregon, the said parcel being that portion of said west half of Lot 181 which lies Northerly of a line parallel to and 28 feet northerly of the center line of the West bound traffic lane of the Tualatin Valley Highway, which center line is described as follows:
Beginning at Engineer's center line Station 143+18.55, said Station being 2256.8 feet south and 2271.8 feet East of the Northeast corner of the Andrew J. Masters D.L.C. No. 46, said Township and range; thence North 81° 37' West 1281.45 feet to Engineer's center line Station 156+00, said center line crossing the east and west lines of said west half of lot 181 approximately at Stations 154+60 and 155+73 respectively, containing 20,000 square feet more or less.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes.

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $2,000.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW THEREFORE, BE IT RESOLVED, that the Secretary of the Commission, be and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.070 Et Seq.

AND BE IT FURTHER RESOLVED that this Miscellaneous Resolution No. 157 be entered in the minutes and records of the Commission as of the 22nd day of September, 1955.

EXHIBIT "B-5"

Minutes of September 22 and 23, 1955

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission is the owner of a parcel of land in the Willamette R.-Hayesville Section of the Portland-Salem Expressway described as follows:

A parcel of land lying in Section 19, Township 6 South, Range 2 West, W.M., Marion County, Oregon, and being a portion of that tract of land described in that certain deed to the State of Oregon, by and through its State Highway Commission, recorded in Book 458, Page 184 of Marion County Records of Deeds; the said parcel being that portion of said property lying westerly of a line which is parallel to and 174 feet westerly of the center line of the Portland-Salem Expressway and being more particularly described as follows:
Beginning at the northwest corner of the Louis Vandolf D. L. C. in Township 6 South, Range 2 West, W.M.; thence East 2.15 chains and north 21.11 chains to the northeast corner of said property and the true point of beginning; thence west along the north line of said property 5.86 chains; thence south along the west line of said property 21.11 chains; thence east along the south line of said property 163 feet, more or less, to a line which is parallel to and 174 feet westerly of the center line of the Portland-Salem Expressway; thence northeasterly parallel to said center line 610 feet, more or less, to the east line of said property; thence North along said east line of said property 825 feet, more or less, to the point of beginning, containing 10.9 acres.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes,

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $5,500.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW THEREFORE, BE IT RESOLVED that the Secretary of the Commission, be and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et Seq.

AND BE IT FURTHER RESOLVED that this Miscellaneous Resolution No. 158 be entered in the minutes of the Commission as of the 22nd day of September, 1955.

September 22, 1955

EXHIBIT "B-6"

Minutes of September 22 and 23, 1955

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission is the owner of the parcel of land lying in the Port Orford Section of the Oregon Coast Highway described as follows:

A parcel of land lying in Block 62 of Port Orford, Curry County, Oregon, and being that tract of land described in that Trustee's deed to State of Oregon, by and through its State Highway Commission, recorded in Book 27, Page 346 of Curry County Records of Deeds; the said parcel being described as follows:
Beginning at the northeast corner of Block 62, according to the plat of 1865 of said town, now on file in the County Clerk's office at Gold Beach, Oregon; thence south 200 feet, West 140 feet, north 200 feet and east 140 feet to place of beginning, containing 28,000 square feet.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes.

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $1,000.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED, that the Secretary of the Commission, be and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et Seq.

AND BE IT FURTHER RESOLVED that this Miscellaneous Resolution No. 159 be entered in the minutes and records of the Commission as of the 22nd day of September, 1955.

EXHIBIT "B-7"

Minutes of September 22 and 23, 1955

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission is the owner of a parcel of land lying in the Canyonville Section of the Tiller-Trail Highway described as follows:

> A parcel of land lying in the Jackson Reynolds D. L. C. #58, also in Section 27, Township 30 South, Range 5 West, W. M., Douglas County, Oregon, and being a portion of that tract of land described in that certain deed to the State of Oregon, by and through its State Highway Commission, recorded in Book 219, Page 182 of Douglas County Records of Deeds; the said parcel being that portion of said property lying northerly of a line which is parallel to and 75 feet northerly of the center line of the relocated Tiller-Trail Highway, the said parcel being more particularly described as follows:
> Beginning at a point which bears north 80° 45' East 3.16 chains from a point which is 8.33 chains east and 5.68 chains 58° east of the northwest corner of said D. L. C. #58; thence south 80° 45' west 8.88 chains; thence south 18° 35' east 515 feet, more or less, to a line which is parallel to and 75 feet northerly from the center line of the relocated Tiller-Trail Highway; thence easterly along said parallel line 520 feet, more or less, to the easterly line of said State tract; thence north 8° west 570 feet, more or less, to the point of beginning, containing 7.0 acres more or less.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes.

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $1500.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW THEREFORE, BE IT RESOLVED, that the Secretary of the Commission, be and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.070 Et Seq.

AND BE IT FURTHER RESOLVED that this Miscellaneous Resolution No. 160 be entered in the minutes and records of the Commission as of the 22nd day of September, 1955.

September 22, 1955

EXHIBIT "C"

Minutes of September 22 and 23, 1955

RESOLUTION

WHEREAS the Engineer has reported that the following State Highway Commission contracts for the construction of State Highway projects have been completed according to the terms and provisions of said contracts and that said jobs are now ready for acceptance:

"Contract No. 3984 with Kuckenberg Construction Co. for grading and bridge on the Clatskanie-Delena Section on the Columbia River Highway in Columbia County, completed August 15, 1955.

"Contract No. 4025 with J. R. Taggart for grading and paving on the Orr Corner-Monmouth Section of the Pacific Highway West in Polk County, completed August 22, 1955.

"Contract No. 4055 with T. C. Wildish for grading and paving on the Prairie Road-Eugene Unit, Junction City-Eugene Section of the Pacific Highway in Lane County, completed August 4, 1955.

"Contract No. 4061 with Peter Kiewit Sons' Co. for constructing Winchester Bridge on the Pacific Highway in Douglas County, completed August 10, 1955.

"Contract No. 4070 with Warren Northwest, Inc. for grading and paving on the Mill City-Niagara Section of the North Santiam Highway in Marion County, completed August 6, 1955.

"Contract No. 4079 with Fred H. Slate Co., Oreg. Ltd. for grading and paving on the Salem-Lancaster Drive Section of the North Santiam Highway in Marion County, completed August 31, 1955.

"Contract No. 4092 with Calkins Crushing Co. for grading and paving on the Bear Creek-Scotts Point Section on the Siletz Highway in Lincoln County, completed August 17, 1955.

"Contract No. 4099 with Fred H. Slate Co., Oreg. Ltd. and E. C. Hall Co. for grading and paving on Sixes Junction Section of the Sixes-Dry Creek County Road in Curry County, completed July 30, 1955.

"Contract No. 4118 with Donald M. Drake Co. for constructing Tualatin River Bridge on the Pacific Highway West in Washington County completed August 29, 1955.

"Contract No. 4154 with Warren Northwest, Inc. for grading and paving on the Vale-Cairo Section of the Central Oregon Highway in Malheur County, completed November 30, 1954.

"Contract No. 4171 with Lester Harris for grading and paving on the Umatilla ("K" St.) City Street Section in Umatilla County, completed August 4, 1955.

EXHIBIT "C" (Cont)

"Contract No. 4235 with Central Paving Co. for grading and paving on the Hopmere-Wheatland Junction Section of the North River Road in Marion County, completed August 22, 1955.

"Contract No. 4253 with United Builders, Inc. for constructing 58th Ave. Grade Separation Structure on the T. H. Banfield Expressway in Multnomah County, completed July 31, 1955.

"Contract No. 4254 with United Builders, Inc. for constructing the Halsey St. Undercrossing on the T. H. Banfield Expressway in Multnomah County, completed August 31, 1955.

"Contract No. 4285 with Gibbons & Reed Co. for constructing the 53rd Ave. Undercrossing Structure on the T. H. Banfield Expressway in Multnomah County, completed July 30, 1955.

"Contract No. 4288 with Portland Construction Co. for roadside improvement on the Boones Ferry Road-Willamette R. Unit, Barbur Blvd.-White School Section of the Portland-Salem Expressway in Washington and Clackamas Counties, completed July 15, 1955.

"Contract No. 4292 with Lee Hoffman for structures, grading and paving on the Union Avenue-Swift Road Junction Section of the Pacific Highway in Multnomah County, completed September 16, 1955.

"Contract No. 4316 with Warren Northwest, Inc. for grade widening and paving on the Prineville-Eagle Rock Section of the Paulina Highway in Crook County, completed September 10, 1955.

"Contract No. 4323 with Calkins Crushing Company for furnishing crushed materials in stock pile on the Hebo Section of the Oregon Coast and Three Rivers Highways in Tillamook County, completed September 2, 1955.

"Contract No. 4329 with White Bros. Co. for grading on the Ritter-Rush Creek Section of the Ritter Road in Grant County, completed July 20, 1955.

"Contract No. 4343 with H. C. Werner, Inc. for constructing the Coyote Creek Bridge on the Territorial Highway in Lane County, completed August 10, 1955.

"Contract No. 4363 with Vernie Jarl for grading, paving and oiling on the Rieth Hill and Stanfield Junction-Catholic Mission Section of the Old Oregon Trail Highway in Umatilla County, completed August 5, 1955.

"Contract No. 4368 with Woodward and Son & Barklow for paving on the China Camp Marsh Section of the Oregon Coast Highway in Coos County, completed August 18, 1955.

"Contract No. 4370 with Peterson Bros. for shoulder oiling on the Reedsport-Hauser Section of the Oregon Coast Highway in Douglas and Coos Counties, completed August 24, 1955.

EXHIBIT "C" (Cont)

"Contract No. 4371 with Barney B. Helser for furnishing crushed material in stock pile on the Multnomah Falls-Viento Section of the Columbia River Highway in Hood River and Multnomah Counties, completed June 6, 1955.

"Contract No. 4373 with C. H. Savage Co. for painting Yaquina Bridge on the Oregon Coast Highway in Lincoln County, completed August 10, 1955.

"Contract No. 4374 with George E. Berry for timber replacement on the Vale Bridge on the Central Oregon Highway in Malheur County, completed August 31, 1955.

"Contract No. 4376 with Central Paving Co. for grading and paving on the Silverton (James Ave.) City Street Section in Marion County, completed August 9, 1955.

"Contract No. 4384 with Stevenson Construction Co. for grading and paving on the Mill Creek-Red Prairie Road Section of the Willamina-Salem Highway in Polk County, completed September 9, 1955.

"Contract No. 4386 with Frank Watt and S. & D. Construction Company for constructing the North Scappoose Creek Bridge on the Pittsburg-Scappoose Road in Columbia County, completed September 16, 1955.

"Contract No. 4388 with Parker-Schram Co. for paving on the St. Helens (Columbia Blvd. & Willamette St.) City Street Section in Columbia County, completed August 20, 1955.

"Contract No. 4398 with the Central Heating Co., Oreg. Ltd. for paving on the Cottage Grove (N. River Road) City Street Section in Douglas and Lane County, completed August 3, 1955.

"Contract No. 4407 with Van Tassel Bros. for fencing and stock passes on the Milliken Section on the Central Oregon Highway in Deschutes County, completed August 15, 1955.

"Contract No. 4408 with N. A. Toole Construction Co. for shoulder oiling on the Vale-Cairo Section on the Central Oregon Highway in Malheur County, completed August 9, 1955.

"Contract No. 4409 with Russell Olson Construction Co., Inc. for paving on the Nyssa (3rd St. and Locust Ave.) City Street Section in Malheur County, completed August 15, 1955.

"Contract No. 4411 with Warren Northwest, Inc. for grading and paving on the Falls City (N. Main and Dayton Sts.) City Street Section in Polk County, completed August 22, 1955.

"Contract No. 4413 with Morrison & Lamping for grading Seufert Frontage Road Section on the Columbia River Highway in Wasco County, completed June 25, 1955.

EXHIBIT "C" (Cont)

"Contract No. 4418 with Warren Northwest, Inc. for paving on the Stayton (10th St.) City Street Section in Marion County, completed August 6, 1955.

"Contract No. 4436 with E. C. Hall Co. for furnishing crushed material in stock pile on the Cooks Ranch-Scott Lake Section of the McKenzie Highway in Lane County, completed August 2, 1955.

"Contract No. 4439 with E. H. Itschner Co. for furnishing crushed materials in stock pile on the Umatilla County Line-Long Creek Section of the Pendleton-John Day Highway in Grant and Umatilla Counties, completed September 2, 1955.

"Contract No. 4442 with Western Paving & Construction Co. for paving Toledo ("A" St.) City Street Section in Lincoln County, completed September 9, 1955.

"Contract No. 4453 with Grimstad and Venderveldt for constructing bridge, grading and paving on the Miles Crossing-Lewis and Clark River and Cooks Slough Sections of the Lewis and Clark River and Youngs River Loop County Roads in Clatsop County, completed September 14, 1955.

"Contract No. 4457 with Babler Bros., Inc. for oiling on Deschutes County Roads, completed September 1, 1955.

"Contract No. 4468 with J. C. Compton Co. for oiling on the Enegren Ferry-Marlow Creek Section of the Coos River Highway in Coos County, completed September 9, 1955.

"Contract No. 4470 with D-H Paving Co. for pavement sealing in Division #3 on the Pacific Highway in Jackson and Douglas Counties, completed August 31, 1955.

"Contract No. 4472 with D-H Paving Co. for pavement sealing in Division #5 on the Little Sheep Creek, Central Oregon and I. O. N. Highways in Malheur and Wallowa Counties, completed August 31, 1955.

"Contract No. 4476 with Harr & Horton for pavement sealing in Division #1 on the T. H. Banfield and Portland-Salem Expressways in Washington, Clackamas and Multnomah Counties, completed August 25, 1955.

"Contract No. 4479 with J. C. Compton Co. for pavement sealing in Division #4 on the Columbia River, Central Oregon and The Dalles-California Highways in Klamath, Lake, Hood River, Deschutes & Harney Counties, completed August 11, 1955.

"Contract No. 4487 with Warren Northwest, Inc. for paving on the Orleans-Tangent Junction Section of the Orleans-Lebanon Road in Linn County, completed September 8, 1955.

EXHIBIT "C" (Cont)

"Contract No. 4491 with Russel Olson Construction Co., Inc. for oiling on the E. Unit, Alicel Junction-Cove Section of the Lower Cove Road in Union County, completed August 20, 1955."

THEREFORE BE IT RESOLVED that the work covered by State Highway contracts for the construction of said State Highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

BE IT FURTHER RESOLVED that this Contracts Completed Resolution No. 46 shall be entered in the minutes and records of the Commission as of the 22nd day of September, 1955.

EXHIBIT "D"

Minutes of September 22 and 23, 1955

RESOLUTION

WHEREAS, pursuant to the provisions of ORS 366.810, there have been by the Oregon State Highway Commission apportioned to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

From Funds Accrued during Last Half of 1954

Cascade Locks	$2,578.01
Dayton	2,528.77
Ione	1,171.18
Prescott	418.53
Scio	1,575.65
Tualatin	1,157.12
Yoncalla	2,201.68

AND WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 22nd day of September, 1955.

September 22, 1955

EXHIBIT "E"

Minutes of September 22 and 23, 1955

RESOLUTION

WHEREAS, the Tualatin Valley Highway No. 29 is a part of the state highway system and a section thereof located in Washington County passes through the City of Hillsboro over streets selected and designated by the State Highway Commission, and

WHEREAS, said highway enters the City of Hillsboro at the southeast and proceeds in a northerly direction along that certain city street known as South Tenth Avenue to its intersection with that certain city street known as Baseline Street; thence westerly along said Baseline Street to the west city boundary, and

WHEREAS, the city officials of the City of Hillsboro have, for the purpose of relieving traffic congestion and for the greater convenience of the motoring public, approved plans for the establishment of a one-way couplet within the corporate limits of the City of Hillsboro and advised the Highway Commission of their complete support and cooperation in this matter, and

WHEREAS, the Highway Commission herein selects and designates that certain city street in the City of Hillsboro known as Oak Street, from its intersection with South Tenth Avenue westerly to the west city boundary as part of said one-way couplet, and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon its records its actions relating to location of state highways within the corporate limits of any city,

NOW, THEREFORE, Be It and It Hereby is Resolved by this Commission that:

1. The route and location of the Tualatin Valley Highway entering the City of Hillsboro, as selected and designated by the State under the authority and direction of ORS 373.010, shall be as follows:

Eastbound traffic shall enter the City of Hillsboro at the west city limits on Oak Street, and shall proceed in a general easterly direction along Oak Street to its intersection with South Tenth Avenue; thence along South Tenth Avenue to the east city limits of the City of Hillsboro.

Westbound traffic shall enter the City of Hillsboro on South Tenth Avenue at the east city limits and proceed in a general westerly direction along South Tenth Avenue to its intersection with Baseline Street; thence along Baseline Street to the west city limits of the City of Hillsboro.

EXHIBIT "E" (Cont)

provided, however, that the aforedescribed routes shall not go into effect until the State has completed all work on the Tualatin Valley Highway within the corporate limits of the City of Hillsboro and the same is opened to public travel.

2. The following city streets are designated and established to carry one-way traffic for the Tualatin Valley Highway within the City of Hillsboro in the following manner:

Eastbound traffic only:

(a) Along Oak Street from the west city boundary to its intersection with South Tenth Avenue.

Westbound traffic only:

(a) Along South Tenth Avenue from its intersection with Oak Street north to its intersection with Baseline Street.

(b) Along Baseline Street from its intersection with South Tenth Avenue to the west city boundary.

provided, however, that the aforedescribed streets shall not carry such one-way traffic until the State has completed all work on the Tualatin Valley Highway within the corporate limits of the City of Hillsboro and the same is opened to public travel.

3. The municipal authorities of the City of Hillsboro be requested to pass and adopt by appropriate procedure measures necessary to supplement the action of the Highway Commission so that those portions of the streets of the City of Hillsboro hereinbefore designated as streets to be converted to one-way traffic shall be, when all the work to be performed by the State on the Tualatin Valley Highway within the corporate limits of the City of Hillsboro and the said highway is opened to public travel, converted into one-way traffic streets.

4. That this resolution be entered in the minutes and records of the Highway Commission this 22nd day of September, 1955, as Survey Resolution No. 130, and the Secretary is ordered to mail a duly certified copy hereof to the City Recorder of the City of Hillsboro.

EXHIBIT "F"

Minutes of September 22 and 23, 1955

RESOLUTION

WHEREAS, in the course of constructing, improving, maintaining, operating and administering a state highway system and in conducting the business and activities of the Highway Department there is acquired and accumulated personal property, supplies, materials and equipment which become surplus, obsolete or economically unusable by the Highway Department; and

WHEREAS, under the provisions of ORS 366.395 the Highway Commission is authorized to sell, lease, exchange or otherwise dispose of personal property in such manner as in the judgment of the Commission will best serve the interest of the State and will most adequately conserve highway funds; and

WHEREAS, the instances and occasions requiring the administration and disposition of various items of personal property, equipment, supplies and materials have increased to such an extent as to warrant the adoption of a procedure which will eliminate the necessity of submitting to the Commission the many and detailed problems concerning the administration and disposition of such properties and the securing of the approval of the Commission before appropriate and necessary action may be taken; and

WHEREAS, it is the judgment and opinion of the Commission that the adoption of the policy and procedure hereinafter set forth will promote and serve public welfare by permitting the economical and efficient administration of property in a manner which will best serve the interests of the State and will most adequately conserve highway funds;

NOW THEREFORE, BE IT AND IT HEREBY IS RESOLVED AND ORDERED by this Commission as follows:

1. That the State Highway Engineer, or his designated representative, is authorized, subject to such rules and regulations as may be adopted by the Department of Finance and Administration, to sell personal property, supplies, materials and equipment, other than personal property acquired in the course of the acquisition of real property, which are determined by the Engineer to be surplus, obsolete or economically unusable by the Highway Department, or to request and authorize the Department of Finance and Administration to sell such personal property, supplies, materials and equipment for and on behalf of the State Highway Commission.

2. That any such personal property, supplies, materials or equipment may be sold by the State Highway Engineer, or his designated representative, only after calling for competitive bids or by selling the same at public auction as the State Highway Engineer may elect, and said sale, if

EXHIBIT "F" (Cont)

made, shall be to the highest responsible bidder and the sale price may be less than the appraised value of the property sold; provided, however, that if no bids are received or if the highest bid is less than the appraised value of the property then and in that event the property may be disposed of by the State Highway Engineer, or his designated representative at a private sale.

3. That the State Highway Engineer, or his designated representative, may for and on behalf of the State Highway Commission transfer title by bill of sale or other appropriate writing to any and all of the property, materials, supplies or equipment sold or disposed of pursuant to the authority granted in this resolution.

4. That the State Highway Engineer shall prepare or supervise the preparation of a written report to the Commission to be submitted at each meeting of the Commission setting forth a general description of all property, supplies, materials or equipment sold or disposed of during the period since the preceding meeting of the Commission, the appraised value of such property and the price for which it was sold or disposed of.

5. That that certain resolution set forth on pages 12214 through 12216, of Volume 9, Part 2, of the minutes of the meeting of the Highway Commission of October 23, 1944, and such portions of any other resolutious or orders of the Highway Commission that may conflict with the provisions of this resolution are hereby superseded, provided, however, that nothing herein contained shall be deemed to rescind or supersede Miscellaneous Resolution No. 123, identified as Exhibit C in the minutes of the meeting of the Highway Commission held on January 18 and 19, 1955, or to limit or restrict the authority granted to the Chief Counsel of the Highway Commission in that resolution.

6. That this resolution may be amended, superseded, or rescinded by the Commission when such action is deemed in the public interest.

7. That this resolution be entered in the minutes and records of the Commission as Miscellaneous Resolution No. 161, this 22nd day of September, 1955, and that a certified copy thereof be delivered by the Secretary of the Highway Commission to the Director of the Department of Finance and Administration.

25459

EXHIBIT "G-1"

Minutes of September 22 and 23, 1955

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: COLUMBIA RIVER HIGHWAY (Sherman County)

Highway number 2 Route number US 30

Location of Termini			Established Speed
M.P. 103.24 (west end of Spanish Hollow Bridge)	to	M.P. 103.53 (0.21 mile east of Sherman Highway Junction)	40 MPH

EXHIBIT "G-1" (Cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 210 be entered in the minutes and records of the Commission as of the 22nd day of September, 1955.

EXHIBIT "G-2"

Minutes of September 22 and 23, 1955

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth imeediately following.

Name of highway: TILLER-TRAIL STATE SECONDARY HIGHWAY (Douglas County)

Highway number 230 Route number ORE 227

M.P. 23.02 to M.P. 23.65 35 MPH

EXCEPT THAT BETWEEN

M.P. 23.12 (a point 0.06 mile west of the Tiller School) and M.P. 23.24 (a point 0.06 mile east of the Tiller School), the indicated speed shall be 20 MILES PER HOUR during the hours of school crossings according to the provisions of Subsection 1.a., of ORS 483.104.

EXHIBIT "G-2" (Cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 211 be entered in the minutes and records of the Commission as of the 22nd day of September, 1955.

EXHIBIT "H-1"

Minutes of September 22 and 23, 1955

RESOLUTION

WHEREAS, the Cape Arago State Secondary Highway is a highway under the jurisdiction and control of the State Highway Commission; and

WHEREAS, it appears that on a section of said highway adjacent to Sunset Bay State Park, vehicles are parked on both shoulders of said section for extended periods of time; and

WHEREAS, the parking of vehicles on said section creates traffic congestion to such an extent that in the opinion of the Highway Commission, a hazardous condition is created to the traveling public; and

WHEREAS, in the opinion of the Commission public travel and public safety require that parking should be prohibited on both sides of said highway within said section.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. The Commission does hereby find and declare based upon recommendation by members of its staff, that the parking of vehicles on either shoulder of said highway between M. P. 11.52 (Engineer's Station 161+00) and M. P. 11.84 (Engineer's Station 178+00) creates a hazard to the traveling public.

2. That in the opinion of this Commission, the right of way of said highway at said location is not of sufficient width to permit parking of vehicles thereon and at the same time provide the degree of safety and convenience which, in the opinion of the Commission, should be provided the motoring public.

3. That the Commission does further find and declare that the parking of vehicles on the shoulders of the pavement on either side of said section within said termini should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points between said termini as in his judgment are necessary to accomplish the purpose of this resolution and the action of the Commission as herein declared, on which signs shall be printed in plain letters, the words, "NO PARKING ON HIGHWAY SHOULDERS".

5. That a certified copy of this resolution be sent to the Superintendent of the Department of State Police.

6. That this No Parking Resolution No. 135 be entered in the minutes and records of the State Highway Commission as of the 22nd day of September, 1955.

September 22, 1955

EXHIBIT "H-2"

Minutes of September 22 and 23, 1955

RESOLUTION

WHEREAS, the Willamina-Salem Highway is a primary state highway which throughout its entire length carries a large volume of traffic; and

WHEREAS, it appears that on the said Willamina-Salem Highway in the vicinity of Mile Post 20, west of Salem, vehicles are parked on both shoulders of said section for extended periods of time; and

WHEREAS, the parking of vehicles on said section creates traffic congestion to such an extent that in the opinion of the Highway Commission, a hazardous condition is created to the traveling public; and

WHEREAS, in the opinion of the Commission public travel and public safety require that parking should be prohibited on said highway within said section.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. The Commission does hereby find and declare based upon recommendations by members of its staff, that the parking of vehicles on either shoulder of said Willamina-Salem Highway between M.P. 20.68 (Highway Engineer's Station 261+00) and M.P. 20.95 (Engineer's Station 247+00) creates a hazard to the traveling public.

2. That in the opinion of this Commission, the right of way of said highway at said location is not of sufficient width to permit parming of vehicles thereon and at the same time provide the degree of safety and convenience which, in the opinion of the Commission, should be provided the motoring public.

3. That the Commission does further find and declare that the parking of vehicles on the shoulders of the pavement on either side of said section within said termini should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points between said termini as in his judgment are necessary to accomplish the purpose of this resolution and the action of the Commission as herein declared, on which signs shall be printed in plain letters, the words, "NO PARKING ON HIGHWAY SHOULDERS".

5. That a certified copy of this resolution be sent to the Superintendent of the Department of State Police.

6. That this No Parking Resolution No. 136 be entered in the minutes and records of the State Highway Commission as of the 22nd day of September, 1955.

September 22, 1955

EXHIBIT "H-3"

Minutes of September 22 and 23, 1955

RESOLUTION

WHEREAS, the Columbia River Highway is a primary highway and likewise a Federal-Aid Highway which throughout its entire length carries a large volume of traffic; and

WHEREAS, it appears that on said Columbia River Highway in the vicinity of Benson State Park and Multnomah Falls, vehicles are parked on both shoulders of said section for extended periods of time; and

WHEREAS, the parking of vehicles on said section creates traffic congestion to such an extent that in the opinion of the Highway Commission, a hazardous condition is created to the traveling public; and

WHEREAS, in the opinion of the Commission public travel and public safety require that parking should be prohibited on said highway within said section.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. The Commission does hereby find and declare based upon recommendations by members of its staff, that the parking of vehicles on either shoulder of said section of the Columbia River Highway between M.P. 28.61 (Engineer's Station 1190+70) and M.P. 29.12 (Engineer's Station 1216+64) and between M.P. 29.88 (Engineer's Station 1257+03) and M.P. 29.98 (Engineer's Station 1262+03), and between M.P. 29.12W (Engineer's Station N1216+64) and M.P. 29.87W (Engineer's Station N1256+09) creates a hazard to the traveling public.

2. That in the opinion of this Commission, the right of way of said highway at said location is not of sufficient width to permit parking of vehicles thereon and at the same time provide the degree of safety and convenience which, in the opinion of the Commission, should be provided the motoring public.

3. That the Commission does further find and declare that the parking of vehicles on the shoulders of the pavement on either side of said Columbia River Highway within said termini should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points between said termini as in his judgment are necessary to accomplish the purpose of this resolution and the action of the Commission as herein declared, on which signs shall be printed in plain letters, the words, "NO PARKING ON HIGHWAY SHOULDERS".

EXHIBIT "H-3" (Cont)

5. That a certified copy of this resolution be sent to the Superintendent of the Department of State Police.

6. That this No Parking Resolution No. 137 be entered in the minutes and records of the State Highway Commission as of the 22nd day of September, 1955.

EXHIBIT "I-1"

Minutes of September 22 and 23, 1955

RESOLUTION

WHEREAS, Mrs. Winifred K. Morton, in memory of her late husband, Howard J. Morton, has given and donated to the people of the State of Oregon certain property on the bank of the McKenzie River to be used for park purposes and does propose to give and donate other property for this purpose; and

WHEREAS, during the lifetime of Howard J. Morton, he and the aforesaid Mrs. Winifred K. Morton, husband and wife, did enjoy and share together the scenic beauty of the McKenzie River and did also share a common purpose to perpetuate the natural beauty of certain forested property they owned on the bank of the McKenzie River and to contribute to the enjoyment and recreation of the people of the State of Oregon; and

WHEREAS, it is altogether fitting and proper that said property be designated and known as the Howard J. Morton Memorial State Park in the memory for which it was given; and

WHEREAS, under the provisions of law so authorizing the Oregon State Highway Commission does accept this gracious gift and on behalf of the people of the State of Oregon extend its gratitude and great appreciation;

NOW, THEREFORE, BE IT RESOLVED:

That the following described real property situate in Lane County, Oregon, be and the same hereby is designated as the Howard J. Morton Memorial State Park, to be henceforth maintained in its natural state and set aside for park purposes:

> A parcel of land lying in Lot 1, NW¼ of the NW¼ of Sec. 6, T 17 S, R 4 E, W.M. Lane County, Oregon, said parcel being that portion of said Lot 1 lying Northwesterly of the McKenzie Highway, containing 13.4 acres of land, more or less.

That such other property contiguous to the above described property which may be given and donated unto the people of the State of Oregon for park purposes by Mrs. Winifred K. Morton shall be added to and made a part of the Howard J. Morton Memorial State Park.

That Miscellaneous Resolution No. 125, recorded in the minutes and records of this Commission as of the 19th day of January, 1955, is hereby amended by adding to the list of State Parks the Howard J. Morton Memorial State Park.

EXHIBIT "I-1" (cont.)

That this Resolution be entered in the minutes and records of the Highway Commission this 22nd day of September, 1955 as Miscellaneous Resolution, File No. 125a.

2546

EXHIBIT "I-2"

Minutes of September 22 and 23, 1955

RESOLUTION

WHEREAS, Mrs. Edith M. Bowman has given and donated to the people of the State of Oregon certain real property situated in the Pacific View area, south of Yaquina Bay in Lincoln County; and

WHEREAS, this Commission has long contemplated the creation of a state park in and about the Pacific View area section of Yaquina Bay in Lincoln County, which park would preserve in a natural state those ocean side lands so enhanced by the wild rhododendrons which grow in great profusion there, and which park would thereby contribute to the enjoyment and benefit of the people of the State of Oregon and the motoring public in general; and

WHEREAS, this property which Mrs. Edith M. Bowman has so graciously donated is excellently suited for park purposes because of its scenic beauty and does, in great part, make the creation of the aforementioned State Park more possible; and

WHEREAS, under the provisions of law so authorizing the Oregon State Highway Commission does accept this gracious gift, and on behalf of the people of Oregon extends its gratitude and great appreciation;

NOW, THEREFORE, BE IT RESOLVED:

That the following described real property situate in the Pacific View area, in Lincoln County, Oregon, donated and conveyed to the State of Oregon by Mrs. Edith M. Bowman by warranty deed on the 14th day of October, 1955, be and the same hereby is designated as a State Park:

> Lots 3, 4, 5 and 6 in Block 26 in Pacific View, according to the duly recorded plat thereof on file in the office of the County Clerk of Lincoln County, State of Oregon.

That Miscellanous Resolution No. 125 recorded in the minutes and records of this Commission as of the 19th day of January, 1955, is hereby amended by adding to the list of State Parks this State Park in the Pacific View area, Lincoln County.

That a copy of this resolution be sent to Mrs. Edith M. Bowman.

That this Resolution be entered in the minutes and records of the Highway Commission this 22nd day of September, 1955, as Miscellaneous Resolution, File No. 125b.

EXHIBIT "J-1"

Minutes of September 22 and 23, 1955

RESOLUTION

WHEREAS by the provisions of ORS 483.204, with respect to state highways, the State Highway Commission is authorized to designate main travelled or through highways by placing at the entrance thereto from intersecting highways, signs or markers notifying drivers of vehicles to stop before entering or crossing such designated highways, and the State Highway Commission is further authorized to designate particular intersections and place such stop signs or markers at one or more entrances thereto; and

WHEREAS by resolution adopted August 26, 1947, the Highway Commission declared the Woodburn-Estacada Secondary Highway, No. 161, between the Pacific Highway East junction near Woodburn at M.P. 0.00 and the Clackamas Secondary Highway Junction in Estacada at M.P. 34.19, to be a through highway and ordered that all traffic entering said highway from intersecting streets, roads and highways shall stop before entering said highway, except that vehicles travelling upon said highway shall be required to stop (a) before entering the Monitor-Barlow County Road intersection at M.P. 5.26 of said state highway, and (b) before entering the Cascade Secondary Highway intersection at M.P. 11.34, near the City of Molalla; and

WHEREAS on December 19, 1950, based upon a traffic engineering investigation and report, the Commission adopted a resolution requiring that vehicles on said Woodburn-Estacada Secondary Highway shall not be required to stop at said Monitor-Barlow County Road intersection, and that traffic on said Monitor-Barlow County Road shall be required to stop before entering the intersection with said Woodburn-Estacada Secondary Highway; and

WHEREAS subsequent traffic engineering investigation has revealed that traffic conditions at the intersection of the said Woodburn-Estacada Highway and the said Monitor-Barlow County Road have changed so that at the present time the amount of traffic on each road appears to be approximately equal; and

WHEREAS there have been a number of accidents at said intersection due to non-observance of the present stop signs; and

WHEREAS for the protection of the travelling public it is deemed advisable to make said intersection a four-way stop;

NOW, THEREFORE, based upon said traffic engineering investigation and report, and upon the recommendation of the State Highway Engineer, this Commission does hereby find, resolve and order as follows:

EXHIBIT "J-1" (cont.)

1. That so much of said resolution of December 19, 1950, allowing vehicles upon said Woodburn-Estacada Secondary Highway to proceed through the intersection with said Monitor-Barlow County Road at M.P. 5.26 of said state highway be and hereby is cancelled and rescinded, and that in all other respects said resolution of December 19, 1950, is hereby reaffirmed.

2. That all vehicles on the Woodburn-Estacada Secondary Highway, No. 161, and all vehicles on the Monitor-Barlow County Road shall come to a stop before entering the intersection of said highway and road at M.P. 5.26.

3. That the State Highway Engineer place, or cause to be placed, and thereafter maintain, or cause to be maintained, the necessary signs, markers and traffic signals to accomplish the traffic control and regulation contemplated by law and by this resolution. Such signs and traffic signals as may be erected pursuant to this resolution shall conform to the types and standards heretofore approved by this Commission.

4. That the State Highway Engineer install, or cause to be installed, at said intersection such signs, markers or traffic signals as will indicate or designate to all drivers of motor vehicles the place where the stop shall be made.

5. That this resolution be entered in the minutes and records of this Commission as of the 22nd day of September, 1955, as Through Highway Resolution No. 15-A, and a duly certified copy thereof be delivered to the Bureau of Public Roads, to the County Court of Clackamas County and to the Secretary of State.

EXHIBIT "J-2"

Minutes of September 22 and 23, 1955

RESOLUTION

WHEREAS by the provisions of ORS 483.204, with respect to state highways, the State Highway Commission is authorized to designate main travelled or through highways by placing at the entrances thereto from intersecting highways signs or markers notifying drivers of vehicles to stop before entering or crossing such designated highways, and the Highway Commission is further authorized to designate particular intersections and place such stop signs or markers at one or more entrances thereto; and

WHEREAS on the twenty-first day of September, 1949, the Highway Commission adopted a resolution declaring several state highways and sections thereof to be through highways and instructing the State Highway Engineer to properly mark the same; and

WHEREAS by said resolution of September 21, 1949, the Highway Commission declared the Williams Secondary Highway, No. 261, between M.P. 0.00 at the junction of the Redwood Highway south of Grants Pass, and M.P. 23.13 at the end of the road south of Williams, to be a through highway, and ordered that all traffic entering said highway from intersecting streets, roads and highways shall come to a stop before entering said highway, except that southbound traffic on said Williams Highway shall stop at its intersection with the Medford-Provolt Highway, No. 272, in Provolt; and

WHEREAS by said resolution of September 21, 1949, the Highway Commission declared the Medford-Provolt Highway, No. 272, between M.P. 0.00 at the intersection with the Williams Highway in Provolt, and M.P. 25.42 at the intersection with the Pacific Highway in Medford, to be a through highway, and ordered that all traffic entering said highway from intersecting streets, roads and highways shall come to a stop before entering said highway, except that traffic on said Medford-Provolt Highway shall stop before entering the intersection with said Williams Highway; and

WHEREAS since the adoption of said resolution of September 21, 1949, a traffic engineering investigation and report has been made which discloses that traffic conditions have changed, and the State Highway Engineer has recommended that said resolution of September 21, 1949, be amended to accommodate said traffic changes;

NOW, THEREFORE, based upon said traffic engineering investigation and upon the recommendation of the State Highway Engineer, this Commission does hereby find, resolve and order as follows:

EXHIBIT "J-2"-Cont.

1. That so much of said resolution of September 21, 1949, pertaining to the Williams Highway, No. 261, be amended to read as follows:

Road No. 261 - Williams Highway

Between M.P. 0.00 at the junction with the Redwood Highway, No. 25, south of Grants Pass, and M.P. 23.13 at the end of the road south of Williams, except that northbound traffic on road No. 261, Williams Highway, shall stop at the junction with road No. 272, Medford-Provolt Highway, in Provolt.

2. That so much of said resolution of September 21, 1949, pertaining to the Medford-Provolt Highway, No. 272, be amended to read as follows:

Road No. 272 - Medford-Provolt Highway

Between M.P. 0.00 at the junction with the Williams Highway, No. 261, in Provolt, and M.P. 25.42 at the junction with the Pacific Highway in Medford, except that traffic on road No. 272 shall not stop before entering the junction with said Williams Highway.

3. That the State Highway Engineer place, or cause to be placed, and thereafter maintain, or cause to be maintained, the necessary signs and markers to accomplish the traffic control and regulation contemplated by law and by this resolution, and that said Engineer remove, or cause to be removed, such signs or markers as are inconsistent with this resolution. Such signs and markers as may be erected pursuant to this resolution shall conform to the types and standards heretofore approved by this Commission.

4. That the State Highway Engineer place, or cause to be placed, such signs or markers as shall indicate or designte to all drivers of motor vehicles entering said Williams Highway, Medford-Provolt Highway junction the place where the stop shall be made.

5. That this resolution be entered in the minutes and records of this Commission as of the 22nd day of September, 1955, as Through Highway Resolution No. 13-A, and a duly certified copy thereof be delivered to the Bureau of Public Roads, to the County Court of Josephine County and to the Secretary of State.

EXHIBIT "K"

Minutes of September 22 and 23, 1955

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission is the owner of the parcel of land lying along and adjacent to the Banfield Expressway described as follows:

A parcel of land lying in Block 3, Woodland Park Addition to the City of Portland situated in Section 28, Township 1 North, Range 2 East, W. M., Multnomah County, Oregon, the said parcel being described as follows:

Beginning at the northeast corner of lot 27 of said Block 3; thence northwesterly 63 feet along the northeasterly line of said lot 27; thence southwesterly to a point on the line between lots 27 and 28 which point is 63 feet northwesterly of the northeast corner of said lot 28; thence southwesterly to a point on the line between lots 28 and 29 which point is 70 feet northwesterly of the northeast corner of said lot 29; thence southwesterly to a point on the line between lots 29 and 30 which point is 83 feet northwesterly of the northeast corner of said lot 30; thence southwesterly to a point on the line between lots 30 and 31 which point is 105 feet northwesterly of the northeast corner of said lot 31; thence southwesterly to a point on the line between lots 31 and 32 which point is 68 feet northwesterly of the northeast corner of said lot 32; thence southwesterly to a point on the south line of said lot 32 which point is 18 feet northwesterly of the southwest corner of said lot 32; thence southeasterly 18 feet to said southwest corner of lot 32; thence northeasterly along the easterly line of said Block 3 to the place of beginning, except a strip of land 5 feet in width lying southerly of and adjacent to the northeasterly line of said lot 27. Reserving to the State of Oregon an easement for the maintenance of the slopes, fences and other facilities over the northwesterly 8 feet of said parcel.
The parcel of land to which this description applies contains 23,000 square feet.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes.

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $18,500.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

EXHIBIT "K" (Cont)

NOW, THEREFORE, BE IT RESOLVED that the Secretary of the Commission, be and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.070 Et Seq.

AND BE IT FURTHER RESOLVED that this Miscellaneous Resolution No. 162 be entered in the minutes and records of the Commission as of the 23rd day of September, 1955.

EXHIBIT "L"

Minutes of September 22 and 23, 1955

RESOLUTION

WHEREAS, the Portland-Salem Expressway, Oregon No. 57 (US99), is a state highway under the jurisdiction and control of the State Highway Commission; and,

WHEREAS, under the provisions of ORS 483.532 the State Highway Commission, with respect to state highways, may impose limitations as to the gross weight of any vehicle or combination of vehicles, and may impose any other restrictions that, in the judgment of the State Highway Commission, are necessary to protect any highway or section thereof from being unduly damaged; and,

WHEREAS, said Portland-Salem Expressway has been opened to public travel, although portions thereof are only temporarily surfaced with an oil mat wearing surface; and,

WHEREAS, said temporary surface of said highway is not sufficiently strong to carry the weights of vehicles authorized by statute or permit.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED AND ORDERED by this Commission, all its members being present and voting affirmatively as follows:

1. The Portland-Salem Expressway between Milepost 19.07, which is the south bound junction of said highway with the Wilsonville-Hubbard Highway No. 51, and Milepost 43.17, which is the south end of the Hayesville interchange at North Salem, upon the posting of the signs hereinafter mentioned, shall be closed to the movement of all vehicles, or combination of vehicles, which have a gross weight exceeding ten thousand (10,000) pounds.

2. The State Highway Engineer shall erect and maintain signs giving notice to the public of this restriction at each end of the section to which this restriction applies and at such other places as may be necessary to inform the public. The gross weight restriction herein provided for shall become effective from the date the aforementioned signs are erected.

3. When the State Highway Engineer finds that the conditions necessitating this restriction as hereinabove recited cease to exist then the Highway Engineer shall remove the signs hereinabove provided for, and the weight restriction provided for herein shall cease and be of no effect.

4. That this resolution be entered into the Minutes of the Commission

as of the 23rd day of September, 1955, and that the original of this resolution be filed in the office of the State Highway Commission, and that a copy of this resolution be furnished to each of the following: The Superintendent of the State Police, and Public Utilities Commissioner, and the Secretary of State.

EXHIBIT "M-1"

Minutes of September 22 and 23, 1955

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Washington County Line-Hillsdale Section of the Beaverton-Hillsdale Highway; and,

WHEREAS, for the purpose of widening, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said Washington County Line-Hillsdale Section of the Beaverton-Hillsdale Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

EXHIBIT "M-1" (Cont)

2. That the widening, improvement and maintenance of the said Washington County Line-Hillsdale Section of the Beaverton-Hillsdale Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 22nd day of September, 1955, as Condemnation Resolution No. 559.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 559, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "M-2"

Minutes of September 22 and 23, 1955

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road building materials, approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the State Highway Commission plans and proposes to relocate, construct, improve and maintain the Dolph Corner-Rickreall Section of the Willamina-Salem Highway, and,

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is

necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and,

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Dolph Corner-Rickreall Section of the Willamina-Salem Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Willamina-Salem Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A".*

3. That the relocation, construction, improvement and maintenance of the said Dolph Corner-Rickreall Section of the Willamina-Salem Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said

parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 22nd day of September, 1955, as Condemnation Resolution No. 560.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 560, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "M-3"

Minutes of September 22 and 23, 1955

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to establish, construct and maintain the McMinnville Airport-Dayton Junction Section of the Three Mile Lane Secondary Highway; and,

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be established, constructed and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and,

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road,

EXHIBIT "M-3" (Cont)

may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper, and,

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the establishment, construction and maintenance of the said McMinnville Airport-Dayton Junction Section of the Three Mile Lane Secondary Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said Three Mile Lane Secondary Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property.

3. That the establishment, construction and maintenance of the said McMinnville Airport-Dayton Junction Section of the Three Mile Lane Secondary Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the

EXHIBIT "M-3" (Cont)

Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 22nd day of September, 1955, as Condemnation Resolution No. 619.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 619, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "M-4"

Minutes of September 22 and 23, 1955

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage road, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways, or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, the said Commission is required to designate, locate, relocate, construct and maintain in the State of Oregon a system of highways, including all necessary bridges and culverts; and,

WHEREAS, for the purpose of constructing and maintaining highways of the state highway system, the Commission plans and proposes to acquire certain real property for the acquisition of roadbuilding materials for use in connection with the construction and maintenance of highways of the state highway system; and,

WHEREAS, said Commission is authorized to take fee simple title to said real property.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, certain interests in or fee simple title to a certain parcel of real property. The said parcel of real property, or particular interest therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, is more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

EXHIBIT "M-4" (Cont)

2. That the highway facilities for which the said parcel of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcel of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcel of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 22nd day of September, 1955, as Condemnation Resolution No. 696.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 696, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "M-5"

Minutes of September 22 and 23, 1955

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road, or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of road building materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate, and maintain highways to be known as throughways and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light, and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve, and maintain the Myrtle Creek-Canyonville Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved, and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement, and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block, or tract of land, part of which is

EXHIBIT "M-5" (Cont)

necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving, and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary and that access to and from the said highway should be controlled.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required for the construction, improvement, betterment, and maintenance of highways of the state highway system and the relocation construction, improvement, and maintenance of the said Myrtle Creek-Canyonville Section of the Pacific Highway as a throughway certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the state and the owners should be acquired, are more particularly described in the attached list marked Exhibit "A" under the name of the record owner or reputed owner, and the Commission's respective file number; and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property, except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A". *

3. That the relocation, construction, improvement, and maintenance of the said Myrtle Creek-Canyonville Section of the Pacific Highway and the highway facilities for which each of the said parcel of property, or interest therein, is required and is being taken is necessary in the public interest; and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking;

EXHIBIT "M-5" (Cont)

and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 22nd day of September, 1955, as Condemnation Resolution No. 731.

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*FOOTNOTE:

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 731, under the heading "Real Property Condemnation Resolutions", and said description, map and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

25491

EXHIBIT "M-6"

Minutes of September 22 and 23, 1955

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve, construct and maintain the Willamette River (Springfield) Bridge Section of the McKenzie Highway; and

WHEREAS, for the purpose of widening, improving, constructing and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement, construction and maintenance of the said Willamette River (Springfield) Bridge Section of the McKenzie Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

EXHIBIT "M-6" (Cont)

2. That the widening, improvement, construction and maintenance of the said Willamette River (Springfield) Bridge Section of the said McKenzie Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 22nd day of September, 1955, as Condemnation Resolution No. 732.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 732, under the heading "Real Property Condemnation Resolutions", and said description, map and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

2549

EXHIBIT "M-7"

Minutes of September 22 and 23, 1955

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Meacham-Hilgard Section of the Old Oregon Trail Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is

EXHIBIT "M-7" (Cont)

necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Meacham-Hilgard Section of the Old Oregon Trail Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Old Oregon Trail Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the real property.

3. That the relocation, construction, improvement and maintenance of the said Meacham-Hilgard Section of the Old Oregon Trail Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

EXHIBIT "M-7" (Cont)

5. That upon the trail of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 22nd day of September, 1955, as Condemnation Resolution No. 734.

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*FOOTNOTE:

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 734, under the heading "Real Property Condemnation Resolutions", and said description, map and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "M-8"

Minutes of September 22 and 23, 1955

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to State highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to establish, construct and maintain Unit No. 2 of the T. H. Banfield Expressway, as a throughway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be established, constructed and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, for the purpose of establishing, constructing, and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from the said highway should be controlled.

EXHIBIT "M-8" (Cont)

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the establishment, construction and maintenance of Unit No. 2 of the T. H. Banfield Expressway as a throughway, certain interests in or fee simple title to a certain parcel of real property. The said parcel of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, is more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said T. H. Banfield Expressway and all of the contiguous real property of the owners remaining after the appropriation of the said real property.

3. That the establishment, construction and maintenance of the said Unit No. 2 of the T. H. Banfield Expressway and the highway facilities for which the said parcel of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of the said parcel of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcel of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 22nd day of September, 1955, as Condemnation Resolution No. 754.

EXHIBIT "M-8" (Cont)

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*FOOTNOTE:

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 754, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

2549

EXHIBIT "M-9"

Minutes of September 22 and 23, 1955

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the South Sixth Street (Klamath Falls) Railroad Overcrossing Section of the Klamath Falls-Lakeview Highway; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said South Sixth Street (Klamath Falls) Railroad Overcrossing Section of the Klamath Falls-Lakeview Highway, certain interests in or fee simple title to a certain parcel of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which, in the best interests of the State and the owners, should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner and the Commission's file number, and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

EXHIBIT "M-9" (Cont)

2. That the relocation, construction, improvement and maintenance of the said South Sixth Street (Klamath Falls) Railroad Overcrossing Section of the Klamath Falls-Lakeview Highway and the highway facilities for which the said parcel of property, or interest therein, is required and is being taken is necessary in the public interest and the same has been planned, designed, located and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcel of real property, or interest therein

4. That upon the t rial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as, in his judgment, may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 22nd day of September, 1955, as Condemnation Resolution No. 796.

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*FOOTNOTE:

The name of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 796, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

25501

EXHIBIT "M-10"

Minutes of September 22 and 23, 1955

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutues, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the powe r of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels, or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Pacific Highway West; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "M-10" (Cont)

WHEREAS, for the purpose of widening, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said Pacific Highway West, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said widened and improved Pacific Highway West and all of the contiguous real property of the owners remaining after the appropriation of the said real property, except that there shall be reserved unto the owners, their heirs and assigns, for service of their remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A". *

3. That the widening, improvement and maintenance of the said Pacific Highway West and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is

authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 22nd day of September, 1955, as Condemnation Resolution No. 797.

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*FOOTNOTE:

The name of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 797, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "M-11"

Minutes of September 22 and 23, 1955

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the State Highway Commission plans and proposes to relocate, construct, improve and maintain the Pendleton-Deadman's Pass Section of the Old Oregon Trail Highway; and,

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and,

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is

necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and,

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Pendleton-Deadman's Pass Section of the Old Oregon Trail Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Old Oregon Trail Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A".*

3. That the relocation, construction, improvement and maintenance of the said Pendleton-Deadman's Pass Section of the Old Oregon Trail Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required, and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said

parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 22nd day of September, 1955, as Condemnation Resolution No. 848.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 848, under the heading "Real Property Condemnation Resolutions", and said description, map and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

Portland, Oregon
November 3, 1955

The Oregon State Highway Commission met in regular session at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, Deputy State Highway Engineer
W. W. Stiffler, Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
Robert L. May, Jr., Assistant Chief Counsel
R. L. Porter, Right-of-Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

Bids as follows for highway construction were opened and read aloud by the Secretary who then announced that the award of contracts would be made at 4:00 p.m., in the same room.

COOS COUNTY
MILLICOMA RIVER BRIDGE ON COOS RIVER HIGHWAY

Sig Andersson, North Bend	$139,839.50
Tom Lillebo, Reedsport	159,388.50
Valley Construction Co., Portland	164,654.50
Harold H. Grappe, Seattle, Washington	164,747.50

CROOK COUNTY
BEAVER CREEK BRIDGE ON COUNTY ROAD AT PAULINA

Concrete Structures, Portland	$ 25,085.00
C. P. Patterson, Redmond	25,432.50
Babler Bros., Inc., Portland	29,765.00

CROOK COUNTY
GRADING AND PAVING EAST UNIT, EAGLE ROCK-POST SECTION OF PAULINA SECONDARY HIGHWAY

Central Paving Co., Independence*	$144,386.00
The Central Heating Co., Ore. Ltd., Eugene	146,928.50
Vernie Jarl, Gresham	149,133.50
F. H. McEwen, Eugene	149,582.50

Grading and Paving Eagle Rock-Post Section-Cont.

C. C. Meisel, McMinnville	$150,134.50
E. C. Hall Co., Portland	161,523.50
Allum Bros., Eugene	161,891.00
Warren Northwest, Inc., Portland	166,106.00
Parker-Schram Co., Portland	168,024.00
McNutt & Sons, Inc., Salem	173,119.00
Babler Bros., Inc., Portland	174,953.00

*Bidder will not accept project for an aggregate total in excess of $450,000.00.

DOUGLAS COUNTY
PAVING SHADY-BOOTH RANCH UNIT, SHADY-CANYONVILLE SECTION OF PACIFIC HIGHWAY

The Central Heating Co., Ore. Ltd., Eugene	$383,502.00
E. C. Hall Co. & J. C. Compton Co., Portland	395,281.00
Newport Construction Co., Portland	399,017.50
Allum Bros., Eugene	412,623.00
Warren Northwest, Inc., Portland	437,457.75
J. Ira McNutt Construction Co., Springfield	542,932.00
Parker Schram Co., Portland	445,658.20
Acme Construction Co., Eugene	467,625.75
Max J. Kuney Co., Inc., Spokane, Washington	473,887.50

DOUGLAS COUNTY
ILLUMINATION OF 16 POINTS OF ACCESS TO NEW FREEWAY, ANLAUF-SHADY UNIT OF PACIFIC HIGHWAY

Trowbridge Electric Co., Roseburg	$ 72,500.00
Steeck Electric Co., Roseburg*	74,950.00
L. H. Morris Electric Co., Eugene	86,327.00
Electric Corp., Salem	119,565.00

*Not more than $75,000.00 total at this date

DOUGLAS COUNTY
CONSTRUCTION OF 3 STRUCTURES ON SHADY-CANYONVILLE SECTION OF PACIFIC HIGHWAY

Valley Construction Co., Portland*	$427,220.00
Morrison Knudsen Co., Inc., Seattle, Washington	428,880.00
Lee Hoffman, Beaverton	436,720.00
Peter Kiewit Sons' Co., Longview, Washington	438,297.50
Tom Lillebo, Reedsport	439,278.50
Hamilton & Thoms, Eugene	463,394.00
W. H. Shields Construction Co., Eugene	468,660.50

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Construction of 3 structures on Shady-Canyonville Section-Cont.

Carl M. Halverson, Inc., Portland	$527,245.00

*Bidder will not accept award of projects for a total amount in excess of $450,000.00

JACKSON COUNTY
INSTALLATION OF MEDFORD TRAFFIC SIGNALS AT RIVERSIDE AVENUE AND PACIFIC HIGHWAY

Steeck Electric Co., Roseburg*	$ 6,600.00
Trowbridge & Flynn Electric Co., Roseburg	9,009.00

*Bidder will not accept award of projects for an aggregate total in excess of $75,000.00

JACKSON COUNTY
SISKIYOU JUNCTION-KLAMATH COUNTY LINE ROCK PRODUCTION PROJECT ON GREEN SPRINGS HIGHWAY

M. C. Lininger & Sons, Medford	$ 33,773.00
McNutt & Sons, Inc., Salem	39,600.00
F. L. Somers, Medford	41,800.00
Peter Kiewit Sons' Co., Longview, Washington	42,350.00

JOSEPHINE COUNTY
MERLIN HILL UNDERCROSSING ON THE PACIFIC HIGHWAY

Ausland Construction Co., Grants Pass	$ 52,580.00
Valley Construction Co., Portland*	58,250.00
R & M Construction Co., Central Point	61,751.00
Parker-Johnson Co., Portland	63,991.00
Tom Lillebo, Reedsport	65,000.00
Hamilton & Thoms, Eugene	74,500.00

*Bidder will only accept an aggregate total of $450,000.00 at this letting.

LAKE COUNTY
SURFACING AND OILING WESTSIDE-DRY CREEK SECTION OF WESTSIDE COUNTY ROAD

Allum Bros., Eugene	$ 92,336.00
F. H. McEwen, Eugene	94,284.00
Central Paving Co., Independence*	96,374.00
E. H. Itschner Co., Molalla	96,649.00
Homer G. Johnson, Portland	98,947.00
J. C. Compton Co., McMinnville	101,712.00

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Surfacing and oiling Westside-Dry Creek Section-Cont.

F. L. Somers, Medford	$103,172.00
Acme Construction Co., Eugene	108,042.50
M. C. Lininger & Sons, Medford	109,002.00
McNutt & Sons, Inc., Salem	112,839.00
Peter Kiewit Sons' Co., Longview, Washington	116,595.00

*Bidder will not accept award of projects totaling more than $450,000.00.

LINN COUNTY
INSTALLATION OF TRAFFIC SIGNALS AT FOUR INTERSECTIONS AT LEBANON

Steeck Electric Co., Roseburg*	$ 11,500.00
Trowbridge Electric Co., Roseburg	11,900.00
L. H. Morris Electric Co., Eugene	11,982.00
Electric Corp., Salem	12,950.00
Witzig Construction Co., Corvallis	16,985.00

*Bidder will not accept award of project for an aggregate total mount in excess of $75,000.00.

MARION AND CLACKAMAS COUNTIES
ROADSIDE IMPROVEMENT ON WILLAMETTE RIVER-GERVAIS UNIT, WILLAMETTE RIVER-HAYESVILLE SECTION OF THE PORTLAND-SALEM EXPRESSWAY

Benedict Nursery Co., Portland	$ 19,522.50
Russellville Nursery Co., Portland	20,938.00
Walter W. Sprague Co., Lynnwood, Washington	23,086.20
Rich & Sons Nursery, Hillsboro*	27,403.00

*Bidder will make lump sum deduction of $500.00 if awarded Gervais-Chemawa Railroad Overcrossing Project in conjunction with this project.

MARION COUNTY
ROADSIDE IMPROVEMENT ON GERVAIS-CHEMAWA RAILROAD OVER-CROSSING UNIT, WILLAMETTE RIVER-HAYESVILLE SECTION OF THE PORTLAND-SALEM EXPRESSWAY

Knight Pearcy Nursery, Salem	$ 18,134.70
Walter W. Sprague, Lynnwood, Washington	19,745.28
Rich & Sons Nursery, Hillsboro	21,602.00

MULTNOMAH COUNTY

GRADING AND STONE BASE, ETC. UNION AVENUE-37TH AVENUE SECTION OF THE T. H. BANFIELD EXPRESSWAY EASTERLY FROM N.E. UNION AVENUE AND N. E. EVERETT STREET

Gibbons & Reed Co., Portland	$1,097,068.00
Donald M. Drake Co., Portland	1,233,088.00
R.A. Heintz Construction Co., Portland	1,244,346.00
Parker-Schram Co., Portland	1,285,884.50
C. J. Montag & Sons, Portland	1,296,324.50
Fred H. Slate Co. & E. C. Hall Co., Portland	1,357,057.50
Carl M. Halvorson, Portland	1,360,732.50
Peter Kiewit Sons' Co., Longview, Washington	1,423,071.00
Kuckenberg Construction Co., Portland	1,443,421.30
Natt McDougall Co., Portland	1,445,810.70

SHERMAN COUNTY

GRADING AND PAVING MORO-GRASS VALLEY SECTION OF THE SHERMAN HIGHWAY

Roy L. Houck & Sons, Salem	$ 386,230.50
Newport Construction Co., Portland	394,567.50
Rogers Construction Co., Portland	394,621.50
Allum Bros., Eugene	402,028.50
Fred H. Slate Co. & E. C. Hall Co., Portland	402,234.00
C. R. O'Neil, Creswell	409,708.00
Parker-Schram Co., Portland	417,528.50
Acme Construction Co., Eugene	430,139.50
Central Paving Co., Independence*	434,981.00
J. N. Conley, Portland	439,858.00
J. W. Briggs, Bend	442,972.50
Warren Northwest, Inc., Portland	444,239.50
Kuckenberg Construction Co., Portland	466,758.10
J. Ira McNutt Construction Co., Springfield	471,460.00

*Bidder will not accept project for an aggregate total in excess of $450,000.00.

WASCO COUNTY

COLUMBIA RIVER-DUFUR ROCK PRODUCTION PROJECT ON THE DALLES-CALIFORNIA HIGHWAY

C & W Crushing Co., Seaside	$ 22,400.00
Vernie Jarl, Gresham	23,500.00
Rogers Construction Co., Portland	23,500.00
Arthur Simonsen & Co., Baker	27,000.00
Central Paving Co., Independence*	27,500.00
J. N. Conley, Portland	27,700.00
McNutt & Sons, Inc., Salem	30,000.00
Acme Construction Co., Eugene	32,500.00
E. C. Hall Co., Portland	35,000.00

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Columbia River-Dufur Rock Production Project-Cont.

*Bidder will not accept project for an aggregate total in excess of $450,000.00.

YAMHILL COUNTY
GRADING AND OILING EAST UNIT, MCMINNVILLE AIRPORT-DAYTON-SECTION OF THREE MILE LANE SECONDARY HIGHWAY

Roy L. Houck & Sons, Salem	$238,301.00
Harbert Bros., Estacada	243,840.60
C. R. O'Neil, Creswell	248,238.10
Logan, Taylor & Co., Portland	260,421.10
C. C. Meisel, McMinnville	266,824.00
John Havlik, Jr., Scappoose	270,902.10
Allum Bros., Eugene	273,948.40
Babler Bros., Inc., Portland	277,439.00
Durbin Bros., Eugene	278,987.00
Fred H. Slate Co. & E. C. Hall Co., Portland	286,053.60
J. W. Briggs, Bend	292,747.50
R. A. Heintz & River Bend Contractors, Inc., Portland	299,965.50
Natt McDougall Co., Portland	311,045.00
Parker-Schram Co., Portland	323,000.00

The Commission approved the minutes of the meetings held during inspection trips on June 13-17, 1955, and July 11-14, 1955, and also approved the minutes of the regular meeting held on August 11-12, 1955.

The State Parks Superintendent reported on the following State Park matters:

1. Request of Pilot Rock Lumber Company that property it is using as a logging camp on the Pendleton-John Day Highway about ten miles south of Ukiah, be conveyed to the Company by deed or permanent easement: The Parks Superintendent commented that this matter has been before the Commission several times, the last time being in April, 1954, when it was pointed out that the Company's existing lease does not expire until 1976, so in his estimation no emergency exists. The Commission at that time agreed that no action was necessary. The property has been appraised, he stated, at approximately $2,000 for the eight acres occupied by the logging camp. If this property is to be sold, bids would have to be received but the President of the Lumber Company is not interested in disposing of the matter in such manner. He recommended that the Commission's previous stand be confirmed. The Commission decided to stay with the present arrangement.

2. Continuation of use of the name "Jackson F. Kimball State Park" for the park site at the headwaters of the Wood River in Klamath County: This property, the Parks Superintendent stated, consists of a 20-acre tract secured from the State Board of Forestry and at the time of transfer bore the name "Jackson F. Kimball Park". He proposed that the same name be continued in honor of Mr. Kimball, an early-day timber man of that area, who was instrumental in furthering good timber practices, fire protection, and management of timber lands. The Commission approved the name "Jackson F. Kimball State Park" for this property, by adopting the attached resolution relative thereto marked EXHIBIT "J-1", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

3. Installation of a plaque honoring the late Elliott R. Corbett in the park area adjoining Blue Lake on the Santiam Highway, that was donated to the State by his parents, Mr. and Mrs. Henry L. Corbett: The Parks Superintendent recalled that this area was deeded to the State as a gift with the understanding that a plaque would be installed therein. He recommended approval of such a plaque with the following wording:

ELLIOTT R. CORBETT II
MEMORIAL STATE PARK

THIS AREA WAS GIVEN
TO THE STATE OF OREGON
FOR PARK PURPOSES
BY
MR. AND MRS. HENRY L. CORBETT
IN MEMORY OF THEIR SON
WHO GAVE HIS LIFE
IN THE SERVICE OF HIS COUNTRY

JUNE, 1953

The Commission approved the installation and the wording for the plaque as recommended.

4. Proposed park budget for the year 1956. This matter was discussed briefly but action was deferred until later in the session.

5. Report on State Parks Advisory Committee park inspection trip in California, October 8-9, 1955: The Parks Superintendent reported that Messrs. William Tugman, Chairman of the State Parks Advisory Committee; J. W. Forrester, Jr.; Ralph Cronise; Arden X. Pangborn; Frank Jenkins; and Herb Gray, all members of the Committee; M. K. McIver, State Highway Commissioner, L. V. Koons, Assistant State

Parks Superintendent, Otis V. Jensen, District Parks Supervisor, and himself visited 12 state parks along the northern coast of California, in company with California park officials. He pointed out that the concept under which the California parks are operated is considerably different than in Oregon as they follow along the plan or scheme of conservation in preserving large areas of timber lands, particularly redwood trees, while the parks policy in Oregon has been one of service to tourists and others visiting state parks. He also reported that, on October 14, 1955, following the trip, the Advisory Committee held a meeting in Portland at which time he gave the members an over-all picture of park problems, procedure, and organization. He presented a copy of the minutes of that meeting. The Commission accepted the report. Chairman Chandler and Commissioner Reynolds expressed their appreciation for Commissioner McIver and the others taking time off to make this trip.

6. Proposed park site at Coos Head, west of the City of Coos Bay: At the previous Commission meeting the Parks Superintendent recalled that he had been authorized to study this area which lies approximately 10.5 miles west of the City of Coos Bay and one-half mile west of the town of Charleston. The study, he stated, has been completed, indicating that the area will attract probably 75,000 visitors annually and that the cost to develop the area will be reasonable. It was found, however, that the U. S. Navy is contemplating installation of a military defense setup at this location. He recommended in view thereof that no action be taken by the Commission pending a decision by the U. S. Navy as to its plans in this area. The Commission accepted the recommendation and instructed the Park Superintendent to consult with Chairman Chandler before doing anything more with the project.

7. Establishment of a swimming area near the north end of Coffenbury Lake in Fort Stevens State Park: An area near the north end of the lake is utilized by swimmers, the Parks Superintendent stated, and for their protection boats should not be allowed to use that area. He presented a form of resolution setting aside an area near the north end, excluding boats from that area, and recommended that it be approved. The Commission accepted the recommendation by adopting the attached resolution relative thereto marked EXHIBIT "J-2" which resolution by this reference is made a part hereof with like effect as though extended in full herein.

In this connection the Park Superintendent stated that there is some uncertainty as to the official name of this park. The area, he stated, is well known by reason of old Fort Stevens and it is commonly known by that name. He recommended that the park be named the "Fort Stevens State Park". The Commission approved the recommendation by adopting the attached resolution relative thereto, marked "EXHIBIT "J-3", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

8. Request of Lewis and Clark Sesquicentennial Committee that the park area along the Sandy River east of Troutdale be named "Lewis and Clark Park": The Parks Superintendent stated that it has been determined that Lewis and Clark on their trip down the Columbia River stopped at the mouth of the Sandy River and explored the River a few miles upstream. On their trip up the river, Lewis and Clark camped for several days on the north side of the Columbia River, opposite the mouth of the Sandy River, to secure meat for their return trip east. As there has been interest in naming the area in memory of Lewis and Clark, he recommended that the park be named "Lewis and Clark State Park" as requested by the Committee. The Commission approved the recommendation by adopting the attached resolution relative thereto marked "EXHIBIT J-4", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

In reporting this matter the Park Superintendent commented that the deed transferring the property to the State contains provision that the property shall be used for park purposes only. He also said that there are no plans for development of the park in the year 1956.

9. The Parks Superintendent presented a report on his trip to the National Conference of State Parks near Stowe, Vermont, September 25-29, 1955. The meeting, he stated, was attended by some 140 people interested in park development, and only a few states were not represented. Discussions were held on management, financing, development, etc. He commented that the parks in Vermont are very nice and are particularly beautiful at this time of the year when there is an abundance of red and yellow foliage. The Commission accepted the report.

Chairman Chandler inquired as to whether or not the Lloyd Corporation has as yet donated to the State for park purposes an area situate between Geisel Monument and Wedderburn on the Oregon Coast Highway in Curry County. Commissioner McIver stated that the Corporation has requested that appraisals be made of the property. He inquired if they have been made. The State Parks Superintendent stated that the area has not yet been deeded to the State and that the results of the appraisals have not yet been received. The Commission instructed the Parks Superintendent to follow through on this matter at once as the area is an excellent one for state park purposes.

A report was submitted by the Parks Superintendent regarding progress that is being made in the acquisition of timbered areas in the Columbia Gorge: He said that negotiations are proceeding as rapidly as is possible but some owners do not wish to sell or trade, so efforts are being concentrated on those owners who have indicated a willingness to negotiate. He explained that the procedure being followed is for the State Right-of-Way man to make appraisals and then make offers to the owners. The negotiations, he said, are being conducted only for those properties which have been recommended for acquisition by the Columbia Gorge Commission. He added that the Right-of-Way Agent is working under his direction rather than under the direction of the Columbia Gorge Committee.

The Right-of-Way Engineer presented for consideration options secured for acquisition of real property that is needed for state highway improvements and for other purposes. After careful consideration of each item, the Commission unanimously approved the closing of the options at the prices mentioned therein by adopting the attached resolution relative thereto, marked EXHIBIT "A", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

In discussing the options for real property, Chairman Chandler inquired as to the status of the survey for the proposed relocation of the Pacific Highway between Albany and Eugene. Mr. W. C. Williams, Deputy State Highway Engineer, replied that the relocated line is fairly well defined and maps have been prepared and sent to the several towns and cities which will be by-passed, showing the proposed route. At this date, he stated, none of these towns or cities have objected to the proposed route, however, it still will be necessary to conduct hearings under the federal law. He pointed out that it is contemplated to retain the existing Pacific Highway East through these towns but the relocated highway will by-pass all of the towns and cities between Albany and Eugene.

The Right-of-Way Engineer presented a list of properties required for highway construction and requested authority to negotiate for acquisition as no specific authority previously has been given by the Commission. The Commission gave the matter careful attention and, upon assurance by the Right-of-Way Engineer that all of the properties are needed for highway purposes, authorized negotiations to acquire them. There follows a list of the properties.

COUNTY and SECTION	FILE NO. and NAME	PUR-POSE	AREA	HIGH-WAY
Linn S.P. O'xing-Lane County Line	24184-Ropp, Sam & Aaron	Quarry	15.19 ac.	Pacific East
	24185-Ropp, D. F.	Right of way	1.41 ac.	Pacific East
Marion Mill City-Gates	24094-First National Bank of Portland	Right of way	0.82 ac.	North Santiam
	24095-Oregon Pulp and Paper Company	Right of way	0.41 ac.	North Santiam
	24096-Northern Lumber Company	Right of way	0.52 ac.	North Santiam
Polk County West Salem (Marion St. Bridge)	24195-Glenn O. Lewis	Right of way	0.09 ac.	Willamina-Salem

A report on the sale of miscellaneous properties as made by the Property Manager since the last Commission meeting was presented by the Right-of-Way Engineer and accepted by the Highway Commission.

(For details, see Miscellaneous Sales Report, dated November 3 and 4, 1955, in the Highway Commission files in Salem).

Sale of riparian rights along the Willamette River in Oregon City was discussed. The Right-of-Way Engineer explained that as previously authorized by the Commission a public sale of these rights was held on September 26, 1955 and that only one bid was received being that of the Crown Zellerbach Corporation in the sum of $10,000, which was the minimum amount which would be accepted. The Commission deferred action on the matter pending the appearance of a delegation on the following day. (Captain H. T. Shaver, appeared before the Commission on November 4. He stated that he and his associates have no objection to sale of the riparian rights to the Crown Zellerbach at the amount offered. The Commission thereupon approved the sale of the rights to such Corporation.)

Payment of damages to Mr. M. C. Fleming, for losses sustained to his grain crop resulting from operations of a survey crew on the 122nd Avenue Connection of the T. H. Banfield Expressway was discussed. The Right-of-Way Engineer explained that the claim was investigated and it was determined that damages in the amount of $60 had been suffered. He recommended payment of such amount to Mr. Fleming. The Commission accepted the recommendation.

Sale of Lots 5 and 6, Block 2, Elizabeth Addition to Mill City, to Mr. and Mrs. Adolph J. Brunner was presented by the Right-of-Way Engineer. He explained that these lots, which were formerly used as a stock pile site, are no longer needed for highway purposes; also, that the property was advertised for sale at a minimum price of $250 and that Mr. Brunner submitted a bid at such figure which was the only bid received. He recommended that the property be sold to Mr. Brunner at his bid price. The Commission approved the sale.

Consideration was given to granting a 10-year lease to Mr. Robert W. Marcum to use 3,719 square feet of excess right of way near the Providence Hospital on the T. H. Banfield Expressway in Portland. This property, the Right-of-Way Engineer explained, lies just east of N. E. 47th Avenue and is to be used only for the parking of cars. Mr. Marcum, he said, has agreed to pay $125 per year for use of the property and in addition thereto will pay all taxes that may be assessed against it during the period of the lease, November 1, 1955 to October 31, 1965. The Commission approved the lease.

Authority to sell at public sale a number of excess properties was requested by the Right-of-Way Engineer. He explained that these properties were acquired in connection with highway improvements but are no longer needed. The Commission authorized him to advertise the following properties for public sale by adopting the attached resolutions relative

thereto, marked EXHIBITS "B-1" through "B-6" , inclusive, which resolutions by this reference are made a part hereof, with like effect as though extended in full herein:

a. 12.2 acres on the Clackamas County Line-Hubbard Section of the Wilsonville-Hubbard Highway in Marion County (Files 3212, 3213 and 3214-A) for not less than $4,000. See EXHIBIT "B-1".

b. Approximately 2 acres on the Oregon Coast Highway at Shingle House Slough in Coos County (File 14944), minimum price $2,500. See EXHIBIT "B-2".

c. 0.4 acre on the Oregon Coast Highway in Newport, Lincoln County, (File 5166A), minimum price $5,000. See EXHIBIT "B-3".

d. 1.105 acres on Unit 2, T. H. Banfield Expressway (File 15797 to 15805), minimum price, $12,848.20. See EXHIBIT "B-4"

e. 0.158 acre on Unit 2 of the T. H. Banfield Expressway in Multnomah County (File 15796), minimum price $1,720. See EXHIBIT "B-5".

f. 175 acres on the Willamette River-Gervais Road Section of the Portland-Salem Expressway in Marion County (Files 20284, 20285 and 20639), minimum price $26,500. See EXHIBIT "B-6".

A number of changes in points of access to state highways were presented by the Right-of-Way Engineer who explained that in no instance is additional access being granted but there is involved simply a change in location of a previously approved access. Upon his favorable recommendation the Commission approved changes in access as follows:

a. Lloyd Corporation property on the Greggs Creek-Wedderburn Section of the Oregon Coast Highway in Curry County, File #21890.

b. Helen D. and T. V. Jones and George G. and Agnes D. Rausch properties on the Newport-Toledo Section of the Corvallis-Newport Highway in Lincoln County, Files #18491 and #19343.

c. Gerald W. and Ruth H. Jenkins property on the Newport-Toledo Section of the Corvallis-Newport Highway in Lincoln County, File #18715.

d. Toni W. and Martha E. Keto property on the Glendale Junction-Wolf Creek Section of the Pacific Highway in Josephine County, File # 12101.

e. Wilbur D. and Helen E. Converse property on the Glendale Junction-Wolf Creek Section of the Pacific Highway in Josephine County, File #12,100.

f. William N. and Sylvia D. Grahame property on the Glendale Junction-Wolf Creek Section of the Pacific Highway in Josephine County, File #12092.

g. Olive S. Kuhl property on the Glendale Junction-Wolf Creek Section of the Pacific Highway in Josephine County, File #12094.

h. Walter and Emilie Mosher property on the Glendale Junction-Wolf Creek Section of the Pacific Highway in Josephine County, File #12105.

i. Lucille and Raymond H. Stevens property on the Greggs Creek-Wedderburn Section of the Oregon Coast Highway in Curry County, File #22314.

j. Everett and Ora Fry property on the Dayville-Mt. Vernon Section of the John Day Highway in Grant County, File #20096.

k. James G. and Lura V. Carlton property on the Glendale Junction-Wolf Creek Section of the Pacific Highway in Josephine County, File # 12123.

l. Earl F. and Virginia I. Wead property, on the Glendale Junction-Wolf Creek Section of the Pacific Highway in Josephine County, File # 12122.

m. Magdalena Krause property on the Onion Flat-Middleton Unit of the Tigard-Newberg Section of the Pacific Highway West in Washington County, File #19695.

Authority was requested by the Right-of-Way Engineer for an expenditure of about $182 to repair a roof on the "Mansfield" rental property located on the Harbor Drive-City Limits Section of the Portland-Salem Expressway in Multnomah County, File #20664. He advised that this property is rented for a yearly consideration of $1,020 and indications are that such rental will continue for another 12 to 15 months. The Commission approved the expenditure as requested.

A grant of access to Martha J. and W. J. Inman on the Viento-Hood River Section of the Columbia River Highway in Hood River County was discussed. The Right-of-Way Engineer explained that the right of access applies only to the frontage road constructed or to be constructed along the northerly boundary of the highway right of way, and shall be unrestricted as to use. The Commission approved the grant of access on the Right-of-Way Engineer's favorable recommendation.

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Also considered was a grant of access to Josephine County on and along the easterly right-of-way boundary of the relocated Glendale Junction-Wolf Creek Section of the Pacific Highway in Josephine County. The purpose of this access, the Right-of-Way Engineer stated, is to provide a connection of a county road with the relocated Pacific Highway, and is to confirm a previous action. He recommended that it be approved. The Commission accepted the recommendation.

Mr. R. N. Kellogg, Engineer representing the U. S. Bureau of Public Roads, was present and discussed with the Commission a proposed Program for the 1957 fiscal year Forest Highway Funds. The State Highway Engineer reviewed the situation briefly, pointing out that by failure of the Congress to appropriate funds it had been necessary to cancel $2,030,000 of forest highway projects. Subsequently, he said, additional Forest Highway Funds have been authorized in the amount of $3,245,500 which permits restoration of the canceled projects in the sum of $2,030,000 and provides $1,215,500 for additional projects, making available for programming a grand total of $3,245,500. He presented a list of projects to take up the total amount and advised that the suggested program was arranged as the result of mutual agreement with representatives of the Bureau of Public Roads and the U. S. Forest Service. He recommended approval of the program by the Commission. Mr. Kellogg explained further details. After due deliberation the Commission approved the projects as recommended, and thereupon signed the following letter dated October 6, 1955, addressed to the Chief, Forest Service, and the Commissioner of Public Roads, Washington, D. C., recommending adoption of the program as outlined:

DEPARTMENT OF COMMERCE
Bureau of Public Roads
Division Eight

08-00
486 Oregon General

Portland, Oregon
October 6, 1955

Chief, Forest Service,
Commissioner of Public Roads,
Washington, D. C.

Dear Sirs:

For the purpose of selecting projects to be recommended for inclusion in the 1957 fiscal year of Forest Highway Program, various conferences have been held and correspondence exchangeed between the Oregon State Highway Department, the U. S. Forest Service, and the Bureau of Public Roads. As a result of the above procedure and by mutual agreement, the following Forest Highway Program is recommended for adoption for the fiscal year 1957.

The following is a statement of the Forest Highway funds available for the 1957 fiscal year apportionment and from the unobligated balance of previous apportionments.

Funds Available:

Fiscal Year 1957 Apportionment	$3,098,378.00
Deduction for Washington Office Reserve 1957 Fiscal Year (10%)	- 309,838.00
Unused Prior Washington Office Reserve Returned for Programming	+ 199,655.00
Available from State Contingent	+ 360,000.00
Total Funds Available	$3,348,195.00

Deductions:

Reserve for 1957 Fiscal Year State Contingent	102,695.00
Total Available for Allocation	$3,245,500.00

Recommended Allocations to Projects 1957 Fiscal Year

Project & Acct. No.	Route Name and Type of Work	Length Miles	Recommended Allocation
3-A1 (3231-00)	Oregon Coast Highway Grading & Bridge Advance Clearing	2.15 3.90	$565,000
8-A3 (3232-00)	Umpqua Highway Grad. & Temp. Surf.	2.5	250,000
25-A11 (3233-00)	Mt. Hood Highway Grading	2.4	575,000
35-B5, G3 (3234-00)	John Day-Burns Highway Grad., Surf. & Bit. Surf.	9.0	445,000
36-B3 (3235-00)	John Day Highway Grad., Surf. & Bit. Surf.	4.52	373,500
43-C5 (3236-00)	Diamond Lake Highway Grad., Surf. & Paving	4.89	297,000
47-C3, E1 (3237-00)	North Umpqua Highway Surf. & Bit. Surf. Treat.	4.5	100,000

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Project & Acct. No.	Route Name and Type of Work	Length Miles	Recommended Allocation
47-F (3238-00)	North Umpqua Highway Advance Clearing	5.0	$ 90,000
51-B (3239-00)	Belknap Springs Hwy. (North End) Grading	4.7	350,000
(3240-00)	Location Survey Routes 3,7,8,10,17,25,26,31 35,36,43,46,47,51,52		100,000
(3241-00)	Maintenance		100,000
	Total		$3,245,500

Comments on Recommended Projects

Project 3-A1, Oregon Coast Highway, Grading & Bridge, 2.15 miles
Advance Clearing, 3.90 miles, $565,000

This project is the initial construction in the relocation of 11 miles of very substandard highway between Neskowin and the vicinity of Otis Junction, constructed in 1931-1934. The new location will be to the west and will reduce the mileage to approximately 6.5 miles and provides standard alignment, gradient and cross section. The immediate project provides for grading, bridge and advance clearing. The increasing traffic makes this improvement immediately necessary.

Project 8-A3, Umpqua Highway, Grad. & Temp. Surf., 2.5 miles, $250,000

Traffic has increased on this route to the extent that the existing road is inadequate. The recommended project contemplates the continuation of improvement easterly from the previous project 8-B2 for approximately 2.5 miles. The State has improved or is now improving that portion of the route westerly from project 8-B2. The recommended improvement contemplates grading plus such surfacing as will permit a temporary bituminous treatment. Pavement of this project and project 8-B2 will be accomplished under future programs.

Project 25-A11, Mt. Hood Highway, Grading, 2.4 miles, $575,000

This project continues the improvement from project 25-A10 westerly for a distance of 2.4 miles where it again connects with the existing road, from which point westerly the existing road is of much higher standard. The planned connection of project 25-A10 at its west end with the existing road involves a distinct hazard until the section to be graded under pro-

ject 25-All is also completed. The allocation of additional funds to this route is to expedite the completion of this important section.

Project 35-B5, G3, John Day-Burns Highway, Grad., Surf. & Bit. Surf., 9.0 miles, $445,000

Under previous projects this route has been improved northerly from a point approximately 9 miles north of Burns. The remaining 9 miles is substandard as to width and has deteriorated to such extent that improvement is necessary to accommodate traffic as well as avoid heavy maintenance. The proposed improvement contemplates widening, stabilizing, resurfacing and paving.

Project 36-B3, John Day Highway, Grad., Surf. & Bit. Surf., 4.52 miles, $373,500

By previous projects, both with State and Forest Highway funds, this project has been improved easterly from Prairie City. The proposed project, lying easterly from Forest Highway project 36-B2 to the east forest boundary, will complete reconstruction of the worst section of the route. Easterly from this project the alignment and gradient are reasonable but improvement of width and surfacing will no doubt be required later.

Project 43-C5, Diamond Lake Highway, Grad., Surf. & Paving, 4.89 miles, $297,000

This section was originally constructed to a narrow width, low standard road. Due to increases in traffic and in order to hold up under anticipated heavy logging traffic the Diamond Lake Highway will require widening and additional surfacing and bituminous surfacing. The State has improved the route to a point approximately 8 miles north of Union Creek-Park Junction and the proposed project will continue the improvement northerly approximately 4.89 miles. Further improvement of additional sections are contemplated under future programs.

Project 47-C3, E1, North Umpqua Highway, Surf. & Bit. Surf. Treatment, 4.5 miles, $100,000

This project provides for the surfacing and bituminous surface treatment of project 47-E, Unit 2 and project 47-C. This will continue a uniform road surface from the east end of project 47-A4, B7, C2, D4, at Steamboat Creek, for a distance of 4.5 miles to Panther Creek, at which point the Panther Creek logging road joins this highway.

Project 47-F, North Umpqua Highway, Advance Clearing, 5.0 miles, $ 90,000

Clearing and burning in the heavy timber along the North Umpqua involves a fire hazard during summer months and usually delays grading operations during that period. To avoid this delay and to permit the clearing to be largely accomplished during the less hazardous periods it is desired to perform the clearing as a separate project. The project extends easterly from project 47-E.

Project 51-B, Belknap Springs Highway (North End), Grading, 4.7 miles, $350,000

The work recommended under this project was deleted from project 51-A1, B programmed in the 1956 fiscal year. The mileage has been slightly decreased to stay within funds available. The grading will start at the junction of the South Santiam Highway and extend 4.7 miles in a southerly direction toward Clear Lake. Construction at the north end of the route is now desirable to accommodate logging operations contemplated in that area.

Lump Fund Survey -The $100,000 herein recommended is to finance field surveys, design and plans for the recommended projects as well as for other projects previously approved, and for new surveys recommended herein.

Lump Fund Maintenance-The $100,000 recommended is to finance the obligations of the government for maintenance of completed projects for one or two years following completion of construction.

Very truly yours,

/s/ F. E. Andrews
F. E. ANDREWS
Division Engineer.

Recommended for Approval

/s/ R. H. Baldock
State Highway Engineer

OREGON STATE HIGHWAY COMMISSION

/s/ Ben R. Chandler
Chairman

/s/ Chas. H. Reynolds
Commissioner

/s/ M. K. McIver
Commissioner

November 3, 1955

U. S. FOREST SERVICE, REGION 6

/s/ C. E. Remington
For Regional Forester

Approved:

Acting Deputy Commissioner Date
For Commissioner of Public Roads

Approved:

Acting Chief, Forest Service Date

The Right-of-Way Engineer requested authority to spend not to exceed $1,500 to develop a new water source for property purchased on Illahee School-Jefferson Junction Section of the Pacific Highway in Marion County. This property, he stated, is rented at present for $150 per month but the water supply has become inadequate. It was his feeling that due to the rental value of the property the expenditure for securing a new water supply is justified. The Commission authorized the expenditure.

Consideration was given by the Commission to granting an additional residential and farm access to Margaret Masson on the Dayville-Mt. Vernon Section of the John Day Highway in Grant County to facilitate the handling of cattle by truck. The Right-of-Way Engineer explained that the present access is not adequate to take care of the situation and he recommended the granting of the extra access. He added that it was originally intended to grant two accesses at this point but the extra one was overlooked in preparing the papers. The Commission approved the additional access for farm use only.

Attention was given by the Commission to the matter of compensating the State Board of Forestry for timber removed from the right of way of the Bradley Park-Wauna Section of the Columbia River Highway in Clatsop County. The Right-of-Way Engineer explained that under the Board of Forestry regulations, the Board cannot sell the logs directly to a contractor; also, that the value of the timber has been determined at $588.38 and the contractor has deposited with the State that amount, with the understanding that the State will purchase the timber from the Board of Forestry. Under the terms of the contract, he said, the contractor was obliged to cut the timber and place it along the edge of the right of way. The Commission authorized purchase of the timber at the price quoted and accepted the sum of $588.38 deposited by the contractor as reimbursement for the expenditure.

The matter of granting to the U. S. Forest Service access to the Meacham-Glover Section of the Old Oregon Trail Highway in Umatilla County was discussed. The Right-of-Way Engineer explained that the U. S. Forest Service in its "Special Use Permit" authorizing construction of the highway across National Forest land retained the right of access to the highway as well as the mineral rights. This undesirable feature was called to the attention of the forest officials who agreed to amend the permit by adding a clause waiving all rights of access to the highway except as may be necessary to manage the forest area and the timber and mineral resources originating on the abutting land. He presented the proposed amendment and recommended its approval. The Commission approved the amendment as prepared.

The meeting recessed for luncheon at 12:00M and reconvened at 2:00 p.m. in the same room with the same persons present and participating.

The Chief Counsel requested authority to acquire by condemnation, if necessary, the following properties that are needed as right of way in connection with various highway improvements or for other purposes, and to tender offers for the same in conformity with instructions given him by the Commission in its resolution, dated December 20, 1951:

Coquille-Rink Creek Section of the Coos Bay-Roseburg Highway

R-24044- Ralph Menning
Right of Way (Coos)
662 square feet

R-24045- Tom Ferry
Right of Way (Coos)
41 square feet

R-24046- Trustees of Coquille Aerie #2196
Fraternal Order of Eagles
Right of Way (Coos)
0.046 acre

R-24047- Adolph Isler
Right of Way (Coos)
0.16 acre

R-24050- Coos Bay Lumber Company
Right of Way (Coos)
Parcel No. 1: 0.58 acre
Parcel No. 2: 0.18 acre
Parcel No. 3: 0.03 acre

R-24054- Burton W. Dunn
Right of Way (Coos)
0.27 acre

R-24058- Coos Bay Lumber Company
Right of Way (Coos)
0.36 acre

R-24059- Shirley W. Pettengill
Right of Way (Coos)
1.38 acres

R-24062- J. S. Barton, Sr., Clarence A. Barton, Anne Van Otten,
J. S. Barton, Jr., and Ben F. Barton
Right of Way (Coos)
0.5 acre

R-24064- C. H. Bogert
Right of Way (Coos)
0.9 acre

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Coquille-Rink Creek Section of the Coos Bay-Roseburg Highway (cont)

R-24065- Edward L. Detlefsen
Right of Way (Coos)
Parcel No. 1: 1.8 acres
Parcel No. 2: 0.3 acre

R-24067- Archie O. Jacobsen, Earl F. Jacobsen and
Wayne J. Jacobsen
Right of Way (Coos)
8.8 acres

R-24069- Walter A. Moore
Right of Way (Coos)
0.68 acre

R-24070- E. C. Roberts and Elmer E. Benham
Right of Way (Coos)
6.30 acres

Moro-Kent Section of the Sherman Highway

R-23867- John Muir
Right of Way (Sherman)
0.17 acre

R-23873- Leon V. Moore and Etta Moore
Right of Way (Sherman)
Parcel No. 1: 0.43 acre
Parcel No. 2: 2.75 acres
Parcel No. 3: 6.85 acres

R-24034- Francis King, et al.
Right of Way (Sherman)
1.7 acres

R-24080- Giles L. French and Lela French
Right of Way (Sherman)
0.01 acre

McMinnville Airport-Dayton Junction Section of the Three Mile Lane Secondary Highway

R-23414- Sherry Lorett, Gladys Johnson, Glen
Lorett and Lucille Barnum
Right of Way (Yamhill)
Parcel No. 1: 6.3 acres
Parcel No. 2: 0.35 acre
Parcel No. 3: 13.34 acres

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McMinnville Airport-Dayton Junction Section of the Three Mile Lane Secondary Highway (Cont)

R-23415- Vernon Foster
Right of Way (Yamhill)
Parcel No. 1: 0.16 acre
Parcel No. 2: 0.32 acre

R-23416- Arthur Pearson
Right of Way (Yamhill)
0.67 acre

R-23423- Mabel P. Stegman
Right of Way (Yamhill)
0.8 acre

R-23424- R. S. McGill
Right of Way (Yamhill)
4.40 acres

R-23425- Herman T. Louis
Right of Way (Yamhill)
2.82 acres

R-23428- J. E. Proffitt
Right of Way (Yamhill)
6.5 acres

R-23430- Helen L. McHenry
Right of Way (Yamhill)
1.8 acres

R-23432- Lachlon Docherty
Right of Way (Yamhill)
0.03 acre

R-23434- Frank Foster
Right of Way (Yamhill)
Parcel No. 1: 1.38 acres
Parcel No. 2: 5.2 acres
Parcel No. 3: 0.23 acre
Parcel No. 4: 1.75 acres

R-23437- Urie S. Alderman
Right of Way (Yamhill)
6.23 acres

R-23438- Harry M. Gray
Right of Way (Yamhill)
6.3 acres

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McMinnville Airport-Dayton Junction Section of the Three Mile Lane Secondary Highway (Cont)

R-23439- Keith Coburn
Right of Way (Yamhill)
10.0 acres

R-23887- Julius Nissen
Right of Way (Yamhill)
4.65 acres

R-23888- Floyd Westfall
Right of Way (Yamhill)
1.28 acres

Ashland Section of the Pacific Highway

R-23231- The First Presbyterian Church of the City of Ashland
Right of Way (Jackson)
160 square feet

R-23232- Frank C. Dean
(Jackson)
Parcel No. 1: 0.16 acre for Right of Way
Parcel No. 2: 0.01 acre for Right of Way
0.01 acre for Slope Easement
Parcel No. 3: 0.03 acre for Slope Easement

R-23233- Earl T. Newbry and Lyndel W. Newbry
(Jackson)
Parcel No. 1: 0.060 acre for Right of Way
Parcel No. 2: 0.03 acre for Slope Easement

R-23235- C. W. Litwiller
(Jackson)
Parcel No. 1: 210 square feet for Right of Way
180 square feet for Slope Easement
Parcel No. 2: 2625 square feet for Right of Way
180 square feet for Slope Easement

R-23236- Anna L. Myer
(Jackson)
363 square feet for Right of Way
180 square feet for Slope Easement

R-23237- Herschel L. Claycomb
(Jackson)
0.08 acre for Right of Way
0.10 acre for Slope Easement

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Ashland Section of the Pacific Highway (Cont)

R-23239- Lydia T. McCall
(Jackson)
Parcel No. 1: 0.04 acre for Right of Way
Parcel No. 2: 0.07 acre for Slope Easement

R-23240- Roy W. McNeal
(Jackson)
0.25 acre for Right of Way
0.03 acre for Slope Easement

R-23242- R. T. Cox and Gertrude C. Cox
(Jackson)
120 square feet for Right of Way
160 square feet for Slope Easement

R-23244- Robert J. Sheehan
Right of Way (Jackson)
0.1 acre

R-23245- Marvin B. Shaw
Right of Way (Jackson)
0.09 acre

R-23253- Wells D. Jackson
(Jackson)
750 square feet for Right of Way
375 square feet for Slope Easement

R-23257- W. D. Morgan
(Jackson)
450 square feet for Right of Way
250 square feet for Slope Easement

R-23259- Earl Roach
(Jackson)
0.045 acre for Right of Way
350 square feet for Slope Easement

R-23261- B. L. Lear
(Jackson)
0.066 acre for Right of Way
350 square feet for Slope Easement

R-23262- The United States National Bank of Portland
(Jackson)
528 square feet for Right of Way
250 square feet for Slope Easement

Ashland Section of the Pacific Highway (Cont)

R-23263- Larkin A. Deer
(Jackson)
420 square feet for Right of Way
250 square feet for Slope Easement

R-23265- Edith B. Mars
(Jackson)
Parcel No. 1: 0.195 acre for Right of Way
0.03 acre for Slope Easement
Parcel No. 2: 385 square feet for Right of Way

R-23266- Oregon and California Railroad Company
(Jackson)
0.065 acre for Right of Way
450 square feet for Slope Easement

R-23838- Grange Cooperative Supply Association
(Jackson)
994 square feet for Right of Way and Slope Easement

R-23839- Southern Pacific Railroad Company
Right of Way (Jackson)
0.1 acre

Airport Road Junction-Stout Creek Section of the North Santiam Highway

R-22357- Roscoe F. Poole
Right of Way (Marion)
4.47 acres

R-22629- Louis E. Hendricks
Right of Way (Marion)
12.88 acres

R-22630- Anthony M. Minden
Right of Way (Marion)
8.91 acres

R-22632- Henry E. Miller
Right of Way (Marion)
Parcel No. 1: 5.9 acres
Parcel No. 2: 24.84 acres
Parcel No. 3: 0.73 acre

R-22642- Augustine James Kirsch
Right of Way (Marion)
Parcel No. 1: 0.75 acre
Parcel No. 2: 0.5 acre
Parcel No. 3: 8.88 acres

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Unit No. 2 of the T. H. Banfield Expressway

R-15924- First National Bank of Portland, Oregon, Trustee
Right of Way (Multnomah)
8400 square feet

R-24121- John Dean Goss
Right of Way (Multnomah)
162 square feet

R-24123- Bessie Viola Wagner
Right of Way (Multnomah)
600 square feet

Laurel Hill-Still Creek Section of the Mt. Hood Highway

R-23901- LeRoy Briggs
Right of Way (Clackamas)
.09 acre

R-23904)- George C. Wilson
R-24101) Right of Way (Clackamas)
Parcel No. 1: 0.4 acre
Parcel No. 2: 2.00 acres

R-24206- Dave Raffety and
Moshe Lenske
Right of Way (Clackamas)
5000 square feet

R-23908- Grace Collins Goudy
Right of Way (Clackamas)
8.62 acres

R-24202- Everett Darr
Right of Way (Clackamas)
10,000 square feet

Clear Lake-Coos County Line Section of the Oregon Coast Highway

R-23883- Elbert C. Dailey
Right of Way (Douglas)
0.28 acre

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Seufert-Dufur Section of The Dalles-California Highway

R-7666- Ernest A. Kuck
Roadbuilding materials (Wasco)
6.15 acres

Goshen-Divide Section of the Pacific Highway

L-2198- G. B. Arnest, et ux.
New resolution required for change in access provisions

S. E. Flavel Street- Lake Road Section of the Cascade Secondary Highway

L-2379- David T. McBride, et ux.
New resolution required for change of description

Hinkle Underpass-Umatilla River Section of the Hermiston Highway

File 24042- Jens J. Skovbo
Right of Way (Umatilla)
3.93 acres

Right of Way maps, construction plans and other data were submitted to the Commission, and the Engineer advised that the acquisition of the properties listed is required in order to carry out plans for highway improvements and other projects heretofore authorized by the Commission. After considering the matter in light of the information and advice submitted, together with the general knowledge of the members of the Commission concerning the various projects and the properties involved, the Commission approved the Chief Counsel's request by adopting the attached resolutions relative thereto, marked EXHIBITS "O-1" through "O- 12", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Chief Counsel presented and the Commission accepted a report of cases which have been tried in court from September 19 to October 31, 1955 as follows:

REPORT OF CONDEMNATION CASES TRIED SEPTEMBER 19 TO OCTOBER 31, 1955

Case	County	Highway	Section	State's Offer	Defendant's Demands	Verdict
Kate Bailey R-21895	Curry	Oregon Coast	Euchre Creek-Wedderburn	$11,888	$27,000	$22,000

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REPORT OF CONDEMNATION CASES TRIED (CONT)

Case	County	Highway	Section	State's Offer	Defendant's Demands	Verdict
Abner Rice R-21060	Douglas	Pacific	Shady Point-Booth Ranch	$5,858	$ 7,500	$ 6,000
Alsea Hawley R-21491	Lane	Pacific	Goshen-Divide	13,500	42,500	22,000

(For details, see copy of the Chief Counsel's report to the Commission, dated October 31, 1955 in General Files).

Also accepted by the Commission was the Chief Counsel's report of other cases which have been brought to trial, as follows:

REPORT OF TRIAL OF OTHER CASES

Case	Plaintiff	Defendant	County	Cause of Action	Demands of Plaintiff	Verdict or Judgment
L-2390	Ballard	State Highway Commission	Marion	Loss of wages due to blasting damage near Swisshome	$ 9,325.40	Demurrer of State sustained
L-2355	Green	State Highway Commission	Douglas	Damages for change of grade of highway	2,500.00	Involuntary non-suit.

(Note: For details see copy of the Chief Counsel's written report to the Commission, dated October 31, 1955 in General Files).

The Commission approved the Chief Counsel's report of cases that have been settled out of court since the last meeting, as follows:

REPORT OF CONDEMNATION CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
R-21878 Strandberg	Clackamas	Cascade Secondary	S.E. Flavel St.-Lake Road	$2,425.00	$7,625.00

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REPORT OF CONDEMNATION CASES SETTLED (CONT)

Case	County	Highway	Section	State's Offer	Amount of Settlement
R-23286 Koons	Josephine	Pacific	Jump Off Joe Creek-Grants Pass	$ 215.00	$ 250.00
R-23284 Morris	Josephine	Pacific	Jump Off Joe Creek-Grants Pass	2,057.00	2,220.00
R-20059 Byrkit	Marion	Pacific	Salem By-Pass-Jefferson Junction	2,100.00 for 5.12 ac.	1,800.00 for 4.27 ac.
R-20658 Drake Lumber Co.	Multnomah	T. H. Banfield Expressway	Unit #3	7,500.00	10,500 + Interest from 3-30-54
R-22549 Kelley	Multnomah	Portland-Salem Expressway	Harbor Drive-Barbur Blvd.	3,000.00	3,250.00
R-21940 Grondahl	Washington	Beaverton-Hillsdale	Beaverton-Multnomah Co. Line	7,634.00	8,500.00
R-19833 Jones & Dooley	Washington	Wilson River	Washburn-North Plains	2,700.00	4,000.00
R-19832 Alice Dooley et al.	Washington	Wilson River	Washburn-North Plains	3,723.00	4,000.00
R-19834 Gibson	Washington	Wilson River	Washburn-North Plains	9,600.00	12,000.00
R-22164 Martha D. Wilcox	Malheur	Old Oregon Trail	Olds Ferry-Ontario	1,865.00	2,000.00

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REPORT OF OTHER CASES SETTLED

Case Case	Plaintiff	Defendant	County	Cause of Action	Demands of Plaintiff	Settlement
L-2389	State Highway Commission	Greene, et al	Marion	Damages resulting from automobile accident	$1,365.37	$690.33

(Note: For details, see the Chief Counsel's letters to the Commission, dated October 31 and November 2, 1955, in General Files).

The Chief Counsel presented and the Commission accepted offers as follows for the acquisition of real property, which offers were tendered to the owners of the properties prior to the institution of condemnation proceedings in accordance with authority granted by the Commission on December 20, 1951.

Dolph Corner-Rickreall Section of the Willamina-Salem Highway:

R-18155-Ross A. Simpson, et ux. 9.80 acres for right of way purposes. Offer of $4,500 approved by Mr. McIver October 3, 1955.

R-18156-David D. Peters, et al. 4.17 acres for right of way purposes. Offer of $3,875 approved by Mr. McIver October 3, 1955.

R-18157-Tina Linda Peters, et vir. 2.1 acres for right of way purposes. Offer of $585 approved by Mr. McIver October 3, 1955.

R-18159-Isaac Reimer, et al. 4.82 acres for right of way purposes. Offer of $2,500 approved by Mr. McIver October 6, 1955.

R-18160-Laura M. Garrard, et al. 7.3 acres for right of way purposes. Offer of $3,500 approved by Mr. McIver October 6, 1955.

R-18162-Stella Haslebacher, et al. 5.15 acres for right of way purposes. Offer of $2,450 approved by Mr. McIver October 3, 1955.

R-18164-Howard B. Fleming, et ux. 4.06 acres for right of way purposes. Offer of $2,000 approved by Mr. McIver October 6, 1955.

R-18165-Albert R. Cadle, et ux. 3.2 acres for right of way purposes. Offer of $1,425 approved by Mr. McIver October 6, 1955.

R-18166-Elsie M. Monson, et al. 3.02 acres for right of way purposes. Offer of $1,600 approved by Mr. McIver October 3, 1955.

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Dolph Corner-Rickreall Section of the Willamina-Salem Highway (Cont)

R-18167-Anna Ryan, et al. 2.55 acres for right of way purposes. Offer of $1,350 approved by Mr. McIver October 6, 1955.

R-18168-Mary Burch, et al. 4.55 acres for right of way purposes. Offer of $7,625 approved by Mr. Reynolds October 14, 1955.

R-23787-Herman P. Gillam, et al. 2.30 acres for right of way purposes. Offer of $400 approved by Mr. McIver October 3, 1955.

Washington County Line-Hillsdale Section of the Beaverton-Hillsdale Highway

R-23159-Jewish Home for the Aged. 0.15 acres for right of way purposes. Offer of $650 approved by Mr. Reynolds October 24, 1955.

R-23163-Albert Streiff, et ux. 0.23 acre for right of way purposes. Offer of $1,250 approved by Mr. Reynolds October 24, 1955.

R-23165-Albert C. Suratt, et ux. 0.046 acre for right of way purposes. Offer of $200 approved by Mr. Reynolds October 24, 1955.

R-23169-Harold C. Van Alstein, et ux. 0.069 acre for right of way purposes. Offer of $350 approved by Mr. Reynolds October 24, 1955.

R-23171-Bertha Rogers. 0.132 acre for right of way purposes. Offer of $11,750 approved by Mr. Reynolds October 24, 1955.

R-23173-Eva Zurbuchen. 0.17 acre for right of way purposes. Offer of $8,000 approved by Mr. Reynolds October 24, 1955.

R-23174-Glenn E. Park, et al. 0.05 acre for right of way purposes. Offer of $700 approved by Mr. Reynolds October 24, 1955.

R-23175-Ralph L. Blachly, et ux. 0.018 acre for right of way purposes. Offer of $250 approved by Mr. Reynolds October 24, 1955.

R-23178-Jane Bennett Bertz. 0.046 acre for right of way purposes. Offer of $250 approved by Mr. Reynolds October 28, 1955.

R-23181-Cecil A. Holcomb, et al. 0.115 acre for right of way purposes and 0.03 for easement for channel change. Offer of $250 approved by Mr. Reynolds October 28, 1955.

R-23186-Earl S. Briggs, et al. 0.15 acre for right of way purposes. Offer of $5,500 approved by Mr. Reynolds October 24, 1955.

R-23202-Gunda K. Jensen. 0.05 acre for right of way purposes. Offer of $200 approved by Mr. Reynolds November 1, 1955.

Washington County Line-Hillsdale Section of the Beaverton-Hillsdale Highway (Cont)

R-23659-William H. Rogers, et al. 0.08 acre for right of way purposes. Offer of $210 approved by Mr. Reynolds October 28, 1955.

Myrtle Creek-Canyonville Section of the Pacific Highway:

R-23735-Joseph E. Fitzpatrick, et al. 95 acres for right of way purposes. Offer of $43,500 approved by Mr. Reynolds November 1, 1955.

R-23739-Arthur R. Holder, et al. 5.08 acres for right of way purposes. Offer of $17,000 approved by Mr. Reynolds October 14, 1955.

R-23755-Clem Tavenner, et al. 9.79 acres for right of way purposes. Offer of $6,600 approved by Mr. Reynolds October 24, 1955.

R-23756-Jimmie H. Juhl, et al. 0.42 acre for right of way purposes. Offer of $750 approved by Mr. Reynolds October 24, 1955.

R-23757-Herbert F. Juhl, et al. 0.42 acre for right of way purposes. Offer of $2,300 approved by Mr. Reynolds October 14, 1955.

R-23758-Huron W. Clough, et al. 17.47 acres for right of way purposes. Offer of $13,975 approved by Mr. Reynolds October 24, 1955.

McMinnville Airport-Dayton Junction Section of the Three Mile Lane Secondary Highway:

R-23435-Lioen Phelps, et ux. Offer of $15,450 approved by Mr. Reynolds October 28, 1955, for five parcels of real property.

R-23436-Delton A. Magness, et al. 4.4 acres for right of way purposes. Offer of $4,000 approved by Mr. McIver October 6, 1955.

Harper Junction-Vale Section of the Central Oregon Highway:

R-23443-Blair Barnes, et ux. 4.10 acres for acquisition of road-building materials. Offer of $675 approved by Mr. Reynolds October 24, 1955.

Unit No. 2 of the T. H. Banfield Expressway:

R-23856-James Arthur Lyons, Jr., et al. 1.66 acres for right of way purposes. Offer of $75,850 approved by Mr. Reynolds October 20, 1955.

Willamette Junction-Diamond Lake Junction Section of The Dalles-California Highway:

R-24098-Delford Lang. 2.97 acres for right of way purposes. Offer of $1,785 approved by Mr. McIver October 3, 1955.

Hillsboro-One-Way Street Section of the Tualatin Valley Highway:

R-23841-O. E. Schwab, et al. 302 square feet for right of way purposes. Offer of $7,000 approved by Mr. Reynolds October 24, 1955.

Washburn-North Plains Section of the Wilson River Highway:

R-22910-James L. Chapman, et al. 0.01 acre for right of way purposes. Offer of $125, plus interest at the rate of 6% per annum from August 20, 1954, the date the State acquired possession of the real property, approved by Mr. Reynolds October 20, 1955.

The Commission accepted a report presented by the Chief Counsel on matters that have been before the Public Utilities Commissioner, as follows:

PUX 129: South Sixth Street Overcrossing in Klamath Falls. For construction of a new four-lane overcrossing structure adjacent to the existing structure and for removal of the existing structure. The State is to construct the new structure and Southern Pacific Company does not participate in the cost. Cost of removing the existing structure and the salvage value therefrom will be shared equally by the State and Southern Pacific Company.

PUX 133 Undercrossing of tracks of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, near Hinkle Station, on the Hermiston Secondary Highway in Umatilla County. The project involves reconstruction of a section of the existing highway and the lengthening of the railroad span to provide a more adequate highway roadbed width. The project is being financed from State and Federal funds, except as to additional length of abutments which the Railroad Companies desire to provide for a possible future track. The State will be reimbursed for the cost of such additional abutment lengths, plus a prorated share of engineering costs.

PUX 137: Crossing at grade with the relocated tracks of Oregon-Washington Railroad & Navigation Company, Union Pacific Company, at or near Celilo Station, in Wasco County. The only interest of the Highway Commission is in respect to the intersection of the roadway with the revised location of the Columbia River Highway. This intersection has been in place for some time and has been considered satisfactory.

PUX 139: Two crossings of the tracks and right of way of Southern Pacific Company in the City of Gates in Marion County. This application was filed by the City of Gates and proposed two new crossings

at grade of the tracks of the Southern Pacific Company. The interest of the Highway Commission is that the crossings will involve two new intersections with the North Santiam Highway but no objection was filed for the reason that the crossings will be within city limits and will be constructed and maintained in a manner satisfactory to the State.

PUX 146: Helix grade crossing of tracks and right of way of Northern Pacific Railway Company on the Helix-Van Sycle County Road in Umatilla County. The petition in this matter was filed by Umatilla County. The alignment of the survey made by the County, particularly at the site of crossing, was not acceptable as the angle of intersection was too small and the grade crossing would be inherently dangerous. The application was dismissed, a new survey made and a new application is to be filed conforming to the revised conditions.

(For details see copy of written report dated November 1, 1955 in General Files).

The Commission gave consideration to an offer made by the New Amsterdam Casualty Company to pay the sum of $10,000 as settlement in full of the State's claim against Leo G. Brownley for damaging the Siletz River Bridge on the Siletz Secondary Highway. The Chief Counsel explained that on May 6, 1955, the bridge, which is located at M.P. 24.6, was extensively damaged when a load of logs fell on the span. The total damage, based on the replacement cost and remaining life of the old bridge plus the cost of erecting, dismantling, and depreciation on a Bailey bridge, has been computed at $42,375.70. Negotiations with the Insurance Company, he stated, have produced an offer from the Company to pay the full $10,000 property damage liability carried on Mr. Brownley's policy, provided the Insurance Company will not have to defend any legal action. As expert opinion could be presented to the effect that there was no negligence on the part of the person who loaded the logs, there would, therefore, be no possibility of collecting from anyone but the operator of the log truck. He also pointed out that it appears unlikely that any sum could be collected from either Mr. Brownley, the owner of the truck, or Mr. John King, the driver. He recommended that the Insurance Company's offer be accepted. The Commission approved the recommendation.

The Chief Counsel presented a report of cases, other than condemnation, that were tried during the period from September 1, 1954 to June 30, 1955. The Commission accepted the report, as follows:

REPORT OF TRIALS OTHER THAN CONDEMNATION

Legal File	Title of Case	County or Court	Date of Trial	Cause of Action and Plaintiffs' Demands	Verdict, Judgment, or Decree
L-2235	Harry Perkins vs. State of Oregon	Clackamas	9-10-54	Suit to set aside deed	Deed set aside

REPORT OF TRIALS OTHER THAN CONDEMNATION(CONT)

Legal File	Title of Case	County or Court	Date of Trial	Cause of Action and Plaintiffs' Demands	Verdict, Judgment, or Decree
L-2288	State of Oregon vs. John P. Fay	Harney	11-5-54	Specific Performance of Option	Specific Performance Not Ordered
L-2177	Robert C. Bishop vs. State of Oregon	Marion	10-19, 20, 21, 22, 23-54	Damages of $70,000.00 for change of grade	$20,250.00
L-2153	Morris Klorfein vs. State of Oregon	Marion	5, 11, 12, 13-55	Damages of $30,000 for change of grade	$ 2,000.00
L-2087	State of Oregon vs. Paul W. Ronsom and Ronald E. Land	Marion	3-2-55	Action for damages for $64.73 for automobile accident	119.91
L-2173	Abe L. Steinbock vs. State of Oregon	Marion	10-22, 23, 25, 26-54	Damages of $12,000.00 for change of grade	4,000.00
L-2295	State of Oregon vs. James F. Thrasher	Marion	6-16-55	Action for damages for $75.13 for automobile accident	110.13
L-2157	Claire Edward Weaver vs. State of Oregon	Marion	9-1, 2-54	Damages of $18,000.00 for change of grade	4,000.00
L-1851	Peninsula Drainage District No. 2 vs. City of Portland and State of Oregon	Multnomah	6-10-54	Foreclosure of local assessment lien	Foreclosure not allowed
L-2356	C. J. Eldon vs. State of Oregon	Yamhill	5-18-55	Suit to increase Engineer's estimate in contract by $6,283.14	Engineer's estimate increased by $7,762.80

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REPORT OF TRIALS OTHER THAN CONDEMNATION (CONT)

Legal File	Title of Case	County or Court	Date of Trial	Cause of Action and Plaintiffs' Demands	Verdict, Judgment, or Decree
L-2294	State of Oregon vs. E. J. Munson	Yamhill	2-2-55	Action for Damages for $928.50 for timber trespass	$ 928.50
L-1825A	August DePhillips vs. State of Oregon	Supreme Court	Hearing 2-16-55	Damages of $51,000.00 for change of grade	Judgment allowing no damages affirmed
L-1740A	C. J. Eldon vs. Ben R. Chandler, et al.	Supreme Court	Hearing 10-13-54	Suit to increase Engineer's estimate in contract by $2,286.58	Engineer's estimate increased by $1,730.63
L-1744A	State of Oregon vs. State Construction Company	Supreme Court	Hearing 1-25-55	Action to recover from bid bond in amount of $8,634.95	Judgment allowing no recovery affirmed
L-2149	United States of America vs. Andrew J. Gray, et al and State of Oregon	U. S. District Court	4-19-54	Foreclosure of federal tax liens	Foreclosure allowed

(Note: For details, see copy of the Chief Counsel's letter to the Commission, dated October 18, 1955, in General Files).

A request was made by the Chief Counsel that the resolution, adopted by the Commission on January 18, 1955, concerning the sale and disposition of personal property and the rental and issuance of land use permits, be amended to increase the allowable expenditure for maintaining or repairing any building or structure without prior Commission approval from $150 to $500. As a result of discussion, the Commission decided not to change to original resolution, it being considered advisable to have such items of expense come before the Commission as they arise so each can be analyzed as to whether the property should be retained or sold.

Institution of legal proceedings against the Evans Lumber Company and others for damages for the cutting of timber in Silver Falls State Park was presented by the Chief Counsel. He explained that during the summer

and fall of the year 1949, 307 trees containing approximately 138,000 Board feet were cut in this park and that the estimated value of the timber is $1,104. The cutting of these trees, he said, was an unauthorized trespass, and he recommended that legal proceedings be instituted against Mr. William Evans, the Evans Lumber Company, and any other appropriate parties for the purpose of recovering damages suffered by the State. The Commission approved the recommendation.

Abandonment of a claim against Mr. Dan Dite, Pendleton, for damaging a state vehicle was reported by the Chief Counsel. He explained that on May 26, 1955, a state pickup truck was involved in an accident with a truck driven by Mr. Dite on S. W. Emigrant Street in Pendleton and subsequent investigation disclosed that the driver of the state vehicle may have been at fault. Mr. Dite's insurance company, he said, has denied the claim and, as there appears to be very little legal basis to collect the claim, he recommended that it be abandoned. The Commission accepted the report.

Confirmation of the employment of Robert P. Amacher as Assistant Attorney at a salary of $426 per month was requested by the Chief Counsel. Mr. Amacher, he stated, was admitted to the Oregon State Bar in 1954 and commenced work for the Highway Department on October 20, 1955. He also reported that Mr. Owen McAdams, Attorney, has tendered his resignation, effective November 15, to accept an appointment as Assistant Attorney with the State Industrial Accident Commission. The Commission approved the employment of Mr. Amacher at the salary mentioned.

Out-of-state travel authorization for Mr. Gerald Harrington, Right of Way Agent, was also requested by the Chief Counsel. He explained that Mr. Harrington, who has been active in the affairs of the American Right of Way Association has been asked to assist in installing new chapters of the Association in Chicago, Indianapolis, Columbus, and Harrisburg, and that his travel expenses will be paid by the American Right of Way Association. The Commission approved Mr. Harrington's absence from October 29 to November 6, 1955 and payment of his regular salary while he is gone.

The Chief Counsel brought up for discussion a proposed settlement with Mr. and Mrs. Charles McKenzie involving a cash payment of $340 in lieu of the performance of certain obligations under an option for purchase of real property needed for the improvement of the Siletz Bay-Newport Section of the Oregon Coast Highway. The Chief Counsel explained that the option which was accepted by the Commission in 1940, provided that the State would pay the owner, Siletz Investment Co., the sum of $2,556 and would install two 2" water mains across the right of way for its convenience. The consideration, he said, was paid, but installation of the water mains was deferred until widening and improving the highway actually commenced. Mr. and Mrs. McKenzie who have succeeded to the interests of the Company now have agreed to accept the sum of $340 in lieu of the water mains. In order to perform the option's obligation, he said,

the State would be required to purchase approximately 600 feet of 2" water main, which would cost approximately $342. He recommended approval of the cash settlement. The Commission adopted the recommendation.

A report on State properties that are rented to private parties was presented by the Chief Counsel in compliance with a previous request from the Commission. He advised that reports hereafter will be limited to those properties which have been rented or with respect to which the rental status has been changed since the filing of the previous report. The Commission accepted the report and approved the form of future reports.

(Note: For details concerning the report of rental property, see the Chief Counsel's letter of November 1, 1955, to which is attached a list of properties, in the General Files).

The Engineer reported that as previously authorized by the Commission, he has awarded contracts, as follows, that were referred to him to award when certain conditions were satisfied:

1. Grading and surfacing the Coast Highway-Forest Boundary Section of Elk River County Road and Bandon-Port Orford Rock Production Project on Oregon Coast Highway, Curry and Coos Counties. Bids received August 12, 1955. Conditions of award satisfied September 23, 1955. Calkins Crushing Company, Oceanlake, contractor.

2. Grading and oiling Odell Junction-Dukes Valley Junction Section of Straight County Road, Hood River County. Bids received September 23, 1955. Conditions of award satisfied September 29, 1955. Babler Bros., Inc., Portland, contractor.

3. Grading Meacham-Glover Section of Old Oregon Trail Highway, Umatilla and Union Counties. Bids received September 22, 1955. Conditions of award satisfied October 3, 1955. Rogers Construction, Inc., Portland, contractor.

4. Grading and surfacing highway roadbed and construction of Yokum Bridge over Cow Creek, north of Canyonville, Douglas County. Bids received September 23, 1955. Conditions of award satisfied October 4, 1955. Tom Lillebo, Reedsport, contractor.

5. Divide-Rice Hill Fencing Project on Pacific Highway, Douglas County. Bids received September 22, 1955. Conditions of award satisfied October 12, 1955. Robinson and Robinson, Moses Lake, Washington, contractor.

6. Paving Fairfield Junction-Hopmere Section of North River County Road, Marion County. Bids received September 22, 1955. Conditions of award satisfied October 12, 1955. Porter W. Yett, Portland, contractor.

7. Grading and paving Hillsboro Section of Tualatin Valley Highway, Washington County. Bids received August 11, 1955. Conditions of award satisfied October 14, 1955. Rogers Construction Company, Portland, contractor.

8. Grading and paving and construction of reinforced concrete bridge on Banks Interchange Section of Nehalem Secondary Highway, Washington County. Bids received September 23, 1955. Conditions of award satisfied October 20, 1955. Rogers Construction Company, Portland, contractor.

9. Grading and paving and construction of reinforced concrete bridge on Havana Section of Havana-Helix Secondary Highway, Umatilla County. Bids received September 23, 1955. Conditions of award satisfied October 20, 1955. Arthur Simonsen & Co., Baker, contractor.

10. Grading and paving Olds Ferry-Ontario Section of Old Oregon Trail Highway, Malheur County. Bids received September 22, 1955. Conditions of award satisfied October 24, 1955. Rogers Construction Co., Portland, contractor.

11. Construction of concrete viaduct over Southern Pacific Company tracks near Divide on Pacific Highway, Lane County. Bids received September 22, 1955. Conditions of award satisfied October 26, 1955. Hamilton & Thoms, Eugene, contractor.

12. Grading Hellgate Canyon Section of Galice County Road, Josephine County. Bids received September 23, 1955. Conditions of award satisfied October 28, 1955. Allum Bros., Eugene, contractor.

13. Construction of 33rd Avenue Undercrossing of Banfield Expressway, Multnomah County. Bids received September 23, 1955. Conditions of award satisfied November 2, 1955. Gibbons and Reed, Portland, contractor.

The Commission approved the report.

A report was also presented by the Engineer on the results of a reconnaissance survey to determine the feasibility of utilizing the old right of way of the Portland Traction Company as a route for the Clackamas State Secondary Highway between Barton and Estacada, a distance of approximately 13½ miles. The Portland Traction Company, he stated, has

indicated that it has no intention of abandoning the railroad. He further stated that it will cost about $1,448,400 to modernize the existing route over the 18.10-mile section of which amount right of way is estimated to cost approximately $343,400. The improvement would show a benefit quotient of approximately 2.4, but as there are no funds available to finance the improvement, he recommended against rebuilding the highway at this time. He pointed out that there still exists the possibility that the railroad company will abandon its right of way which then could be acquired for highway purposes. The alignment, he added, is excellent and the cost to construct a highway on it will be much less than modernizing the existing road. In view of these facts Commissioner McIver inquired if it might not be wise to make minimum expenditures on the existing highway. The Engineer replied that in his judgment no more should be spent than is necessary for the safety of the traveling public. The Commission accepted the report.

Consideration was given to a request from the Greyhound Corporation for a permit allowing 40-foot scenicruiser busses to operate over the La Grande-North Powder Secondary Highway, which is the old route of US30. The Engineer advised that a test run was observed and that the equipment was not able to stay on its own side of the highway when traveling southbound at the northerly approach to the Telocaset Overcrossing. He recommended that the request be denied until such time as the roadway is widened at the overcrossing. The Commission adopted the recommendation.

Also considered was a report by the Engineer on the use of prefabricated sections for construction of houses at isolated maintenance headquarters locations. The Engineer commented that this matter was investigated carefully and it appears that use of prefabricated sections will not be as practical as building the houses or cottages in place. He pointed out that usually only one building is constructed in any one location and that there are very few locations where the requirements are the same. Also, it would be necessary to haul the prefabricated sections over state highways where the width and height of loads are limited. He also stated that there appears to be no saving in cost in structures of comparable quality. The Commission accepted the report.

As previously requested by the Commission, the Engineer submitted a written report prepared by Mr. W. C. Williams, Deputy Highway Engineer, concerning the trip to Los Angeles, September 26-28, 1955, by Mr. Forrest Cooper, Mr. D. J. Barbee and Mr. W. C. Williams, to attend the regional meeting of the AASHO Committee on Design. He pointed out briefly that many points of interest in highway and bridge structures had been observed as well as the traffic pattern on the Hollywood Freeway, and notes had been made concerning advantages and defects on the projects viewed. In comparison with other states, it was his opinion that planning, design and construction procedures in Oregon are at least equal to, or in some cases superior to the other western states. The Commission accepted the report.

The matter of improving the Richardson-Eugene Secondary Highway in the vicinity of Walton was discussed. The Engineer recalled previous requests for this improvement and that the Commission authorized an experiment with calcium chloride on a section of the road. The people who use the road, he said, are not satisfied with the calcium chloride treatment because of the possibility of corrosion on the undercarriages of automotive vehicles, and they continue to urge construction of an oil surface between Walton and Noti, a distance of approximately 9 miles. He pointed out that in the 1957 Federal Aid Program, there is an approved project in the amount of $200,000 to grade the Richardson-Siuslaw River Section which is the most westerly portion of the highway and carries the least traffic. He recommended that this $200,000 be transferred to the Walton-Noti Section and that an additional $100,000 be taken from the Division No. 3 reserve, making a total of $300,000, to finance the regrading, surfacing, and placing of an oil mat surface treatment on the Walton-Noti Section. The Commission approved the project as recommended.

The Engineer presented his report concerning a request from the Coquille Chamber of Commerce Highway Committee for more adequate turn-outs for trucks on the Oregon Coast and Coos Bay-Roseburg Highways. This matter, the Engineer stated, was carefully investigated and it was determined that the Committee really wants climbing lanes constructed at three locations on the Oregon Coast Highway:

1. At Elk River from MP 314.9 to MP 315.6, about 4 miles north of Port Orford.

2. At Sixes River from MP 312.6 to MP 313.3, about 7 miles north of Port Orford.

3. At Four Mile Creek from MP 299.4 to MP 300.3, about 8 miles south of Bandon.

Also the Committee requested construction of passing lanes on the Coos Bay-Roseburg Highway. He called attention to a project in the 1956 budget for a short "line change" to improve both the horizontal and vertical alignment at Bethel Creek, 9 miles south of Bandon, which is estimated to cost $50,000. He recommended definite approval of such project and that an amount of $50,000 be considered in the 1957 budget for construction of passing lanes on the Oregon Coast Highway or on the Coos Bay-Roseburg Highway at locations which the Committee has suggested. The Commission approved the recommendation and so ordered.

A request was discussed from the U. S. Forest Service that the State take over a wayside area near Austin on the John Day Highway and a similar area at Aneroid Lake in Wallowa County. This matter, the Engineer recalled, was discussed orally during the Commission Inspection Trip on July 13, 1955, and in accordance with instructions given him at that time he discussed it with the Regional Forester, and likewise with the Division Head for Recreation of the Forest Service, neither of whom knew anything about the matter. An investigation, however, was made

and it was determined that the area on the John Day Highway near Austin would be a desirable addition as a rest area facility if overnight camping wereprohibited. The Aneroid Lake site, he said, can be reached only by pack horse or by foot, so should not be given any consideration. As a result of discussion, the Commission ordered the matter dropped until an official request is received from the U.S. Forest Service in writing.

The Engineer's report on the results of receiving bids in Salem on September 26, 1955 for purchase of used equipment and scrap materials located in Salem, Bend, La Grande, and Siletz was considered. The Engineer pointed out that the estimated value of the used equipment and scrap material was $10,203.50 whereas the high bids totalled $15,635.29. Mr. Thurman Sams, who was the high bidder on scrap tires at La Grande, with a unit bid of $22.80 per ton on 24 tons for a total of $547.20, stated that he was unable to accept the tires and requested that his deposit of 10 per cent of the total, or $54.75, be retained and the balance of his total deposit of $115.25 be returned to him. Upon receipt of this information, the Engineer continued, the tires at La Grande were offered to the North West Mat Company, Seattle, at its bid price of $16.80 per ton, or a total of $403.20. He recommended that Mr. Sams' deposit in the amount of $54.75 be forfeited and that the tires be awarded to North West Map Company at $16.80 per ton, and that the North West Map Company be given until December 1, 1955 to remove the tires. The Commission accepted the recommendation.

The matter of assuming maintenance on the Clear Lake-Belknap Springs Road by adding it to the State Secondary System was considered by the Commission. The Engineer pointed out that resolutions have been received from the County Courts of Lane and Linn Counties requesting the State to take over this road as a state secondary highway. He recalled that in previous negotiations to improve this road as a forest road Linn County consistently refused to assume maintenance of the road in that county so the only way to secure Forest Service funds for the improvement would be for the State to take it over as a secondary highway. He pointed out the advantages to be had by improving this road, including the fact that it would provide an all winter route from Eugene and Springfield to Eastern Oregon; that the road is needed for the harvesting of ripe timber in that area; and that the road has statewide importance as it would serve as a connecting link between the Santiam and McKenzie Highway which has been under consideration for many years. Chairman Chandler commented that, although he would not oppose taking over the road as a secondary highway, he still felt that it should be the obligation of Linn and Lane Counties to maintain the road, and that Linn County in refusing to take over the road had exerted undue pressure to have the road taken over as a secondary state highway. There was some further discussion on this matter, at the conclusion of which the Commission designated the Clear Lake-Belknap Springs Road as a State Secondary Highway by adopting the attached resolution relative thereto, marked EXHIBIT "N", which resolution by this reference is made a part hereof, with like effect as though extended in full herein. The Commission also approved a cooperative agreement with the Bureau of Public Roads concerning construction and maintenance of the highway.

The Commission gave attention to a request from the Oakland Chamber of Commerce for an interchange connection to the new Pacific Highway at Cemetery Road due west from Oakland. The Engineer commented that in the light of an investigation made it does not appear that the connection is justified at this time. Action was deferred by the Commission pending the appearance of a delegation on the following day.

(The delegation which appeared on the following day urged the new connection for the economic good of residents of Oakland and because of hazards to highway traffic caused by car owners making "U" turns on the highway to reach Oakland. Later in the day, based upon the Engineer's favorable recommendation due to new facts presented by the delegation, the Commission authorized construction of an interchange) (See additional entry ahead for details.)

The Commission also gave attention to a request from residents along the Springfield-Creswell Secondary Highway, south of its junction with the Willamette Highway, that this road be oiled. The Engineer recalled that this improvement has been considered by the Commission several times in the past and each time was denied because of low priority and lack of funds to finance it. He pointed out that there still are no funds available but he suggested that consideration be given to the improvement when additional funds for this type of road are provided by Congress. The Commission accepted the report and ordered that the proponents of the project be informed of the action and the reasons that prompted it.

Improvement of Lake of the Woods Road in Jackson and Klamath Counties was discussed. The Engineer stated that Jackson County has tentatively agreed to accept that section of the Little Butte Secondary Highway between McAllister Springs and the Klamath County line as a part of the road system of Jackson County. This tentative agreement, he said, is based upon the road being constructed as part of the Federal-Aid Secondary system whereby the County would make available future Federal allocations of 60%, and the State 40% of construction costs, it being understood that Jackson County would acquire the necessary right of way and maintain the road after construction. Word has now been received from Klamath County, he continued, in which the County Court offers to take over as a county road that section of the Klamath Lake Secondary Highway, No. 421, from a junction with Lake of the Woods Road northerly to the north end of the highway at Fort Klamath, if the State will assume jurisdiction over the existing Lake of the Woods Road from its junction with the Klamath Lake Secondary Highway westerly to the Jackson County line, a distance of approximately 13.6 miles. The mileage to be taken over by the County on the Klamath Lake Secondary Highway, he stated, would be approximately 27 miles. He pointed out that Klamath County has improved to a very satisfactory standard the Lake of the Woods Road from its junction with the Klamath Lake Secondary Highway westerly, a distance of 7 miles. The 5.6-mile section westerly to the Jackson County line has been graded and leveled to a fair standard but he estimated that it would cost $416,000 to provide an adequate oiled-surface road. No expenditures appear necessary on the 7-mile section to the east. It was his opinion that the Klamath

County proposition is worthy of consideration but it would be an odd situation if the State required Jackson County to take over a section of State Secondary Highway which now acts as a route for the Lake of the Woods Road and then add a section of county road in Klamath County as a part of the state secondary system. He suggested that no action be taken at this time, pending the appearance of a delegation regarding the subject on the following day. The Commission deferred action for the time being.

(A Jackson County delegation, which appeared before the Commission on the following day, was informed that the Commission is agreeable to the Jackson County proposal but cannot see its way clear to accept the proposal submitted by Klamath County. It was suggested that the two Counties get together to see if mutual agreement can be reached based on the arrangement recommended by the Engineer.) (See ahead for additional entry).

Attention was given to the Engineer's report regarding prevention of accidents at "Watchman's Dip" on the Columbia River Highway, about 12 miles west of Arlington, that result from rocks falling from overhanging cliffs. The Engineer stated that an exhaustive investigation has been made of this matter, and that on the basis of such investigation, it appears that the only complete solution would be to raise the highway embankment so that falling and rolling rocks would strike the embankment rather than the surface of the highway. He estimated the cost to construct such type of improvement at $325,000, and he advised that it would provide protection along the highway for a distance of about 2,700 feet. He pointed out that the condition that prevails at "Watchman's Dip" is not greatly different from conditions that prevail on many other sections of the Columbia River Highway. It was his feeling that an expenditure of $325,000 is not justified in view of the possibility that the highway will be flooded when the proposed John Day Dam is constructed. A great majority of accidents, he said, are caused by cars striking rocks upon the highway; not by the rocks striking the cars. He recommended that a 24-hour patrol be maintained at this location during the approximate 6-months' period when most rocks fall, in lieu of the present 16-hour patrol, and that more conspicuous warning signs be placed. The Commission accepted the recommendation.

The Commission discussed with the Engineer the proposed routing of the Old Oregon Trail Highway through the City of Baker. The Engineer recalled that at the request of a delegation from the City of Baker the Commission instructed him to make a reconnaissance survey of a possible route for US30 which would parallel the Union Pacific Railroad from the intersection of Broadway Avenue and 10th Street on the north to a connection with the existing highway near the intersection of Elm Street and Pennsylvania Avenue on the south. He exhibited a map showing this proposed routing and also another route using Main Street and Resort Street as a one-way couplet. The cost of improving the existing route, including the new route along the railroad track, he estimated at $865,000, whereas the cost to improve the

route using Main Street and Resort Street would be about $573,000. He pointed out the advantages and faults of both routes and he suggested before any large expenditure is committed to the project, that it would be prudent to determine definitely the location of the freeway which probably will by-pass Baker. The people of the City of Baker, he stated, are very much interested in the highway location within the town and also as to where the eventual by-pass route will be. He presented a telegram, dated November 1, 1955, stating that at a special meeting on October 31, the City Council by unanimous vote of those present favored the north-south couplet route, utilizing Resort and Main Streets, with possible variation in the south approach. He recommended that the Commission grant him authority to make a survey to determine a permanent location for US30 in the vicinity of Baker and the most logical connections from such relocation into the city. Commissioner Reynolds pointed out that the Commission some time ago initiated the project so the city is entitled to full information; moreover, in his estimation, it would be a waste of money were the Commission to make a decision until it has complete facts on all possible routes. As a result of further discussion the Commission authorized the Engineer to make investigations and surveys as may be necessary to determine the proper location of the proposed by-pass and connections to the city. (See additional entry ahead covering the appearance of a delegation from Baker on the following day.)

Attention was given by the Commission to a letter from the Port of Astoria and Pacific County, Washington, in which 11 questions were asked concerning the proposed Columbia River Bridge at Astoria. The Engineer recalled that on November 1, 1955 he submitted a written report to the Commission on the subject but since then he has received information to the effect that there is a possibility that Federal-Aid money can be used to help finance construction of the bridge. He pointed out, however, that such use of the Federal money will reduce the amount of funds available for regular highway purposes. The matter was discussed briefly but action was deferred pending the appearance of a delegation from the Astoria District on the following day. (See additional entry ahead).

Items of unfinished business as they appear on the Secretary's summary, dated September 23, 1955, were considered and acted upon as follows:

1. Request for signs on the scenic drives in the Hood River Valley: Action on the matter was again deferred pending Commission inspection. The item is to remain on the list of unfinished business.

2. Adoption of survey on the Laurel Hill-Still Creek Section of the Mt. Hood Highway: This item is to be removed from the list of unfinished business inasmuch as it is the subject of a report to be submitted by the Engineer later in the day. (See ahead for additional entry).

3. Adoption of a survey for the Hinkle Interchange Section of the Hermiston Highway: This item was also ordered removed from the list of unfinished business as it is the subject of the Engineer's report to be submitted later in the day. (See ahead for additional entry).

4. Proposed gift of a park site at Coos Head, west of the City of Coos Bay: This item was disposed of in a report submitted by the Parks Superintendent earlier in the session, and was ordered removed from the list of unfinished business.

5. Proposed addition of the Lake of the Woods Road to the Federal-Aid Secondary System: This item was ordered removed from the list of unfinished business, having been disposed of earlier in the session.

6. Establishment of a roadside rest area adjacent to the Old Oregon Trail near Baker: The Engineer stated that a suitable area has not yet been located but the search will continue. The Commission ordered the item deleted from the list of unfinished business. It is to appear as new business when the matter again arises.

7. Proposed extension of 82nd Avenue from Killingsworth Street to the airport in Multnomah County: The Engineer reported that a survey is being made by Multnomah County, including an investigation of right of way requirements. Airport officials are to be contacted November 8, 1955 for further discussion. The Commission ordered the item deleted from the list of unfinished business. It is to be considered as new business when it again arises.

8. Regional meeting of AASHO Committee on Design in Los Angeles on September 26-28, 1955: This item was ordered deleted from the list of unfinished business as the Engineer submitted a report earlier in the session.

9. Proposed remedial measures to prevent accidents at "Watchman's Dip" on the Columbia River Highway in Columbia River Gorge: This item was the subject of the Engineer's report considered earlier in the day. The item was ordered removed from the list of unfinished business.

10. Resolution from Coquille Chamber of Commerce urging more turnouts or passing lanes on the Oregon Coast Highway and on the Coos Bay-Roseburg Highway in the Coquille area: The Commission ordered this item deleted from the list of unfinished business as the matter had been reported on by the Engineer earlier in the day.

11. Protests from residents of Walton regarding the use of calcium chloride on the Richardson-Eugene Secondary Highway and requesting construction of an oiled surface: This matter was considered in a report submitted by the Engineer earlier in the day and the Commission ordered it removed from the list of unfinished business.

12. Request of Captain H. T. Shaver that riparian rights at Oregon City not be sold: This matter was also ordered removed from the list of unfinished business as it had been considered earlier in a report presented by the Right of Way Engineer.

13. Proposed access to Banfield Expressway at 12th Street involving the Lloyd property: The Engineer reported that contacts had been made with representatives of the Lloyd Corporation, and it appears that they may donate the property if provided with maps and descriptions of the property that the State needs. He was instructed to furnish such information and to submit a report at the next meeting. This item is to remain on the list of unfinished business.

14. Request of McKenzie River and Springfield Chambers of Commerce that the Clear Lake-Belknap Springs Road be added to the State Secondary Highway System: Earlier in the day the Commission approved adding this road to the State Secondary Highway System on the basis of a report submitted by the Engineer; accordingly, the item was ordered removed from the list of unfinished business.

Attention was given by the Commission to a request from Milton R. Scott and T. L. Bransdal for installation of a traffic signal at the intersection of the Mt. Hood Highway and S. E. 136th Avenue, east of Portland. The Engineer advised that this four-way intersection has been studied several times in the past and that the most recent investigation disclosed that conditions very closely approach the nationally accepted warrant for signals. Because of this and because of the large percentage of preventable-type accidents, he recommended that a fully-actuated type signal be installed at this location. He also recommended installation of traffic signals at the intersection of this highway with 122nd Avenue. He explained that the Traffic Engineer at the time of the last investigation studied all major intersections on the Mt. Hood Highway between Portland and Gresham, and it was found that there is no need for traffic signals other than the two mentioned locations. These two installations, he stated, are estimated to cost $10,000 and there are funds in the 1955 minor betterment budget to cover the costs involved which will have to be paid entirely by the State because the locations are outside the corporate limits of any city. The Commission approved both signal installations as recommended.

The proposed budget for the year 1956 was discussed briefly, but action thereon was deferred until the following day. (The budget, including that for parks, was approved on the following day.) Chairman Chandler commented that he did not particularly like the item in the budget which provides $5,000 for cooperative study with the Federal Government concerning water flow in small streams. The Assistant Engineer, Mr. G. S. Paxson, stated that this is the last year for which funds will be requested for this project. Chairman Chandler also inquired as to an item of $50,000

for revision of maps. The Engineer explained that these are detailed county maps which were prepared in 1936 but have not been brought up to date since that time. He pointed out that planning survey monies will be used to finance the work involved.

Attention was given by the Commission to a number of completed surveys reported by the Engineer, covering relocation of sections of state highways. The Engineer advised that these revised locations were given very careful study and represent the most feasible routes, considering cost and benefit, to the traveling public. Upon the Engineer's favorable recommendation, the Commission approved surveys, as follows, by adopting the attached resolutions relative thereto, marked EXHIBITS "K-1" through "K- , which resolutions by this reference are made a part hereof, with like effect as though extended in full herein:

1. John Day River-Donnelly Grade Section of the Service Creek-Mitchell Highway in Wheeler County.

2. South Unit, Forest Boundary-Burns Section of the John Day-Burns and Central Oregon Highways in Harney County.

3. Depp Canyon-Deschutes River Unit, Sisters-Deschutes River Section of the McKenzie Highway in Deschutes County.

4. Laurel Hill-Still Creek Section of the Mt. Hood Highway in Clackamas County.

5. Hinkle Underpass-Umatilla River Section of the Hermiston Highway in Umatilla County.

6. Black Bridge-Richland Section of the Baker-Homestead Highway in Baker County.

7. Lost River-Hatfield Junction Section of the Klamath Falls-Malin Highway in Klamath County.

8. Coquille-Rink Creek Section on the Coos Bay-Roseburg Highway in Coos County.

9. The Deady-Winchester Unit of the Deady-Shady Section on the Pacific Highway in Douglas County.

10. Ferry Street Bridge-Mohawk Road Section on a Lane County road in Lane County.

11. Chehalem Mountain-Newberg Section on the Hillsboro-Silverton Highway in Yamhill County.

In discussing the several surveys, Chairman Chandler inquired if the project on the John Day-Burns Highway will complete that road. The Deputy State Highway Engineer replied in the affirmative. Inquiry was also made concerning

the survey for the Ferry Street Bridge-Mohawk Road Section, otherwise known as the "Q" Street Route, between Eugene and Springfield. The Engineer stated that a careful investigation was made of the survey adopted several months previously, with a view to decreasing right of way costs by the use of an alternate line. The original routing, he stated, is desirable for the greater part of the distance but it has been possible to effect a saving of approximately $100,000 by revising the route near the connection with Ferry Street. He also commented that the portion of the "Q" Street Route from the Ferry Street connection to the proposed US99 interchange is on the proposed interstate highway system as a spur from the main route to an adjoining city. Therefore, the cost of construction between the interchange and Eugene can be financed with interstate funds when Congress makes such funds available. He estimated the over-all cost of the "Q" Street Route from the Ferry Street Bridge in Eugene to a connection with the Mohawk County Road in Springfield at $1,913,300, of which amount, he said, $582,000 represents right of way costs.

The Commission discussed and approved a request from the Engineer for authority to conduct a survey between Pleasant Valley and Oxman Overcrossing on US30 in Baker County at an estimated cost of $19,500.

Confirmation of telephonic approval was requested by the Engineer for permission to submit notices of projects regarding proposed revisions of highway routes within the city boundaries of Ashland, Cornelius, Merrill and Nyssa. The Commission confirmed submission of the notices to the four cities.

The Engineer reported that he had submitted a letter to the Hon. Garnet Barratt, Morrow County Judge, in reply to Mr. Barratt's letter of August 30 concerning improvement of the Heppner-Spray Highway. He said that Judge Barratt's letter concerned the status of this highway as to ownership and maintenance, traffic counts, and cooperation in improving the highway with the Forest Service and the Bureau of Public Roads. He presented a copy of his letter to Judge Barratt which the Commission approved and ordered filed.

A request was considered from Mr. Orlo Cummings, Manager of Suttle Lake Resort on the Santiam Highway, that the Highway Department plow snow from the highway to the resort area, a distance of about 1,400 feet. The Engineer pointed out that the Commission previously approved snow removal operations on the highway leading into Hoodoo Ski Bowl Lodge, Santiam Lodge, and the Methodist Youth Camp. The expense has been nominal and considerable benefit has been derived by keeping automobiles off the highway. The cost of plowing snow as requested, he said, will be about $200 annually. He recommended approval of the request. The Commission accepted the recommendation.

Protests from Mrs. Sylvia Thompson, Otter Rock, and the Lincoln County Realty Board, concerning the maintenance of barricades on old Highway 101 at Otter Crest were considered. These people, the Engineer stated, want the old road kept open for public use. He recommended that

the barricades be kept in place as a safety measure. The Commission accepted the recommendation.

Increases in project authorizations were requested by the Engineer and approved by the Commission as follows:

1. An increase of $55,000 for Contract No. 4200, grading and paving the Willamette Junction-Beaver Marsh Section of The Dalles-California Highway, caused by an overrun in paving tonnage due to the use of a heavy type of cinders.

2. An additional increase of $51,000 for Contract No. 4172, surfacing and paving the Clatskanie-Delena Section of the Columbia River Highway, caused by additional work within the City of Clatskanie not included in the original plans, pavement sealing, and an increase in crushed rock base.

3. An increase of $26,000 for Contract No. 4032, grading, paving and construction of a structure on the Barbur Boulevard Junction Unit of the Barbur Boulevard-White School Section of the Portland-Salem Expressway, due to increasing pavement thickness, additional base rock, and construction of an acceleration lane to allow traffic to blend with merging traffic on US99W, and the sealing of the pavement.

4. An increase of $31,000 for Contract No. 4211, grading the 42nd Avenue-92nd Avenue Section of T. H. Banfield Expressway, caused by additional sprinkling, sealing of the pavement, removing unsuitable material from the roadbed, additional drainage, and other small items.

The Commission discussed with the Engineer bids received at the morning session, and at 4:00 p.m., Commissioner McIver publicly announced the Commission's decision with respect thereto as follows:

"Construction of the Millicoma River Bridge on the Coos River Highway near Allegany in Coos County: The Commission elects to accept the bid of Sig Andersson, North Bend, in the sum of $139,839.50 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired.

"Construction of the Beaver Creek Bridge on a county road near Paulina in Crook County: Concrete Structures, Portland, submitted the low bid for this job at $25,085. This is a county project so the bids are being referred to the Crook County Court for disposal.

"Grading and paving the East Unit, Eagle Rock-Post Section of the Paulina Secondary Highway, about 21 miles southeast of Prineville in Crook County: The Commission awards the contract to the low bidder, Central Paving Co., Independence, at their bid price of $144,386.

"Paving the Shady-Booth Ranch Unit, Shady-Canyonville Section of the Pacific Highway , about five miles south of Roseburg in Douglas County: The Commission awards the contract to the low bidder, The Central Heating Co., Ore. Ltd., Eugene, at their bid price of $383,502.

"Illumination of 16 points of access to the new Freeway on the Anlauf-Shady Unit of the Pacific Highway in Douglas County: The Commission awards the contract to the low bidder, Trowbridge Electric Co., Roseburg, at their bid price of $72,500.

"Construction of 3 structures on the Shady-Canyonville Section of the Pacific Highway in Douglas County: The Commission awards the contract to the low bidder, Valley Construction Co., Portland, at their bid price of $427,220.

"Installation of Traffic Signals at the intersection of Riverside Avenue and the Pacific Highway in Medford, in Jackson County: The Commission elects to accept the bid of Steeck Electric Co., Roseburg, in the sum of $6,600, and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary deposits have been made by the City of Medford and Jackson County.

"Siskiyou Junction-Klamath County Line Rock Production Project on the Green Springs Highway, easterly of Ashland in Jackson County: The Commission awards the contract to the low bidder, M. C. Lininger & Sons, Medford, at their bid price of $33,773.

"Construction of Merlin Hill Undercrossing, approximately two miles north of Grants Pass on the Pacific Highway in Josephine County: The Commission awards the contract to the low bidder, Ausland Construction Co., Grants Pass, at their bid price of $52,580.

"Surfacing and oiling the Westside-Dry Creek Section of the Westside County Road, about fourteen miles west and south of Lakeview in Lake County: The Commission elects to accept the bid of Allum Bros., Eugene, in the sum of $92,336 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Lake County is received and the sum of $27,100 is deposited by the County.

"Installation of Traffic Signals at four intersections in Lebanon, in Linn County: The Commission awards the contract to the low bidder, Steeck Electric Co., Roseburg, at their bid price of $11,500.

"Roadside improvement on the Willamette River-Gervais Unit, Willamette River-Hayesville Section of the Portland-Salem Expressway in Marion and Clackamas Counties: The Commission awards the contract to the low bidder, Benedict Nursery Co., Portland, at their bid price of $19,522.50.

"Roadside improvement on the Gervais-Chemawa Railroad Overcrossing Unit, Willamette River-Hayesville Section of the Portland-Salem

Expressway in Marion County: The Commission awards the contract to the low bidder, Knight Pearcy, Salem, at his bid price of $18,134.70.

"Grading and stone base; also construction of one reinforced concrete structure and several concrete retaining walls on the Union Avenue-37th Avenue Section of the T. H. Banfield Expressway in Multnomah County: The Commission elects to accept the bid of Gibbons & Reed Co., Portland, in the sum of $1,097,068 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Grading and paving; also furnishing crushed material in stock pile on the Moro-Grass Valley Section of the Sherman Highway, in Sherman County: The Commission elects to accept the bid of Roy L. Houck & Sons, Salem, in the sum of $386,230.50 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Columbia River-Dufur Rock Production Project on The Dalles-California Highway in Wasco County: The Commission elects to accept the bid of C & W Crushing Co., Seaside, in the sum of $22,400 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired.

"Grading and oiling East Unit, McMinnville Airport-Dayton Junction Section of Three Mile Lane Secondary Highway, near Dayton in Yamhill County: The Commission elects to accept the bid of Roy L. Houck & Sons, Salem, in the sum of $238,301 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired.

An agreement with the U. S. Bureau of Public Roads was presented by the Engineer and approved by the Commission, by which the State will take over the maintenance of a 2.8-mile section of a forest road project on the Willamette Highway, just west of Oakridge. The agreement provides that the State is to assume maintenance of this section immediately without cost to the Federal Government.

The Commission gave attention to a request from Mr. Carl W. Peterson, Clerk, Lane County School District No. 88, Noti, for construction of a footpath along the Richardson-Eugene Secondary Highway between the Noti Grade School and the Post Office in Noti. This request, the Engineer stated, has been carefully investigated and it was determined that the project does not meet the required warrant for approval. He recommended that the request be denied. The Commission accepted the recommendation.

The Commission granted the Engineer's request for authority to spend about $3,000 to conduct a reconnaissance survey on the Columbia River Highway between Rufus and Arlington. The Engineer explained that U. S. Army Engineers have asked the State, in connection with planning for the John Day Dam, if it would conduct such a study to determine whether or not it would be practical to place the Columbia River Highway on top of the plateau at this location.

An agreement with Southern Pacific Company was recommended by the Engineer and approved by the Commission concerning the installation of grade-crossing signals on Central Avenue in Sutherlin, route of the Elkton-Sutherlin Secondary Highway. The Engineer commented that the agreement provides that the State and Company shall contribute 50 per cent each of the cost of installing the signals and that the Company shall assume the entire cost of maintenance of them; also, that the Company shall have the right to remove and salvage the existing crossing signal installed by the Company several years ago.

The Engineer presented requests from Crook, Morrow and Umatilla Counties for revisions to the Federal-aid County Road System. Crook County, he stated, requests the addition of the Barnes Butte Road, FAS-683, which forms a connection between FAS-401, a short distance north of Prineville, and the Ochoco Highway, a distance of 4.5 miles. Morrow County requests addition of the Willow Creek Road, FAS-682, from the Heppner State Highway in Heppner southeasterly along Willow Creek, a distance of 13 miles. Umatilla County has taken over the old route of US30 from a point just east of Pendleton easterly through Mission, and wishes to place this section on the FAS system to form a connection with the existing FAS-473. They also wish to eliminate from the FAS system a short section of FAS 473 easterly from Mission. The Engineer recommended and the Commission approved the changes as presented.

The Engineer also presented a tabulation showing the status of 1956-57 County Federal-aid Secondary Funds as of October 1, 1955, and a list of additional FAS projects requested by several counties. He called attention to the fact that this list of projects includes requests from three counties for cancellation of previously approved projects. He recommended that the additional projects requested by the counties as well as the cancellations be approved. The Commission approved the added projects and cancellations, as follows:

ADDITIONAL PROPOSED 1956 & 1957 COUNTY FAS PROJECTS (10/20/55)

County	FAS Hwy. No.	Section and Description	Programmed Amount
Baker	507	Middle Unit, Rock Creek-Haines Section, 1.5 miles. Top course, surface, and oil.	$ 17,000
	508	Muddy Creek School-Haines Junction Section. 2.6 miles. Top course, surface, and oil.	$ 35,000
		Subtotal, Baker County. . . .	$ 52,000

Additional Proposed 1956 & 1957 County FAS Projects (Cont.)

County	FAS Hwy. No.	Section and Description	Programmed Amount
Crook	683	Barnes Butte Road Section. 4.5 miles. Grade and surface.	$ 57,000
Douglas	244	Pruner Bridge over S. Umpqua River. Structure only.	$120,000
Linn	216	Oak Creek Bridge. Structure only	$ 10,000
	569	Oak Creek Bridge. Structure only.	$ 10,000
	216	Tangent Junction-Oak Creek School Section. 3.1 miles. Paving.	$ 54,000
		Subtotal, Linn County. .	$ 74,000
Malheur	515	S. Unit, Vale-Grand Avenue Section. 6 miles. Grade, surface, and oil.	$146,000
Morrow	682	W. Unit, Heppner-Forest Boundary Section. 6 miles. Surface and oil.	$ 55,000
Sherman	665	Moro Junction-Monkland Section. 5.2 miles Oil.	$ 26,000
	666	County Fairgrounds-Grass Valley Canyon Section. 1.5 miles. Oil.	$ 7,000
		Subtotal, Sherman County	$ 33,000
Umatilla	472	Cayuse-Thornhollow Section. 5 miles. Grade, surface, and oil.	$127,000
Wallowa	491	Weaver Bridge over Wallowa River. Structure only.	$ 34,000
		SUBTOTAL, ADDITIONAL PROJECTS.....	$698,000

PREVIOUSLY APPROVED PROJECTS PROPOSED TO BE CANCELED

Baker	508	Muddy Creek-School-Haines Junction Section. 2.6 miles. Grade, surface, and oil. (Project approved 9/22/55. Proposed for revision as described in above additional proposed projects.)	$ 52,000
Malheur	525	Harper Section. 2 miles. Grade, surface, and oil. (Project approved 8/9/54. Proposed to be canceled and funds included in project on FAS 515 as described in above additional proposed projects.)	$ 40,000

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Previously Approved Projects Proposed to be Canceled (Cont'd.)(10/20/55)

County	FAS Hwy. No.	Section and Description	Programmed Amount
Wallowa	491	Scotch Creek-Joseph. 3 miles. Pave. (Project approved 10/28/54 for $42,000. Due to over-run in other projects costs only $34,000 is presently available for this project. Proposed to be canceled and funds transferred to bridge on FAS 491 as described in above additional proposed projects.)	$34,000
		LESS SUBTOTAL, PROJECTS PROPOSED TO BE CANCELED. .	$126,000
		TOTAL ADDITIONAL 1956 & 1957 COUNTY FAS FUNDS PROPOSED FOR PROGRAMMING...	$572,000

SUMMARY, FISCAL YEAR 1956 & 1957 FUNDS

Available Funds	$6,200,000
Previously Approved*	5,194,000*
Unprogrammed Balance*	$1,006,000*
Proposed Projects 10/20/55	572,000
Unprogrammed Balance	$ 434,000

* These are revised totals from the "Status, 1956 & 1957 County FAS Funds" tabulation dated October 1, 1955.

A request from the City of Milwaukie for State assistance in widening to 40 feet that portion of the Clackamas Secondary Highway known as Lake Road, from 21st Street in Milwaukie to the city limits was considered by the Commission. This request, the Engineer stated, was referred to the field for investigation and it was determined that the project will cost about $45,000. The City, he said, has agreed to pay 30 per cent of this total which is the estimated cost to remove the old curb, construct new curbs, and to replace driveways. He also said that the present highway at this location carries approximately 3,000 vehicles per day on a pavement 30 feet wide, which is inadequate unless parking is prohibited. As

the City is willing to contribute 30 per cent of the cost, he recommended that consideration again be given to the request when additional secondary funds become available. The recommendation was approved by the Commission.

Consideration was given to a request from State Representative T. R. McClellan, Lincoln County, that an additional lookout or scenic point be provided on the new section of the Oregon Coast Highway at Otter Crest Summit. The Engineer advised that Senator McMinimee joins in this request; also, that an investigation discloses that a very attractive area for 8 or 10 cars can be developed at a cost of $5,400, including a drinking fountain and two or three picnic tables. Upon his favorable recommendation the Commission approved the project.

Consideration was given to a request from Mr. Robert Clute, City Manager, Oregon City, for assistance in maintenance of a part of the Oregon City Street System, particularly those streets on the bluff overlooking the business district that some people use in order to avoid the traffic congestion in the main part of the city. The Engineer explained that the proposed route extends southerly along Washington Street from 7th Street to 5th Street, thence westerly along 5th Street to High Street, thence south along High Street to a connection with the Pacific Highway East near South 2nd Street. The Engineer pointed out that traffic from East 82nd Street now enters US99E at 14th Street which in his estimation is the proper connection because it avoids the steep grades and right angle turns on the proposed route--in fact, the proposed route is greatly inferior to the existing route. He recommended that the request be denied. The Commission accepted the recommendation.

The Commission considered and upon recommendation of the Engineer, approved the following requests for extensions of time within which to complete state highway contracts:

1. Arthur Simonsen & Company, Contract No. 4348, for rock production on the La Grande-North Powder and Medical Springs Highways in Union and Baker Counties, requested an extension of time from August 31, 1955 to October 31, 1955. Extension approved without penalty to September 20, 1955, actual date of completion of the contract.

2. Den Herder & Strobel, Contract No. 4357, for slide correction on the Forest Boundary Slide Correction Unit, Winchester Bay-Forest Boundary Section on the Oregon Coast Highway in Douglas County, requested an extension of time from June 30, 1955 to August 31, 1955. Extension approved without penalty to August 20, 1955, the actual completion date of the contract.

3. Allum Brothers, Contract No. 4352, for grading and surfacing the South Unit, Hayden Bridge-Donna Section of the Eugene-Marcola Road in Lane County, requested an extension of time from July 31, 1955 to September 30, 1955. Extension approved without penalty to September 19, 1955, the actual completion date of the contract.

4. Walt M. Young, Contract No. 4242, for construction of a maintenance building at John Day in Grant County, requested an additional extension of time from June 1, 1955 to June 25, 1955. Extension approved without penalty, to June 24, 1955, the actual completion date of the contract.

5. Oregon Asphaltic Paving Co., Contract No. 4417, for grading and oil mat surfacing the Beals Corner-Parkdale Road Section of the Dougherty Corner-Parkdale Road in Hood River County, requested an extension of time from August 31, 1955 to September 30, 1955. Extension approved as requested without penalty.

6. Lloyd G. Sperling, Contract No. 4294, for extension of Cape Lookout Park in Tillamook County, requested an extension of time from April 30, 1955 to September 10, 1955. Extension approved as requested without penalty.

7. Concrete Structures, Contract No. 4461, for construction of the Abiqua Creek Bridge on the Meridian Road in Marion County, requested an extension of time from September 30, 1955 to December 30, 1955. Extension approved without penalty to November 15, 1955, the anticipated completion date of the contract.

8. Inland Construction Company, Contract No. 4271, for construction of the 82nd Avenue Undercrossing on the T. H. Banfield Expressway in Multnomah County, requested an extension of time from June 30, 1955 to August 23, 1955. Extension approved as requested without penalty.

9. Frank Watt Construction Company and S. & D. Construction Company, Contract No. 4387, for construction of the Little Applegate River and Star Gulch Bridges on the Upper Applegate County Road in Jackson County, requested an extension of time from August 31, 1955 to September 30, 1955. Extension approved as requested without penalty.

10. Wall, Bartrum & Sandford, Contract No. 4164, for construction of a viaduct on the Rocky Point-Brush Creek Section of the Oregon Coast Highway in Curry County, requested an extension of time from June 1, 1955 to September 30, 1955. Extension approved without penalty to September 29, 1955, the actual completion date of the contract.

11. Valley Construction Company, Contract No. 4207, for construction of the Row River Bridges on the Pacific Highway in Lane County, requested an additional extension of time from September 1, 1955 to September 30, 1955. Extension approved without penalty to September 30, 1955.

12. J. W. Briggs, Contract No. 4224, for grading and paving and also construction of a bridge on the Sherman Junction-Willowdale Section of The Dalles-California Highway in Wasco and Jefferson Counties, requested an extension of time from August 31, 1955 to September 30, 1955. Extension approved as requested without penalty.

13. Rogers Construction, Inc., Contract No. 4471, for rock production on the Lane County Line-Willamette Junction Section of the Willamette Highway in Klamath County, requested an extension of time from September 30, 1955 to November 30, 1955. Extension approved as requested without penalty.

14. John R. Saxton, Contract No. 4435, for paving the West Unit, Springfield-Walterville Section of the McKenzie Highway in Lane County, requested an extension of time from September 30, 1955 to October 30, 1955. Extension approved as requested without penalty.

15. Warren Northwest, Inc., Contract No. 4330, for grading and paving the Crow-Gillespie Corners Section of the Territorial Highway in Lane County, requested an extension of time from September 15, 1955, to October 15, 1955. Extension approved without penalty to October 3, 1955, the actual completion date of the contract.

16. Lankford Brothers, Contract No. 4509, for grading and surfacing the John Day (Main Street-S. W. 2nd Avenue) Section of the John Day-Burns Highway in Grant County, requested an extension of time from September 30, 1955 to October 15, 1955. Extension approved without penalty to October 6, 1955, the actual completion date of the contract.

17. A. H. Saxton & Son, Contract No. 4073, for grading and paving the Canyonville-O'Shea Creek Section on the Tiller-Trail Highway in Douglas County, requested an additional extension of time from July 1, 1955 to August 31, 1955. Extension approved as requested without penalty.

18. Peter Kiewit Sons' Company, Contract No. 4240, for construction of the Shady Bridge over the South Umpqua River on the Pacific Highway in Douglas County, requested an extension of time from September 30, 1955 to October 31, 1955. Extension approved as requested without penalty.

19. Tom Lillebo, Contract No. 4297, for construction of six structures on the Coast Fork Willamette River-Divide Section of the Pacific Highway in Lane County, requested an extension of time from June 30, 1955 to November 30, 1955. Extension approved as requested without penalty.

20. C & W Crushing Company, Contract No. 4314, for rock production on the Necanicum Section of the Oregon Coast, Sunset and Necanicum Highways in Clatsop County, requested an additional extension of time from August 31, 1955 to September 20, 1955. Extension approved as requested without penalty.

21. C & W Crushing Company, Contract No. 4322, for rock production on the Clatsop County Line-Rockaway Section of the Oregon Coast and Necanicum Highways in Tillamook County, requested an additional extension of time from August 31, 1955 to September 20, 1955. Extension approved as requested without penalty.

22. La Grande Pipe Co., Contract No. 4446, for grading and stone base surfacing the Glover Overcrossing-Oro Dell Overcrossing Section of the Old Oregon Trail Highway in Union County, requested an extension of time from July 15, 1955 to October 5, 1955. Extension approved as requested without penalty.

23. Willamette Irrigation Co., Contract No. 4290, for roadside improvement on Second Street Connection at Hood River on the Columbia River Highway in Hood River County, requested an extension of time from June 1, 1955 to September 21, 1955. Extension approved as requested without penalty.

24. K. F. Jacobsen & Co., Inc., Contract No. 4174, for grading and paving East Central Avenue in Sutherlin in Douglas County, requested an extension of time from October 1, 1954 to September 15, 1955. Extension approved as requested with an engineering penalty of $350 to be assessed against the contractor.

25. K. F. Jacobsen & Co., Contract No. 4175, for grading and paving Stearns Avenue in Oakland, Douglas County, requested an extension of time from October 1, 1954 to September 15, 1955. Extension approved as requested with an engineering penalty of $220 to be assessed against the contractor.

26. Rogers Construction, Inc., Contract No. 4350, for grading and paving the West Unit, Weston-Weston Mountain Section of the Weston-Elgin Highway in Umatilla County, requested an extension of time from September 30, 1955 to October 6, 1955. Extension approved as requested without penalty.

27. Kissell & Robinson, Contract No. 4269, for fencing project on the Willamette River-Hayesville Section of the Portland-Salem Expressway in Marion and Clackamas Counties, requested an additional extension of time from October 1, 1955 to November 1, 1955. Extension approved as requested without penalty.

28. Porter W. Yett, Contract No. 4020, for grading and pavement widening on the Rice Hill Section of the Pacific Highway in Douglas County, requested an additional extension of time from August 31, 1955 to November 30, 1955. Extension approved without penalty to September 28, 1955, the actual completion date of the contract.

29. Oregon Asphaltic Paving Co., Contract No. 4424, for oiling on Linn County Roads in Linn County, requested an extension of time from September 15, 1955 to October 31, 1955. Extension approved without penalty to October 7, 1955, the actual completion date of the contract.

30. Porter W. Yett, Contract No. 4019, for paving the Anlauf-Rice Hill Unit of the Divide-Rice Hill Section on the Pacific Highway in Douglas County, requested an additional extension of time from August 31, 1955 to November 30, 1955. Extension approved without penalty to October 13, 1955, the actual completion date of the contract.

31. Rogers Construction, Inc., Contract No. 3957, for grading and paving, and also construction of a structure on the Barbur-Boulevard-Boones Ferry Road Unit of the Barbur Boulevard-White School Section of the West Portland (Wilsonville)-Hubbard Highway in Multnomah, Washington and Clackamas Counties, requested an extension of time from September 30, 1954 to September 30, 1955. Extension approved as requested without penalty.

32. Vernie Jarl, Contract No. 4412, for rock production on the Alicel-Minam Section of the Wallowa Lake Highway in Union and Wallowa Counties, requested an extension of time from August 31, 1955 to October 15, 1955. Extension approved as requested without penalty.

33. Morrison & Lamping, Contract No. 4492, for paving Depot Street in Enterprise in Wallowa County, requested an extension of time from September 30, 1955 to October 18, 1955. Extension approved as requested without penalty.

34. Hamilton & Thoms, Contract No. 4421, for construction of Drews Creek and Lost River Bridges in Klamath and Lake Counties, requested an extension of time from October 31, 1955 to November 30, 1955. Extension approved as requested without penalty.

35. Columbia Empire Constructors, Inc. and P. S. Lord Mechanical Contractors, Contract No. 4456, for construction of Wagner Creek and Bear Creek Bridges on the Valley View County Road in Jackson County, requested an extension of time from October 31, 1955 to December 31, 1955. Extension approved as requested without penalty.

36. Parker-Schram Co., Contract No. 4184, for paving and grading the St. Helens-McNulty Creek Section of Old Portland and Gable Roads in Columbia County, requested an additional extension of time from July 31, 1955 to September 21, 1955. Extension approved as requested without penalty.

37. H. G. Palmberg, Contract No. 4018 for construction of Clatskanie River Bridge and County Road Overcrossing on the Columbia River Highway in Columbia County, requested an extension of time from August 31, 1954 to July 15, 1955. Extension approved as requested without penalty.

FOOTNOTE: The action taken by the State Highway Commission upon the extensions of time within which to complete the highway contracts listed above was based upon the recommendation of the State Highway Engineer and his reports which considered but did not necessarily adopt either or any

of the reasons given by the contractors in their requests for such extensions of time. For details regarding these extensions of time, see copies of the contractors' requests and the Engineer's recommendations on file in the respective contracts in the Secretary's office.

In discussing extensions of time, Chairman Chandler commented that a penalty for failure to complete the contract on time should be assessed against Funderburk Construction Company and Stoen Construction Company, a joint venture on Contract No. 3805 for work on the Depoe Bay-Miner Creek Unit on the Oregon Coast Highway. He pointed out that this job was 14 months late in completion. The Engineer stated that he has given considerable thought to the matter of contractors failing to complete their jobs within the specified time limit and while the study is not complete it appears now that it might be advisable to assess liquidated damages and to allow the contractor a stipulated number of working days in which to complete the contract rather than the present method of allowing a stipulated number of elapsed days and charging the contractor with extra engineering costs. He pointed out that, particularly in Western Oregon, contractors are often subjected to unusually wet periods and are delayed accordingly. Commissioner McIver commented that it had come to his attention that Rogers Construction Company has been receiving a greater number of extensions of time without penalty than has been accorded other contractors, and he inquired if that Company has been favored. The Engineer replied that Rogers Construction Company has received no different treatment than has been accorded other contractors. He again emphasized the need of using a form of liquidated damages as penalty and a stipulated number of working days within which to complete a contract. He added that the Chief Counsel has prepared a specification to cover the situation which will be discussed with the contractors and will be presented to the Commission, perhaps at its meeting in January, for approval.

The Engineer reported that Contract Nos. 3931, 3980, 4018, 4020, 4021, 4057, 4073, 4076, 4121, 4148, 4164, 4174, 4175, 4207, 4240, 4242, 4264, 4271, 4290, 4294, 4302, 4308, 4314, 4318, 4322, 4330, 4332, 4341, 4352, 4357, 4358, 4372, 4383, 4387, 4400, 4402, 4403, 4412, 4416, 4417, 4424, 4446, 4454, 4471, 4475, 4478, 4483, 4492 and 4509 have been completed according to the requirements of the contracts or modifications thereof, and that said contracts are now ready for acceptance by the Commission. After due consideration, the Commission accepted said contracts by adopting the attached resolution relative thereto, marked EXHIBIT "C", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The Engineer reported that the following cities and towns have satisfied the legal requirements with respect to the expenditure of State Tax Street Funds that have accrued to them during the first half of 1955, and that the plans for the projects proposed to be financed with such funds have been examined and found satisfactory:

Jordan Valley. . . . $ 712.28

Monument 688.14

Yamhill 1,626.78

He recommended approval of the plans by the Commission. The Commission approved the plans by adopting the attached resolution relative thereto, marked EXHIBIT "D", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The Commission discussed a request from the McKenzie River Chamber of Commerce for improvement of sections of the McKenzie Highway to better accommodate an anticipated increase in traffic caused by construction of the proposed Cougar Dam on the South Fork of the McKenzie River. This matter, the Engineer stated, was investigated and the Army Engineers reported that peak employment will be between 500 and 600 men. The dam is to be of earth-fill construction, which will not require transporting of a great amount of materials to the dam site, and it appears that the increased traffic volume will not exceed 20 per cent, which in numbers would mean an increase from approximately 1,050 to not over 1,400 vehicles daily. The cost of improving the nine miles specifically referred to, he added, would be about $1,250,000. As the anticipated additional traffic appears to be minor, he recommended that the request be denied. The Commission accepted the recommendation.

A letter from the Stillwell Drainage District of Tillamook County, requesting State cooperation in constructing certain proposed improvements to the District's dikes or levees to protect their lands against floods was discussed by the Commission. The Engineer explained that the roadbed of the Netarts Secondary Highway forms a portion of the "Stillwell" dike and to make the project effective will require the raising of a short section of this highway. He pointed out that the highway alignment at this point is quite unsatisfactory and, too, the State is faced with the necessity of rebuilding the Tillamook River Bridge within the next five years. He requested, in view thereof, authority to make a thorough examination of the whole situation. The Commission granted the request.

A request from Mrs. Doris Hansen, Langlois, for a speed zone on the Oregon Coast Highway south of Langlois was considered. The Engineer reported that in view of the facts disclosed by an engineering investigation a reduced speed zone should be established. He recommended the establishment of a 30-mile-per-hour speed zone from M.P. 305.77 to M.P. 306.30, except that between M.P. 305.94 and 306.25 the indicated speed shall be 20 miles per hour during the hours of school crossings. The Commission approved such speed zone by adopting the attached resolution relative thereto, marked EXHIBIT "I-1", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

Also considered was a request from Mr. Daniel F. Krotz II, Eagle Point, for traffic control measures on the Crater Lake Highway in the community of Shady Cove. This request, the Engineer stated, had been carefully investigated and from the facts assembled it is his recommendation that a 45-mile-per-hour speed zone be established in this community from a point 0.14 mile south of Alder Street to a point 500 feet north of Indian Creek, and that a 35-mile-per-hour speed zone be established from a point 500 feet north of Indian Creek to a point 0.20 mile north of Mallory Lane, except that a 20-mile-per-hour speed zone be designated during the hours of school crossings between M.P. 21.80 and M.P. 21.92. The Commission accepted the recommendation by adopting the attached resolution relative thereto, marked EXHIBIT "I-2", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The Engineer also stated that in connection with this engineering investigation it was determined that the no-passing zone requested by Mr. Krotz, due to impairment of horizontal sight distance, is not justified, and he recommended that the request in that respect be denied. The Commission accepted the recommendation.

The Commission also considered requests from Mr. Raymond Carpenter, Jefferson County Farm Bureau, Madras, and Mrs. Bertha Eidemiller, Secretary, Mud Springs Grange, Madras, for a reduced speed zone designation on the Warm Springs Highway, just north of the City of Madras. An investigation, the Engineer reported, indicates that there is a concentration of accidents at the intersection of the Warm Springs Highway and the road leading to the Madras Airport but there is not sufficient warrant for a reduced speed zone. To remedy this situation, he said, additional warning signs are being installed at this intersection. He recommended that the request for the speed zone be denied. The Commission adopted the recommendation.

Mr. Stan Malo, Dallas, by letter requested designation of a reduced speed zone on the Dallas-Rickreall Highway east of the east city limits of Dallas. The Engineer advised that from an engineering investigation it was determined that a 50-mile-per-hour speed zone should be established between the east city limits of Dallas and a point 350 feet west of Fir Villa Road. He recommended approval of such zone designation. The Commission accepted the recommendation by adopting the attached resolution relative thereto, marked EXHIBIT "I-3", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The Engineer reported that requests had been received in recent months from Mr. Stan E. Sherwood, Sales Manager, Coquille Plywood, Inc., Coquille, and from Mr. Howard Maple, Manager, Coos County Chamber of Commerce, Coos Bay, calling attention to hazards that exist on the Oregon Coast Highway between the west city limits of Coquille and Cedar Point Road. He said that an extensive investigation of traffic conditions at the point of access to the Coquille Plywood Corporation's log dump

was made in March, 1955, and from the findings that were reported to the Commission at that time an additional traffic lane was denied. He further stated that the most recent investigation revealed no change in conditions so there still appears to be no reason to revise the original recommendation as regards the extra traffic lane. Side-road symbols, the Engineer stated, have been installed, bracketing the Cedar Point Road, and additional signing appears to be unwarranted. In view of the prevailing speeds and other existing conditions in this vicinity as disclosed by the traffic engineering investigation, he recommended that a 45-mile-per-hour speed zone be established from a point 100 feet west (north) of the Cedar Point Road to a point 0.19 mile west (south) of the west city limits of Coquille. The Commission approved such speed zone designation by adopting the attached resolution relative thereto, marked EXHIBIT "I-4", which resolution by this reference is made a part hereof, with like effect as though extended in full herein. The Engineer also recommended and the Commission approved the stripping of the curve northerly or westerly from the Cedar Point Road for "no passing".

The Commission considered a request from Hollis Huntington, Salem, for a reduced speed zone on the Salem-Dayton Secondary Highway, between the north city limits of Salem and the road leading to Brush College. The Engineer stated that an investigation by the Traffic Engineer disclosed that a reduced speed zone along this highway section is warranted. He recommended that a 45-mile-per-hour speed zone be established from a point 400 feet north of Spring Valley Road to a point 100 feet north of Orchard Heights Road. The Commission approved such speed zone by adopting the attached resolution relative thereto, marked EXHIBIT "I-5", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The matter of prohibiting the parking of vehicles on the shoulders of the T. H. Banfield Expressway in Portland and east of Portland, and on the shoulders of the Portland-Salem Expressway was discussed by the Commission. The Engineer pointed out that large sums of money had been spent in constructing these freeways to handle a large volume of high speed traffic, and that the parking of vehicles along the highway shoulders constitutes a definite hazard. From a careful study of the problem in both instances, he said, it has been concluded that the only satisfactory solution is complete prohibition of parking along highways that have been built as freeways, except in cases of emergency parking. He recommended that all parking be prohibited upon those portions of the T. H. Banfield Expressway and the Portland-Salem Expressway which lie outside the corporate limits of any city or town. Commissioner McIver inquired as to whether "U" turns should be permitted, in which cars traveling in one direction might cross the dividing strip to travel in the opposite direction. He mentioned that the State of Washington provides places in the divider-strip area for traffic officers, ambulances, and other emergency vehicles to turn around and proceed in the opposite direction. After some discussion, it was decided that such "U" turns should be prohibited. The Commission thereupon approved the Engineer's recommendation as to "no parking" on the highway

shoulders, including the prohibition of "U" turns, by adopting the attached resolutions relative thereto, marked EXHIBITS "L-1"through "L-4," which resolutions by this reference are made a part hereof, with like effect as though extended in full herein.

The Commission authorized R. H. Baldock, State Highway Engineer, and G. S. Paxson, Assistant State Highway Engineer, to attend the annual meeting of the Highway Research Board in Washington, D. C., January 16-20, 1956, at an estimated total cost of $756.

The Commission also authorized Mr. J. Al Head, Assistant Traffic Engineer, to attend this meeting, it being understood that his expenses will be paid by the Highway Research Board.

The Engineer requested and the Commission authorized Mr. Robert C. Blensly to attend the annual State Highway Conference in Los Angeles, January 25-27, 1956, at an estimated cost of $160. Mr. Blensly, the Engineer stated, is to present a paper on the experience in Oregon with the electronic traffic scale that is in use on the Wilsonville-White School Section of the Wilsonville-Hubbard Highway.

Presented for the Commission's consideration were a number of resolutions covering the disposition and control of certain sections of old state highways which have been replaced by newly constructed sections. The Engineer explained that these resolutions are the final action following agreements previously entered into with the counties, in which the counties and the State agreed on the disposition that should be made of the old sections. He recommended approval of the abandonment of the following old highway sections:

1. Jasper-Pleasant Hill Section of the Springfield-Creswell Secondary Highway in Lane County. (See EXHIBIT "E-1".)

2. Zigzag-Rhododendron Section of the Mt. Hood Highway in Clackamas County. (See EXHIBIT "E-2".)

3. Emigrant Hill Section of the Old Oregon Trail Highway in Umatilla County. (See EXHIBIT "E-3".)

4. Newport-Toledo Section of the Corvallis-Newport Highway in Lincoln County. (See EXHIBIT "E-4".)

5. Crow-Gillespie Corner Section of the Territorial Secondary Highway in Lane County. (See EXHIBIT "E-5".)

6. Weston-Weston Mt. Section of the Weston-Elgin Secondary Highway in Umatilla County. (See EXHIBIT "E-6".)

7. Sherman Junction-Willowdale Section of The Dalles-California Highway in Wasco and Jefferson Counties. (See EXHIBIT "E-7".)

The Commission accepted the recommendation by adopting the attached resolutions relative thereto marked EXHIBIT "E-1" through EXHIBIT "E-7", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

Damage to a Buick sedan owned by Mr. George T. Smith, was reported by the Engineer. He explained that on June 22, 1955, on the Pacific Highway a short distance north of Drain, a mechanical failure occurred in the hose attached to an asphalt kettle that was being operated by a highway crew with the result that hot asphalt was sprayed on the sedan. There apparently was no negligence on the part of the state maintenance crew and he recommended that Mr. Smith be reimbursed in the amount of $57, which was the cost of removing the asphalt and placing a patch paint job. The Commission approved the payment.

Attention was given to a form of agreement with the O. W. R. & N Company, and the Union Pacific Railroad Company concerning a temporary private road crossing of the railroad at grade in Wallowa County. The Engineer explained that the grade crossing is needed to permit the contractor to transport materials in connection with the contract on the Werst Corner-Wallowa Section of the Wallowa County Road. The agreement expires on December 31, 1955, and he recommended that it be approved. The Commission approved the agreement.

The Commission also considered an agreement with the State Game Commission concerning construction of an approach road to the Sherars Bridge Secondary Highway at M.P. 8.34. The Engineer stated that this agreement authorizes the Game Commission to construct an approach road across a State-owned stock pile site to provide access to property under control of the Game Commission for the benefit of fishermen seeking access to Buck Hollow Creek and the Deschutes River. The agreement also provides that the Highway Department will perform certain work for the Game Commission at the expense of the Game Commission. The Commission approved the agreement on the Engineer's favorable recommendation.

Erection of a text board to be placed on the Oregon Coast Highway where the highway crosses Pistol River was recommended by the Engineer at a cost of $450. He said that the text for the board, as follows, has been approved by the Memorials Committee of the Oregon Historical Society.

"THE BATTLE OF PISTOL RIVER

SEVERE FIGHTING TOOK PLACE IN CURRY COUNTY DURING THE LAST ROGUE RIVER INDIAN WAR. IN MARCH 1856 A COMPANY OF MINUTE MEN 34 STRONG UNDER COMMAND OF GEORGE H. ABBOTT WERE BESIEGED IN AN IMPROVISED FORTIFICATION OF LOGS BY A LARGE FORCE OF PISTOL RIVER AND ROGUE RIVER INDIANS. THE INDIANS CONTRARY TO THEIR USUAL CUSTOM REPEATEDLY CHARGED WITH DESPERATE COURAGE. THE SIEGE INVOLVING HAND TO HAND FIGHTING WAS CARRIED ON FOR SEVERAL DAYS UNTIL THE INDIANS WERE FINALLY DISPERSED BY REGULAR TROOPS UNDER CAPTAINS ORD AND JONES."

The Commission approved the text board and the text.

The Commission also considered and approved erection of two text boards on the shores of Wallowa Lake, one memorializing the National Indian Cemetery, and the other pointing out the moraines which bound the lake. The Engineer commented that Chief Old Joseph, father of the famous Indian warrior Chief Joseph is buried in this cemetery, and that the texts for the boards, as follows, have been approved by the Memorials Committee of the Oregon Historical Society. He recommended erection of the markers which are estimated to cost approximately $450 each, at State expense.

"NATIONAL INDIAN CEMETERY

THE WALLOWA LAKE INDIAN CEMETERY HAS BEEN USED FOR MANY GENERATIONS AS A BURIAL PLACE FOR THE NEZ PERCE AND UMATILLA INDIAN TRIBES BUT ONLY A FEW OF THE GRAVES HAVE BEEN MARKED. BONES OF CHIEF OLD JOSEPH (TAWEET TUEKAKAS), THE FATHER OF THE FAMOUS INDIAN WARRIOR CHIEF JOSEPH, WERE REBURIED HERE AND A MONUMENT ERECTED TO HIS MEMORY IN 1926. ONE COUPLE, PIONEER FRIENDS OF THE INDIANS, ARE ALSO BURIED HERE."

"WALLOWA LAKE GEOLOGY

WALLOWA LAKE HAS BEEN FORMED BY THE DAMMING ACTION OF GLACIAL DRIFT. THE EASTERLY SHORE OF THE LAKE IS A SPLENDID EXAMPLE OF A LATERAL MORAINE AND THE NORTHERN BOUNDARY OF THE LAKE OF A TERMINAL MORAINE. BEYOND THE TERMINAL MORAINE AN OUTWASH PLAIN EXTENDS BEYOND THE TOWN OF JOSEPH. THE EAST AND WEST LATERAL MORAINES RECORD TWO MAJOR STAGES OF GLACIATION AND POSSIBLY SEVERAL MINOR ADVANCES AND RETREATS DURING EACH STAGE. THE LAKE HAS A DEPTH OF 283 FEET AND THE MAXIMUM HEIGHT OF THE MORAINES IS 1,200 FEET FROM LAKE BOTTOM TO CREST. THE GLACIATION OCCURRED DURING THE LATE PLEISTOCENE AGE APPROXIMATELY A MILLION YEARS AGO AND EXTENDED DOWN TO ABOUT THE 4,500-FOOT LEVEL."

The Commission approved the texts and erection of the textboards as recommended.

Also considered was a request from the Columbia County Historical Society for the erection of a text board at Deer Island on the Columbia River Highway north of St. Helens in Columbia County, memorializing an interesting incident that occurred during the Lewis and Clark Expedition. The text for this marker, the Engineer stated, also has been approved by the Memorials Committee of the Oregon Historical Society. He recommended that the text board be erected at a cost of approximately $450 and the following inscription.

"DEER ISLAND

DEER ISLAND IN THE COLUMBIA WAS NAMED BY THE LEWIS AND CLARK EXPEDITION WHICH CAMPED HERE NOVEMBER 5, 1805 ON ITS WAY DOWN RIVER. HOMEWARD-BOUND THE EXPLORERS CAMPED AGAIN ON MARCH 28, 1806. CAPTAIN CLARK RECORDED: "THIS MORNING WE SET OUT VERRY EARLY AND AT 9 A.M. ARIVED AT AN OLD INDIAN VILLAGE ON THE NE SIDE OF DEER ISLAND WHERE WE FOUND OUR HUNTERS HAD HALTED AND LEFT ONE MAN WITH THE CANOES AT THEIR CAMP. THEY ARRIVED LAST EVENING...AND SIX OF THEM TURNED OUT VERY EARLY TO HUNT, AT 10 A.M. THEY ALL RETURNED TO CAMP HAVEING KILLED SEVEN DEER...THE INDIANS CALL THIS LARGE ISLAND E-LAL-LAR, OR DEER ISLAND..."

The Commission approved the text board as recommended.

Erection of a text board on the Central Oregon Highway east of Vale in Malheur County to mark the place where the Old Oregon Trail crossed the Malheur River was also recommended by the Engineer. The Engineer explained that the wording for the text,as follows, has been approved by the Memorials Committee of the Oregon Historical Society. He recommended erection of the text board at State expense and the following inscription for the same.

"NEAR THIS SPOT WAS THE CROSSING OF THE MALHEUR BY THE OLD OREGON TRAIL. HERE PASSED THE ILL-FATED WHITMAN PARTY IN 1836, THE WEARY TRAVELERS OF THE GREAT MIGRATION IN 1843 AND IN THAT YEAR CAPTAIN FREMONT IN HIS EXPLORATIONS. THE NEARBY HOT SPRINGS OFFERED A RESTING PLACE WHERE BATHS COULD BE TAKEN AND CLOTHING WASHED."

The Commission approved the recommendation.

The Commission considered the desirability of discussing with the Oregon Congressional delegation the proposed Federal Road Bill which is to be presented at the next session of the Congress. The Engineer was instructed to arrange, if possible, a meeting with the group in Portland sometime during November 21, 22, or 23, 1955.

Confirmation of telephone approval was requested by the Secretary for renewal of the Fidelity Bond for Mr. Clifford H. Maison, Auditor, in the amount of $50,000, with the same companies which wrote the original bond, covering a 4-year period ending November 9, 1959, at a total premium cost of $710. The Commission confirmed the renewal of the bond.

Prohibition of parking on the Crater Lake Highway in the vicinity of Derby Road near Casey State Park was discussed. The Engineer reported that Mrs. Caroline L. Harding, Secretary of the Upper Rogue Grange,

Trail, had requested the no-parking zone for the safety of the traveling public. Derby Road, he said, enters the Crater Lake Highway near the mid-point of a curve where sight distance is restricted; also, that there is considerable fishing off the bridge on Derby Road and cars which are parked on the shoulders of the Crater Lake Highway constitute a hazard to traffic on the highway and to traffic entering the highway from Derby Road. He recommended that shoulder parking be prohibited on both sides of the Crater Lake Highway between M.P. 30.73 and M.P. 30.78. The Commission accepted the recommendation by adopting the attached resolution relative thereto, marked EXHIBIT "L-5", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The Engineer brought up for discussion the matter of changing the name of the Beaverton-Aurora Secondary Highway. He explained that portions of the Beaverton-Aurora Secondary Highway in Clackamas and Marion Counties were abandoned to the County on January 18, 1955, and he recommended, in view of the fact that the southern terminus of this highway no longer is at Aurora, that the highway be renamed the Beaverton-Tualatin Secondary Highway No. 141, beginning in the City of Beaverton and extending southerly and easterly through Tualatin to a junction with the Portland-Salem Expressway at M.P. 15.28 in Washington County, a short distance north of the Clackamas County line. The Commission approved the recommendation by adopting the attached resolution relative thereto, marked EXHIBIT "F", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The Commission considered a resolution to change the effective date of a resolution that was adopted on May 25, 1955, altering the route and terminus of the Beaverton-Tualatin Secondary Highway No. 141 in the City of Beaverton. The Engineer explained that a portion of this highway in Beaverton is now being reconstructed and that in his estimation it would be inadvisable to route state highway traffic over it until the work is completed. Upon his favorable recommendation, the Commission adopted the attached resolution relative thereto, marked EXHIBIT "G", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The Engineer recommended for approval certain changes, as follows, in US route numbers necessitated by the rerouting of US30 over portions of the T. H. Banfield Expressway, the Columbia River Highway, and the Old Oregon Trail, and other changes made necessary by the opening of the Glenwood-North Plains Section of the Wilson River Highway.

1. US30, US30 By-pass-Portland and Vicinity: It is desired to remove the routing of US30 from Sandy Boulevard east of 42nd Avenue and assign it to the Banfield Freeway. The present US30 By-pass to be extended easterly from N. E. 99th Avenue via Sandy Boulevard and the Columbia River Highway to a junction with the Banfield Freeway at the Fairview interchange.

2. US30, US30 N, ORE201, ORE52-Ontario and Vicinity: When the Olds Ferry-Ontario Section of the Old Oregon Trail is completed (1.) US30 should be shifted from its present routing via Weiser Junction to the Olds Ferry-Ontario relocated section of the Old Oregon Trail. (2.) the present US30 N should be routed over the Olds Ferry-Ontario Secondary Highway from Weiser Junction to Olds Ferry, (3.) ORE201 should be extended northerly over the Olds Ferry-Ontario Secondary Highway to a junction with US30 N at Weiser Junction. (4.) ORE90 should be dropped and ORE52 be assigned to the Payette Spur.

3. ORE 6, ORE 8-Portland and Vicinity: When the Glenwood -North Plains Section of the Wilson River Highway is completed, the following changes should be made:

(1.) The present routing of ORE 6 between Glenwood and Harbor Drive should be dropped completely and ORE 6 should be extended easterly over the new alignment from Glenwood to the Sunset Highway near North Plains and end at that point.

(2.) ORE 8 established by a previous Commission over the Tualatin Valley Highway from Forest Grove via Hillsboro and Beaverton to a connection with the Sunset Highway near Sylvan, but not presently signed, should be reactivated and extended so that it will ultimately be routed over the Gales Creek County Road from Glenwood to Forest Grove and thence over the Tualatin Valley Highway from Forest Grove via Hillsboro and Beaverton to the Sunset Highway near Sylvan.

He explained that if the Commission approves such route changes he will present them to the American Association of State Highway Officials for confirmation. The Oregon-numbered routes, he stated, will be implemented as the realigned portions of US30 and the Wilson River Highway are opened to traffic. The Commission approved the route changes as recommended.

Consideration was given to a resolution from the Oregon State Motor Association petitioning the State to designate a section of the Mt. Hood Highway between Rhododendron and the loop of the Little Zigzag River as the "E. Henry Wemme Forest Corridor" in honor of the late Mr. E. Henry Wemme who was a pioneer good roads enthusiast and a leader in the early development of the highway between Portland and Mt. Hood. The Engineer recommended approval of the request and that signs be erected similar to those on the Salmon River Highway pointing out "Van Duzer Corridor". The Commission approved the recommendation by adopting the attached resolution relative thereto marked EXHIBIT "M", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission approved the Secretary's report of papers signed by him in behalf of the Commission during the period September 19 to November 1, 1955.

The Commission confirmed Monday and Tuesday, December 19 and 20, 1955, as the date for its next regular meeting, and tentatively scheduled the next following meeting for Thursday and Friday, January 26 and 27, 1956. The Secretary was instructed to make the usual arrangements to hold both meetings in the Imperial Hotel, Portland.

The Engineer recommended that the McMinnville-Airport Junction Section of the Three Mile Lane Secondary Highway be designated a throughway as it is desirable to build the section to throughway standards. The Commission approved the recommendation by adopting the attached resolution relative thereto, marked EXHIBIT "H", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The Commission discussed a proposed agreement with Southern Pacific Company relative to an underground electrical power line crossing of US99 to serve a proposed traffic signal installation at the intersection of Stewart and Riverside Avenues near the south city limits of Medford. The Commission approved the agreement upon the Engineer's favorable recommendation.

The Commission discussed with the Engineer problems to be presented by delegations which will appear before the Commission on the following day. These problems were considered briefly, but no action was taken pending the appearance of the delegations.

Also discussed was a proposal to spend about $5,000 for brochures advertising Oregon State Parks, to be used for distribution within the State of Oregon. It was pointed out that a great deal of effort has been made to advertise State Parks outside of the State of Oregon, and that now may be a good time to make these parks better known to the residents of this State. Commissioner McIver outlined the procedure followed in the State of California and advised that the Park Committee is in favor of such advertising and is going to recommend an appropriation to finance it. Commissioner Reynolds commented that for a number of years when he was a member of the Travel Advisory Committee, it was the policy to advertise the parks on an out-of-state basis. (No action was taken at this time, but on the following day in considering the Travel Information Department Budget, the Commission discussed and approved an item of $5,000 in the 1956 Budget for printing and dispensing park folders within the State.)

Chairman Chandler inquired of the Chief Counsel as to what progress is being made in the acquisition of right of way for the Oregon Coast Highway in Curry County. The Chief Counsel replied that the attitude of the juries apparently has not changed and very high awards are being made in condemnation suits. Chairman Chandler also inquired what progress is being made in the aerial survey of the Coos Bay-Bandon Section in Coos County. The Deputy Highway Engineer replied that all of the "flying" has been done and that maps are now being prepared.

Mr. William Tugman, Chairman of the Parks Advisory Committee and the Travel and Information Advisory Committee, was present and commented briefly on the budget to be presented by the Advisory Committee for the Travel and Information Department. He expressed the feeling that it would be a wise move to distribute literature in Oregon advertising State Parks. He pointed out briefly that printing costs have risen considerably and it will be necessary to increase the Travel Budget for 1956 in order to perform the same services as were rendered during 1955: The Commission took no action on the budget at this time, but thanked Mr. Tugman for his comments.

The meeting adjourned at 5:00 p.m. to reconvene at 9:00 a.m. on the following day.

Portland, Oregon
November 4, 1955

The meeting of the State Highway Commission reconvened at 9:00 a.m. in the Green Room of the Imperial Hotel with the following persons present and participating:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, Deputy State Highway Engineer
W. W. Stiffler, Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
R. L. May, Jr., Assistant Counsel
R. L. Porter, Right of Way Engineer
L. V. Koons, Assistant Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

Bids, as follows, for highway construction were opened and read aloud by the Secretary who then announced that the award of contracts would be made in the same room at 3:30 p.m.

BAKER COUNTY
GRADING AND OILING WEST UNIT, BLACK BRIDGE-RICHLAND SECTION OF BAKER-HOMESTEAD HIGHWAY

Durbin Bros., Eugene	$135, 672.00
E. C. Hall Co., Portland	143, 595.50
Allum Bros., Eugene	157, 890.00
Richard Beshey, Parma, Idaho	164, 468.50
C. E. Leseberg, Nyssa	175, 612.50
Natt McDougall Co., Portland	193, 215. 00
Eagle Construction Co., Boise, Idaho	217, 965.70

COOS COUNTY
GRADING AND PAVING: ETC. COQUILLE-RINK CREEK SECTION OF COOS BAY-ROSEBURG HIGHWAY

Fred H. Slate Co., Ore. Ltd., & E. C. Hall Co., Portland	$306,278.50
C. R. O'Neil, Creswell	331,185.00
Coos Bay Dredging Co., Inc., Coos Bay	333,350.60
J. Ira McNutt Construction Co., Springfield	350,812.50
Peter Kiewit Sons' Co., Longview, Washington	355,345.00
J. W. Briggs, Bend	369,638.00

CURRY COUNTY
HUNTER CREEK-MACKS ARCH ROCK PRODUCTION PROJECT ON THE OREGON COAST HIGHWAY

Coos Bay Dredging Co., Inc., Coos Bay	$ 25,040.00
Homer G. Johnson, Portland	25,680.00
Peter Kiewit Sons' Co., Longview, Washington	26,240.00
Calkins Crushing Co., Oceanlake	30,400.00

CURRY COUNTY
GRADING AND SURFACING BROOKINGS-MORSE RANCH SECTION OF CHETCO RIVER ROAD

Keith Bros. Construction Co., Medford	$ 39,440.00
Glen Ousley, Eugene	41,747.00
Homer G. Johnson, Portland	43,756.50
Peter Kiewit Sons' Co., Longview, Washington	44,326.00
Martin Kinchelse, Myrtle Point	44,485.50
F. E. Wilburn & Eugene Gardens, Springfield	51,188.08
Floyd Grahm Construction Co. & L. C. Daniel, Lebanon	57,878.00
A. H. Saxton & Son, Corvallis	57,930.00

GRANT COUNTY
GRADING AND OILING EAST UNIT, HAMILTON-LONG CREEK SECTION KIMBERLY-LONG CREEK HIGHWAY

E. H. Itschner Co., Molalla	$ 81,387.00
Allum Bros., Eugene	83,229.50
C. E. Leseberg, Nyssa	83,763.00
K. C. Dack Construction Co., Milton	84,497.00
C. C. Meisel, McMinnville	87,142.00
Arthur Simonsen & Co., Baker	95,329.50
E. C. Hall Co., Portland	97,575.50

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JACKSON COUNTY
GRADING AND PAVING HELMAN STREET-THIRD STREET (ASHLAND) SECTION OF THE PACIFIC HIGHWAY

T. W. Thomas, Portland	$118,136.90
M. C. Lininger & Sons, Medford	124,171.80

JOSEPHINE COUNTY
EAST FORK ILLINOIS RIVER BRIDGE

Tom Lillebo, Reedsport	$133,760.00
Parker-Johnson Co., Portland	140,105.00
Columbia Empire Constructors & P. S. Lord Mechancial Contractors, Milwaukie	145,110.00
Ausland Construction Co., Grants Pass	146,720.00
Peter Kiewit Sons' Co., Longview, Washington	155,220.00
Hamilton & Thoms, Eugene	156,825.00
Lee Hoffman, Beaverton	162,680.00
Lord Bros. Contractors, Portland	164,246.00
W. H. Shields Construction Co., Eugene	169,960.00

KLAMATH COUNTY
SPRING CREEK HILL-KLAMATH FALLS ROCK PRODUCTION PROJECT ON THE DALLES-CALIFORNIA HIGHWAY

M. C. Lininger & Sons, Medford	$ 18,570.00
F. H. McEwen, Eugene	20,950.00
Clifton & Applegate, Yardley, Washington	21,260.00
Asphalt Paving Co., Klamath Falls	24,960.00
McNutt & Sons, Inc., Salem	27,850.00

MARION COUNTY
GRADING SUBLIMITY GUN CLUB-STOUT CREEK SECTION OF THE NORTH SANTIAM HIGHWAY

Durbin Bros., Eugene	$211,888.50
Roy L. Houck & Sons, Salem	221,357.50
Parker-Schram Co., Portland	233,246.00
C. R. O'Neil, Creswell	239,453.50
Harbert Bros., Estacada	242,030.00
J. W. Briggs, Bend	247,070.00
J. Ira McNutt Construction Co., Springfield	262,735.00
Babler Bros., Inc., Portland	263,230.00
Fred H. Slate Co. & E. C. Hall Co., Portland	266,781.50
Allum Bros., Eugene	272,674.50
R. A. Heintz Construction Co., Portland	279,724.00
Earl L. McNutt Co., Eugene	322,116.00
Natt McDougall Co., Portland	366,441.00

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MULTNOMAH COUNTY
39TH AVENUE STRUCTURE OVER BANFIELD EXPRESSWAY

Lord Bros. Contractors, Portland	$294,444.00
Gibbons & Reed Co., Portland	300,900.50
Birkemeier Construction Co., Milwaukie	301,888.50
United Builders, Inc., Beaverton	303,884.00
Lee Hoffman, Beaverton	311,084.00
C. J. Montag & Sons, Portland	311,164.00
Inland Construction Co., Milwaukie	312,445.50
Carl M. Halvorson, Inc., Portland	315,933.00
Schrader Construction Co., Portland	321,531.50
Kuckenberg Construction Co., Portland	341,990.50

WASCO COUNTY
EMERSON LOOP OILING PROJECT ON THE EMERSON LOOP COUNTY ROAD

Babler Bros., Inc., Portland	$ 56,792.50
Central Paving Co., Independence*	63,186.00
J. C. Compton Co., McMinnville	63,955.00
Oregon Asphaltic Paving Co., Portland	68,768.25
Harr & Horton, Portland	69,911.00

*Bidder will not accept project for an aggregate total in excess of $450,000.00

WASHINGTON COUNTY
GRADING AND OILING BAKER CREEK SECTION OF SCHOOLS SECONDARY HIGHWAY

Birkemeier Construction Co., Milwaukie	$ 34,115.00
Oregon Asphaltic Paving Co., Portland	35,293.50
J. Bacaloff Co., Portland	44,350.00

WHEELER COUNTY
SERVICE CREEK BRIDGE ON THE SERVICE CREEK-MITCHELL HIGHWAY

A. H. Saxton & Sons, Corvallis	$131,515.00
Schrader Construction Co., Portland	144,650.00
George E. Berry, Beaverton	155,221.00
Marshall Construction Co., Hermiston	166,500.00
Lord Bros. Contractors, Portland	172,046.00

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A delegation consisting of members of the Port of Astoria, members of the Board of County Commissioners of Pacific County, Washington, and others, appeared before the Commission regarding construction of a bridge across the Columbia River at Astoria. The following people composed the group: Representing the Port of Astoria were William R. Manion, President; F. L. Wright, Secretary; R. J. Bettendorf, Manager; George Fulton, Attorney; G. T. McClean, Engineer; and Mr. Paul Spear, Chicago, Illinois, Consultant. Representing Pacific County, Washington, were County Commissioners Robert Kirkman, Seaview, and Carl Pettit, South Bend, and Mrs. Verna Jacobson, County Auditor, South Bend. Others present were: Dan Thiel, Astoria Chamber of Commerce; Dr. Orval Eaton, State Representative, Astoria; County Judge O. E. Effenberger, Tillamook; and Charles Ross, Chamber of Commerce, Tillamook.

Mr. Manion who headed the group, introduced the members of the delegation, and briefly explained their purpose in coming to the Highway Commission. At his request Mr. Spear explained details with respect to financing the structure based on the combined findings of Tudor Engineering Company and Coverdale & Colpitts who were retained by the sponsors to study the feasibility of the project. He particularly pointed out that the estimated total cost of the project is $25,430,000 of which amount $12,715,000 must be obtained from sources other than the Port of Astoria and Pacific County, Washington.

Mr. Spear also explained that according to the Tudor Engineering Company it will require about 3-½ years to build the bridge, and that to finance construction costs and other expense a bond issue of $29,500,000 is needed. Although the survey shows a rising amount of income in future years, the bond issue cannot be amortized by toll income from the bridge within the first 50 years so a loan of $12,715,000 will be needed. He inquired if the Commission can give any advice as to where such sum of money can be obtained, and if there is any possibility of securing it from the Federal Government. He stated that from the information that has been secured, it appears that income from bridge tolls will not be able to meet interest, maintenance, and other charges and the loan will be needed to carry these charges until the latter part of the proposed 50-year amortization period, during which latter period it is contemplated that bridge income will begin to pay off the requested loan.

Mr. Wright brought up for discussion a letter recently sent to the Commission, signed by the Port of Astoria, Oregon, and Pacific County, Washington, containing a summary of the report on this proposed bridge project and a list of eleven questions, as follows, concerning it that they would like considered and answered.

1. Are there any means available to the Highway Commission by which they could guarantee the toll revenues so that revenue bonds could be issued for the total project cost? Such a guarantee based on the Coverdale and Colpitts net toll revenue estimates would require underwriting approximately $795,000 the first year of bridge operation with progressively smaller annual amounts guaranteed for approximately 26 years.

2. Referring to question No. 1, if some other agency assumed one-half the annual deficit each year for the 26 years, would the Highway Commission be in position to underwrite the other one-half?

3. If means are found to finance this bridge, would the Highway Commission be agreeable to construct, operate and maintain this project either solely or on a cooperative basis with the Washington Toll Bridge Authority or Washington Highway Commission?

4. Would the Highway Commission be in position to assume all or a portion of the maintenance and/or operating costs of the bridge if it were constructed by some other agency?

5. Would this toll bridge be eligible for any federal highway aid funds allocated to your State for primary highways?

6. If above is not permissible at the present time but legislation is passed permitting it, to what amount would the Highway Commission be in a position to allocate funds to the construction of the bridge?

7. If a Federal Interstate Highway Program is adopted by Congress, would the Highway Commission be in position to allot funds to the construction of the bridge in the amount of one-quarter or one-half the project construction cost?

8. In your opinion, are there any means at the Federal level where sufficient funds could be obtained to construct the bridge either in whole or in conjunction with revenue bond financing?

9. All of the above questions assume that the Highway Commission is already empowered to participate in the manners indicated. Is State legislative action necessary for it to participate financially in any way in the construction, operation and/or maintenance of this proposed toll bridge?

10. What suggestions do you have for solving the financial problems facing this project?

11. Will the Highway Commission take leadership in cooperation with the Washington Toll Bridge Authority and/or Washington State Highway Commission in trying to solve the financial problems of this project?

He stated that it is not their intent in any way to put the Commission on the defensive to protect funds that have been allocated to other worthy projects, and that their only purpose is to obtain accurate information as to the Commission's position financially and to request the Commission's leadership and guidance in developing a program to investigate all sources of funds so that a successful conclusion of the bridge study can be reached.

Chairman Chandler advised that the Commission will study the questions and possibly may be able to answer them before adjourning

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today; anyway they will be answered within the next few days by letter.

Commissioner Reynolds inquired if the group has any possible solutions in mind. Mr. Wright replied that they do not have answers to the questions proposed to the Highway Commission but their hope was that the Commission might be able to help in advising what steps to take. He added that it is not their intention to ask for any assistance which will reduce the Oregon highway program.

The interview was concluded by Chairman Chandler who stated that the Commission will do all that it can to assist in the project so long as such assistance does not interfere with the highway program throughout the State.

(Later in the day the Commission reached agreement on the answers to be given to each of the eleven questions submitted by the delegation and instructed the Engineer to send the answers to the group by letter. See additional entry ahead.)

A delegation representing the Oakland Chamber of Commerce came before the Commission and requested construction of an access road to the newly constructed Pacific Highway near Oakland. The following people were present: Harry Smith, President, Chamber of Commerce; Fay Stearns, Road Committeeman; C. W. Manning, Chief of Police; Lyle Stuwe, City Councilman; and C. W. King, City Attorney; all of Oakland; Floyd Frear, County Road Engineer, Roseburg; Emory Hontoon, Editor, Sutherlin Sun, Sutherlin.

Mr. Smith acted as spokesman and introduced the other members of the delegation. He presented a written brief in support of their oral request and explained details of their problem. He pointed out that people in Oakland now have to go approximately 1.7 miles to the north to get onto the new highway or approximately 4.3 miles to the south, which necessitates going through the town of Sutherlin. During the winter season, he said, sections of the old highway are flooded at times, thereby causing additional difficulties for travel to get in and out of Oakland. He requested a connection with the new Pacific Highway at its junction with the Green Valley Road, sometimes called Cemetery Road. This location, he pointed out, is at the top of a hill and provides good sight distance. He alleged that businessmen in Oakland have lost business by reason of traffic being routed through Sutherlin and he submitted written statements from businessmen in Oakland in support thereof. Mr. Frear stated that the County Court favors the connection as proposed by the delegation and has agreed to cooperate in constructing it and may possibly obtain necessary right of way. He presented a letter from the County Court favoring the connection.

Mr. Smith pointed out that a considerable number of drivers now go north from Oakland to the new highway and then make a "U" turn South. He pointed out that the connection they seek on the Green Valley Road is the shortest distance from Oakland to the highway and could be provided

at moderate cost.

Commissioner McIver inquired if the existing access road to Oakland is properly signed at the north and south ends. Mr. Smith replied that signs are adequate at the north but are not so good at the southern end. He also stated that the railroad crossing in Sutherlin ties up traffic at frequent intervals and that Douglas County has improved the Green Valley Road. It is the wish of the people of Oakland, he stated, that an interchange be constructed at the top of this hill on the Green Valley Road so that traffic can go both north and south.

The Engineer estimated the cost to construct such interchange at this point to accommodate traffic to and from the south at approximately $67,000 and the cost to construct a complete interchange that will accommodate also traffic to and from the north at double that amount. He gave as his considered opinion that the complete interchange is not warranted. Mr. Smith said that they would like to have both connections, but the southbound one is the more important.

Mr. Frear again called attention to the delay caused by railroad trains at the highway crossing in Sutherlin and by the flooding of the highway. It was his opinion that it would cost more to raise the old highway to allow traffic during high water than to construct the access that they have requested.

Chairman Chandler pointed out that the new highway was constructed to freeway standards and that additional road connections will introduce additional hazards to highway traffic. However, he added, the Commission will discuss the matter with the Engineer and will then take action as is deemed appropriate.

Following departure of the group the Commission resumed discussion of the matter. Chairman Chandler gave as his feeling that the delegation's request has much merit. The Engineer stated that in view of additional evidence presented by the delegation he now wishes to recommend that a connection to the south be constructed at Cemetery Road (Green Valley Road) at an estimated cost of $67,000, including acceleration and deceleration lanes as may be required , on condition that the interchange can be constructed without imposing an undue hazard to highway traffic and without interfering with the "freeway" principle. The Engineer also commented that one member of the Douglas County Court has indicated that the County will secure the necessary right of way and perform grading on part of the project. The Commission approved the project as recommended by the Engineer.

Messrs. George Henderson and Arden X. Pangborn, members of the Travel Advisory Committee, and Mr. Dudley L. McClure and Mr. Arlyn E. Cole, of the Cole & Weber Advertising Company, and Mr. Eric Bergman, Assistant Director of the Travel and Information Department, came before the Commission concerning the budget for the Travel and

Information Department for the year 1956. Mr. Bergman introduced the members of the delegation. Mr. Henderson explained the budget pointing out the types of advertising thatareto be used, and calling attention to the amount of the main budget which has been set up for $275,000 and a supplemental budget which has been proposed in the amount of $29,609.66 for advertising in the State of Washington newspapers, outdoor magazines, and to cover the National Education Association's conventions as well as items for television and radio advertising. He commented that material and labor costs have gone up approximately 20 per cent during the last year whereas the proposed budget has been increased only 9 per cent. He also called attention to an additional item of $5,370 for folders for the State Parks Department to be distributed in Oregon, a departure from past practice. It is proposed, he stated, to print folders for each of the four park regions and other folders for each of ten individual parks. Commissioner Reynolds inquired if the regional folders are of more value than an overall State parks folder. Mr. Henderson replied that in his opinion they are of more value because so many requests are received for information concerning specific parks and areas. It is proposed, he stated, to prepare four color folders with pictures and stories concerning the various parks, with emphasis being placed on the larger, more important parks. As a result of the discussion the Commission unanimously approved the regular budget of $275,000 as presented, a supplemental budget of $29,609.66, and an item of $5,370 to provide park folders for the Columbia Gorge, Central Oregon, the northern coast and southern coast regions, and 10 individual parks folders for Wallowa Lake, Collier, Silver Falls, Cape Lookout, Honeyman, Cove Palisades, Champoeg, Ecola, Shore Acres, and Lava Caves State Parks.

Mr. Henderson also commented that the Travel Advisory Committee obtained much valuable knowledge from its recent visits to Oregon parks and parks in the neighboring states of Washington and California. One conclusion reached, he stated, is that many of the Oregon parks are ready for use so advertising should be directed to get people to use them. The Committee was complimented by the Commission for a task well performed.

Captain H. T. Shaver, Member, and Mr. F. O. Meyer, Chairman, Columbia River Basin Operators, appeared before the Commission regarding sale of riparian rights along the Willamette River at Oregon City. Captain Shaver was spokesman. He stated that he was present at the public sale of these rights on September 26 when the Crown Zellerbach Corporation, which was the only bidder, submitted an offer of $10,000. Crown Zellerbach, he stated, has agreed to let river traffic tie up log rafts and other water borne materials at this location. He pointed out that tugboat operators and other river users had feared that the rights might be sold to someone who would make exorbitant charges for securing log rafts and other materials but they are satisfied that Crown Zellerbach will deal fairly, so they have no objections to the sale of the riparian rights to such company if the Commission so desires.

Chairman Chandler stated that the riparian rights are of no particular value or use to the State Highway Department, and that it is the feeling of the Commission that so long as the rights are not required for highway purposes they should be sold. The Commission thereupon by unanimous vote approved sale of the rights to Crown Zellerbach for the amount of its bid.

The meeting recessed for luncheon at 11:40 a.m. and reconvened at 2:00 p.m. in the same room, with the same persons present and participating.

Mr. Paul Rynning, Jackson County Engineer, and Mr. Chester Wendt, Jackson County Commissioner, came before the Commission regarding the Lake of the Woods Road (Little Butte State Secondary Highway). Mr. Rynning stated that the Jackson County Court has unanimously agreed to accept as a county road the section that extends easterly from the end of the presently constructed highway at McAllister Springs to the Klamath County Line, provided such section is placed on the Federal-aid Secondary (County Road) System so construction can be completed in about 8 years using 60% Federal money and 40% State money. The Court also agreed to acquire necessary right of way. Mr. Wendt confirmed Mr. Rynning's statement and stated that the Court feels that it can finance such an obligation with the State's cooperation. Chairman Chandler inquired if this means that the county will approve allocation of all of Jackson County's FAS money to this job until the road is completed to the Klamath County line, and is willing to allow construction to lapse if an emergency arises whereby the money is needed elsewhere. Mr. Wendt replied in the affirmative, adding that the road should be built to secondary highway standards. Commissioner Reynolds then inquired if the County anticipates use of regular funds only and is not asking the Commission to pledge future funds, and the County is willing to wait 8 years for completion of the road. Mr. Wendt again replied in the affirmative, adding that the County does not intend to ask the State for more money each year than is provided in the regular allocation.

Chairman Chandler questioned the economic justification of constructing the road only to the Klamath County line and he inquired if Jackson County will be satisfied to end construction at that point. Mr. Rynning replied that ending the road at the County line will be satisfactory to Jackson County because they are quite certain that the U. S. Forest Service will arrange a way to complete the entire project. Mr. Wendt mentioned that they have had meetings with representatives of the Klamath County Chamber of Commerce who appeared to be very much in favor of construction of the road as suggested by the State Highway Engineer but it appears that the Klamath County Court is not so inclined. Mr. Rynning commented that from Jackson County's point of view it would be perfectly agreeable to construct the road in Jackson County to the Klamath County line and that pressure of road users would force construction in Klamath County.

Chairman Chandler suggested that the County Courts of both Counties should get together and agree to the allocation of all of the F.A.S. monies allocated to them. He said that the Highway Commission very likely will approve the project on such basis, but does not look with favor on building only to the county line and then being urged to complete the job with State money.

The State Highway Engineer reported an offer from Klamath County Court to take over the northerly part of the Klamath Lake Secondary Highway if the State will take over as a state secondary highway the Klamath County portion of the Lake of the Woods Road. He commented that such arrangement would not be consistent with the proposal accepted by Jackson County.

Chairman Chandler concluded the discussion by stating that the Commission, he believed, is willing to accept the proposed transfer of roads within Jackson County but does not like the proposal as submitted by Klamath County. He suggested again that the two County Courts get together to determine if an acceptable solution can be worked out. Mr. Wendt advised that they will do so as soon as is possible.

A group from the City of Baker came before the Commission concerning rerouting of the Old Oregon Trail through this city and the location of the proposed by-pass route. The following people composed the group, all from Baker: Hon. Fred Young, Mayor; Bob Applegate, City Manager; Bill Jackson, Clyde Ward and Mrs. Ethel Troyer, members of the City Council; Byron C. Brinton, Editor, "Record Courier"; and a Mr. Jones.

Mr. Young was spokesman and introduced the members of the delegation. He mentioned the present routing of the highway through the city which contains numerous turns and advised that the business people and the residents of Baker are generally satisfied with such route but realize that it is difficult for tourists to travel. The City, he said, is interested in the two alternate routes that have been proposed, one of which is a one-way couplet route, using Main and Resort Streets, and the other a route which follows the railroad for a considerable distance, and he inquired if studies of those routes have been completed.

The Engineer replied that a study has been made of both routes and it was found that to improve the existing route, including the new route along the railroad will cost approximately $865,000 whereas to construct the one-way couplet route, using Main and Resort Streets, will cost approximately $573,000. He explained further details. Mr. Young remarked that these two routes have been considered by the City Council which favors the Main and Resort Street couplet because it will afford a better connecting link with the proposed freeway by-pass. He pointed out that the route along the railroad track is objectionable because it is so close to a new school and will disrupt warehouse facilities in addition to being expensive.

Mr. Jackson stated that the people who have expressed themselves heretofore in favor of one route over the other are those who will suffer economic loss. He added that the City Council feels that the Main Street-Resort Street couplet will best serve the greatest number of people. He expressed great interest in the overall picture including the proposed by-pass, and he urged, if and when the by-pass route is constructed, that it be located as close to the city as possible. Mr. Young also emphasized this point and stated that the city needs to know about the plans for the proposed by-pass route so it can proceed with plans to fit it. He added that the city is somewhat divided on the question of routing the highway and that the location of the freeway is important. He asked for some idea where it will go.

Commissioner Reynolds commented that this situation posed a greater problem than had been anticipated and he assured the delegation that the Commission has no intention of taking any action which will effect the economy of the city on any route. The Commission, he said, has authorized the Engineer to make a survey to determine the most feasible route for the "throughway" and for the modernization of US30 as it concerns Baker, and when such survey has been made and the route selected, then it will be much easier to decide the best way to get into and out of the city. Chairman Chandler outlined briefly the procedure that is followed in determining a highway location. He advised that a careful survey will be made of the Baker situation and that the Engineer will keep in close touch with the city through the City Manager, Mr. Applegate. Mr. Applegate requested a copy of the Engineer's latest report on this subject. The Engineer was instructed to furnish him such copy.

C. W. Craddock, Harney County Judge, T. E. Jenkins and Lee Williams, County Commissioners, and J. L. McCulloch, member of the Highway Committee of the Harney County Chamber of Commerce, were present and asked the Commission to extend the Frenchglen State Secondary Highway southerly from its present terminus at Frenchglen to Denio at the Nevada state line. Judge Craddock headed the group. He said that if the Commission will approve their request the County will take over the Diamond Valley Secondary Highway between Diamond and Princeton; also, the County will be willing to use a three-year allocation of County Federal-aid funds plus approximately $30,000 now on hand, to finance improvement of the requested extension. He said that they do not need an oiled road now between Frenchglen and Denio but they do want the highway oiled between Frenchglen and Burns. He pointed out that the road will link up the Malheur Bird Refuge, Hart Mountain Antelope Refuge, Steens Mountain Game Refuge, and Charles Shelton Antelope Refuge in California.

Chairman Chandler commented that to build the highway to secondary standards as requested would require an oiled surface. The Engineer stated that, on the basis of a very rough estimate, to construct a gravel road from Frenchglen to Denio will cost about $2,000,000 and the cost to provide an oil-surfaced road would be about $3,000,000. He pointed out

that Nevada has built an oiled road to the Oregon line, and he gave as his feeling that were the highway constructed in Oregon no one would be satisfied until it is oiled. As a result of the discussion the Engineer was authorized to make a reconnaissance survey of the proposed road if it is not too costly, to determine how much it will cost, its feasibility, and how long it will take to build the road with F.A.S. money. A report is to be submitted to the Commission when the survey is completed.

Service agreements with Central Electric Cooperative and with Wasco Electric Cooperative to furnish electrical energy for remote-controlled radio stations were discussed. Mr. Stiffler, Assistant Highway Engineer, stated that one of the radio stations is located on Grizzly Peak, 18 miles northwest of Prineville, and the other is located on Wasco Butte, 6 miles southwest of The Dalles. On the Grizzly Peak installation, the agreement provides for a monthly payment of $20 for a period of five years, of which approximately $13 is for electricity used. On the Wasco Butte installation, the agreement provides for payment of $12.50 per month, for 10 years. Upon the Engineer's favorable recommendation, the Commission approved the agreements.

The Right of Way Engineer requested authority to renew negotiations for acquisition of a portion of the "Winks" Auction Yard in The Dalles, which property is needed as right of way for the proposed improvement of US30 at this place. The Commission granted the authority.

The matter of acquiring right of way on the T. H. Banfield Expressway from the SP&S Railroad was discussed. The Chief Counsel commented that he hopes to complete negotiations in the near future, however, it may be necessary to condemn the property. The Commission authorized him to condemn the property if necessary.

The Right of Way Engineer requested and the Commission authorized public sale of 50.74 acres of excess property on the Portland-Salem Expressway in Marion County, near the Brooks Overcrossing, formerly owned by a Mr. Petzel for a price of not less than $12,500. The attached resolution relative thereto marked EXHIBIT "B-7", which resolution by this reference is made a part hereof as though extended in full herein was thereupon adopted by the Commission.

The Chief Counsel reported a compromise settlement with Mrs. Anna E. Stein for purchase of 0.61 acre of land to be used as right of way for Tualatin River-Middleton Section of U.S.99W in Washington County. He said that Mrs. Stein was offered $560 for the property which she refused and demanded $750. A compromise settlement was reached at $655. The Commission approved the settlement as reported.

The Commission discussed with the Engineer bids received in the morning session, and at 3:30 p.m., Commissioner McIver publicly announced awards of contracts as follows:

"Grading and oiling West Unit, Black Bridge-Richland Section of the Baker-Homestead Highway, about 32 miles east of Baker in Baker County: The Commission awarded the contract to the low bidder Durbin Bros., Eugene, at their bid price of $135,672.

"Grading and paving; also furnishing crushed material in stock pile on the Coquille-Rink Creek Section of the Coos Bay-Roseburg Highway in Coos County: The Commission elects to accept the bid of Fred H. Slate Co., Ore. Ltd., & E. C. Hall Co., Portland, in the sum of $306,278.50 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Hunter Creek-Macks Arch Rock Production Project on the Oregon Coast Highway, south from Gold Beach in Curry County: The Commission awarded the contract to the low bidder, Coos Bay Dredging Co., Inc., Coos Bay, at their bid price of $25,040.

"Grading and surfacing the Brookings-Morse Ranch Section of the Chetco River Road in Curry County: The Commission elects to accept the bid of Keith Bros. Construction Co., Medford, in the sum of $39,440 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Curry County is received and the sum of $8,919 is deposited by the County.

"Grading and oiling the East Unit, Hamilton-Long Creek Section of the Kimberly-Long Creek Highway in Grant County: The Commission awarded the contract to the low bidder, E. H. Itschner Co., Molalla, at their bid price of $81,387.

"Grading and paving Helman Street-Third Street (Ashland) Section of the Pacific Highway (northbound route) in Ashland in Jackson County: The Commission elects to accept the bid of T. W. Thomas, Portland, in the sum of $118,136.90 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Construction of East Fork Illinois River Bridge on the relocated Redwood Highway at Cave Junction in Josephine County: The Commission awarded the contract to the low bidder, Tom Lillebo, Reedsport, at his bid price of $133,760.

"Spring Creek Hill-Klamath Falls Rock Production Project on The Dalles-California Highway in Klamath County: The Commission awarded the contract to the low bidder, M. C. Lininger & Sons, Medford, at their bid price of $18,570.

"Grading the Sublimity Gun Club-Stout Creek Section of the North Santiam Highway in Marion County: The Commission elects to accept the bid of Durbin Bros., Eugene, in the sum of $211,888.50 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired.

"Construction of 39th Avenue Structure over Banfield Expressway in Portland in Multnomah County: The Commission elects to accept the bid of Lord Bros. Contractors, Portland, in the sum of $294,444 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Emerson Loop Oiling Project on the Emerson Loop County Road, about 10 miles south and east of The Dalles in Wasco County: The Commission elects to accept the bid of Babler Bros., Inc., Portland, in the sum of $56,792.50 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Wasco County is received and the sum of $12,800 is deposited by the County.

"Grading and oiling on the Baker Creek Section of the Scholls Secondary Highway southeast of Hillsboro in Washington County: The Commission awarded the contract to the low bidder, Birkemeier Construction Co., Milwaukie, at their bid price of $34,115.

"Construction of Service Creek Bridge over the John Day River at Service Creek on the Service Creek-Mitchell Highway in Wheeler County: The Commission awarded the contract to the low bidder, A. H. Saxton & Sons, Corvallis, at their bid price of $131,515."

Consideration was given by the Commission to the adoption of a working budget for the calendar year 1956. The Engineer presented a proposed budget for this purpose and explained details. He pointed out that the budget as prepared is for a total amount of $59,998,000 and includes the budgets for the Travel Information Department and the Parks Department. He recommended approval of the budget as submitted. The budget was carefully studied by the Commission, and as a result of discussion, the Commission unanimously adopted it as presented upon motion of Commissioner Reynolds which was seconded by Commissioner McIver.

(For details of the budget as approved see copy filed in the Secretary's Office under the heading "Highway Department's Budgets.)

The Chief Counsel reported orally on the case of Joe Harland vs. the State to stop construction on the proposed relocation of the Willamina-Salem Highway between Rickreall and Dolph Corner. Mr. Harland, he stated, seeks to stop acquisition of land for right of way, the award of the contract, and the spending of any money on the relocated route. A hearing was held on September 26 and evidence was presented on that day and on the 27th. On October 31, Judge Dobson considered further evidence and advised that more explanation was needed, particularly concerning how a "benefit quotient" was derived for this section of highway. He pointed out that the 45-day period in which to award the contract, on bids received at

the September meeting, will expire November 6, 1955. The immediate question, he said, is whether or not the Commission wishes to award the contract in view of the fact that Judge Dobson has not rendered a verdict and may or may not issue an injunction to stop further highway activities on this section.

Commissioner McIver expressed the thought that the contract should be awarded now because no condition of fact exists. Commissioner Reynolds expressed fear that awarding the contract now will create unnecessary complications.

The Engineer explained that there are two courses of action which may be taken, one to award the contract now, the other to wait until a decision has been rendered by the Judge. He pointed out that if the contract is awarded now, there is no possibility of the contractor performing any work until spring as the ground is too wet.

The thought was expressed by Commissioner McIver that many people are watching this case and the result could be that property owners will seek injunctions to stop other highway construction if this contract is not awarded now.

The Engineer expressed his concern over the seriousness of the situation, pointing out that if Mr. Harland is allowed the injunction this and similar practices can completely disrupt highway construction.

The Chief Counsel observed that if Judge Dobson finds that the route selected is not the most economical route and does not serve the best interests of the greatest number of people, then he may rule that the Commission acted in a capricious manner and grant the injunction on that basis. It was also his feeling that, even though the injunction is allowed, the Supreme Court would not uphold it. He recommended if the Commission wishes to award the contract, that the authority previously given to the Engineer to award the contract when certain conditions had been satisfied be confirmed.

Chairman Chandler stated that the Commission has already given the Engineer authority to award this contract and such authority has not been rescinded. It was his feeling that the contract should be awarded. Commissioners Reynolds and McIver concurred and it was so ordered.

Commissioner Reynolds inquired concerning the status of the Lostine by-pass route on the Wallowa Lake Highway in Wallowa County. The Deputy Engineer replied that this project will be included in the list of projects for consideration by the Commission when the next construction program is formulated.

Inquiry was also made by Commissioner Reynolds concerning the status of the new bridge across the Columbia River between Portland and Vancouver. The Engineer stated that no word had yet been received from the U. S. Army Engineers regarding cooperation from the Federal Govern-

ment in the cost to reconstruct the old bridge. The design for the new bridge, he stated, is complete and a model has been constructed; also, work is progressing in designing revisions to the existing bridge. The Chief Counsel commented that the Supreme Court of the State of Washington has not yet rendered an opinion in the matter.

Commissioner Reynolds inquired as to salient findings from the Malad (Idaho) Test Road Project. The Engineer mentioned a few of the outstanding findings, including the great advantage of oiled shoulders. The study, he stated, also confirmed that pavement distress increases as axle loads increase, and that 2" pavement is generally inadequate for ordinary loads whereas the 4" thickness serves very well. The expense of the test, he said, is well justified.

Commissioner Reynolds also inquired as to what progress is being made concerning the proposed bridge across the Columbia River at Biggs. The Engineer replied that he has an appointment with Washington authorities on November 6 to discuss the matter. It was his opinion that their estimate of potential traffic is too high.

The Commission resumed discussion of the eleven questions presented by the Astoria delegation earlier in the day concerning the proposed bridge across the Columbia River at Astoria. Each question was given careful consideration and answers, as follows, were unanimously approved:

Question No. 1. Are there any means available to the Highway Commission by which they could guarantee the toll revenues so that revenue bonds could be issued for the total project cost? Such a guarantee based on the Coverdale and Colpitts net toll revenue estimates would require underwriting approximately $795,000 the first year of bridge operation with progressively smaller annual amounts guaranteed for approximately 26 years.

Answer. While there may be legal means available, it is probable that additional legislation would be required, but, regardless of this situation, the Highway Commission advised that there is no money now available for this purpose.

Question 2. Referring to question No. 1, if some other agency assumed one-half the annual deficit each year for the 26 years, would the Highway Commission be in position to underwrite the other one-half?

Answer. No.

Question No. 3. If means are found to finance this bridge, would the Highway Commission be agreeable to construct, operate and maintain this project either solely or on a cooperative basis with the Washington Toll Bridge Authority or Washington Highway Commission?

Answer. The Commission believes that the financing authority should have the responsibility of constructing, operating, and maintaining the bridge.

Question No. 4. Would the Highway Commission be in position to assume all or a portion of the maintenance and/or operating costs of the bridge if it were constructed by some other agency?

Answer. No, not until it is a free bridge.

Question No. 5. Would this toll bridge be eligible for any federal highway aid funds allocated to your State for primary highways?

Answer. Probably yes, but the Commission further advised that the sum was too large to allot to this bridge without materially handicapping the rest of the state, since it would take nearly all of the primary funds, on the basis of present authorizations, for nearly two years.

Question No. 6. If above is not permissible at the present time but legislation is passed permitting it, to what amount would the Highway Commission be in a position to allocate funds to the construction of the bridge?

Answer. Unless legislation by Congress carried with it specific authorizations for this project, any allocation of funds could only be made at the expense of other needed projects in the state.

Question No. 7. If a Federal Interstate Highway Program is adopted by Congress, would the Highway Commission be in position to allot funds to the construction of the bridge in the amount of one-quarter or one-half the project construction cost?

Answer. The federal interstate highway system does not now include this bridge and it appears that it is quite unlikely that it ever will.

Question No. 8. In your opinion, are there any means at the Federal level where sufficient funds could be obtained to construct the bridge either in whole or in conjunction with revenue bond financing?

Answer. None known.

Question No. 9. All of the above questions assume that the Highway Commission is already empowered to participate in the manners indicated. Is State legislative action necessary for it to participate financially in any way in the construction, operation and/or maintenance of this proposed toll bridge?

Answer. Yes, it is believed that all the authority necessary is available, but it may be that some special feature would need to be covered, depending upon the nature of any future agreement.

Question No. 10. What suggestions do you have for solving the financial problems facing this project?

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Answer. None.

Question No. 11. Will the Highway Commission take leadership in cooperation with the Washington Toll Bridge Authority and/or Washington State Highway Commission in trying to solve the financial problems of this project?

Answer. No.

The Engineer was instructed to transmit the answers to the Port of Astoria in writing.

The Commission signed agreements, et cetera as follows:

"Bargain and Sale Deed" re selling riparian rights along the Willamette River in Oregon City to Crown Zellerbach Corporation for $10,000.

"Bargain and Sale Deed" re sale to Mr. and Mrs. Adolph J. Brunner of Lots 5 and 6, Block 2, Elizabeth Addition to Mill City, for consideration of $250.

"Lease for Land" with Robert W. Marcum covering 3,719 sq. ft. of excess right of way near Providence Hospital to be used for parking lot. Lease is for ten-year period with consideration of $125 per year.

"Indentures of Access" re changes in highway access points for the following:

a. Lloyd Corporation on Greggs Creek-Wedderburn Section of Oregon Coast Highway, Curry County.

b. Mr. and Mrs. Theodore Vernon Jones and Mr. and Mrs. George G. Rausch on Newport-Toledo Section of Corvallis-Newport Highway, Lincoln County.

c. Mr. and Mrs. Gerald W. Jenkins on Newport-Toledo Section of Corvallis-Newport Highway, Lincoln County.

d. Mr. and Mrs. T. W. Keto on Glendale-Wolf Creek Section of Pacific Highway, Josephine County.

e. Mr. and Mrs. Wilbur D. Converse on Glendale Junction-Wolf Creek Section of Pacific Highway, Josephine County.

f. Mr. and Mrs. William N. Grahame on Glendale Junction-Wolf Creek Section of Pacific Highway, Josephine County.

g. Mrs. Olive S. Kuhl on Glendale Junction-Wolf Creek Section of Pacific Highway, Josephine County.

Indentures of Access-Cont.

h. Mr. and Mrs. Walter Mosher on Glendale Junction-Wolf Creek Section of Pacific Highway, Josephine County.

i. Mr. and Mrs. Raymond H. Stevens on Greggs Creek-Wedderburn Section of Oregon Coast Highway, Curry County.

j. Mr. and Mrs. Everett Fry on Dayville-Mt. Vernon Section of John Day Highway, Grant County.

k. Mr. and Mrs. James G. Carlton on Glendale Junction-Wolf Creek Section of Pacific Highway, Josephine County.

l. Mr. and Mrs. Earl F. Wead on the Glendale Junction-Wolf Creek Section of Pacific Highway, Josephine County.

m. Mrs. Magdalena Krause on Onion Flat-Middleton Unit of the Tigard-Newberg Section of Pacific Highway West, Washington County.

"Easement" with the Portland General Electric Company and the Portland Traction Company granting the State an easement in connection with construction of the ramp at the east end of Ross Island Bridge on Pacific Highway East, Multnomah County.

"Grants of Access" for the following:

a. To Mr. and Mrs. W. J. Inman on Viento-Hood River Section of Columbia River Highway, Hood River County.

b. To Josephine County on Glendale Junction-Wolf Creek Section of Pacific Highway, Josephine County.

"Cooperative Agreement" re State assuming maintenance of the Clear Lake-Belknap Springs Road by adding it to the State Secondary System.

"Fifth Modification of Cooperative Agreement" with U. S. Bureau of Public Roads re the State assuming immediate maintenance of the 2.8 mile Forest Road Project on Willamette Highway just west of Oakridge.

"Letter" re approval of Forest Highway Program for 1957 fiscal year.

"Agreement" with Southern Pacific Company re installation of signals on Central Avenue in Sutherlin. State and Southern Pacific Company to contribute 50 per cent of installation cost with Southern Pacific Company to maintain the signals thereafter.

"Agreement and Approach Road Permit" with Oregon Game Commission permitting them to construct an approach road to the Sherars Bridge Secondary Highway at M.P. 8.34 in order to furnish access to property under their control for benefit of fishermen seeking access to Buck Hollow Creek and the Deschutes River.

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"Agreement" with O. W. R. & N. Company and U. P. Company covering temporary private road crossing of railroad at grade in Wallowa County.

"Maintenance & Finance Agreements" with Lake County covering the West Side-Dry Creek Section of FAS 407. (Authorized 10-28-54)

"Abandonment Agreement" with Lincoln County and City of Newport covering the Newport-Toledo Section of the Corvallis-Newport Highway in Lincoln County.

"Trust Agreement" with Bonneville Power Administration covering the reconstruction of Bonneville's transmission line facilities on the Meacham-Glover Section of the Old Oregon Trail in Umatilla County. (Authorized 9-22-55)

"Agreement" with City of Portland covering modernization of traffic signals within the limits of Portland on portions of S.E. McLoughlin Boulevard, E. Burnside Street, N.E. Sandy Boulevard, N.E. Union Avenue and N. Lombard Street. (Authorized 4-13-55)

"Supplemental Agreement" with Southern Pacific Company with reference to the Myrtle Creek Overcrossing on the revised location of the Pacific Highway. (Original Agreement 5-23-55)

"Bargain and Sale Deed" to Everett C. Heegard for a parcel of land on the Goshen-Divide Section of the Pacific Highway in Lane County. (Authorized 9-22-55)

"Agreement" with City of Lebanon covering the traffic signal installation on the Santiam Highway in Lebanon. (Authorized 6-30-55)

"Agreement" with the Southern Pacific Company relative to the Divide Overcrossing project made necessary by the revised location of the Pacific Highway in Lane County. (Bids received 9-22-55)

"Finance & Maintenance Agrements" with Wasco County covering the Emerson Loop Section of FAS 588. (Authorized 8-9-54)

"Bargain and Sale Deed" to the Union Pacific Railroad Company for a parcel of land on the T. H. Banfield Expressway in Multnomah County. (Authorized 9-22-55)

"Bargain and Sale Deed" to Robert V. Schreiner, et al. for a parcel of land on the Willamette R.-Hayesville Section of Portland-Salem Expressway in Marion County. (Authorized 9-22-55)

"Maintenance & Finance Agreements" with Curry County covering the Brookings-Morse Ranch Section of FAS 259.

"Agreement" with Southern Pacific Company covering an electric power line crossing under the Southern Pacific Company's tracks to serve the traffic signal installation at intersection of Stewart and Riverside Avenues in Medford.

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"Throughway Agreement" with City of Portland designating the Union Avenue-N.E. 42nd Avenue Section of the T. H. Banfield Expressway as a "Throughway" and providing for closure of certain streets.

"Agreement" with City of Portland covering the construction of a city street extending from the intersection of N. E. 39th Avenue with N. E. Senate Street to the intersection of N. E. 39th Avenue with N. E. Sandy Boulevard.

"Throughway Agreement" with Yamhill County covering the construction of the East Unit of the McMinnville Airport-Da yton Junction Section of the Three Mile Lane Highway.

"Abandonment Agreement" with Sherman County covering the abandonment of a portion of the Moro-Kent Section of the Sherman Highway.

"Agreement" with Central Electric Cooperative, Inc., re purchase of power and energy for radio communication center located on Grizzly Peak, approximately 18 miles northeast of Prineville.

"Agreement" with Wasco Electric Cooperative re construction of a remote-control repeater station on Wasco Butte, about six miles southwest of The Dalles.

"Abandonment Agreement" with Yamhill County in connection with the re-location of the McMinnville Airport-Dayton Junction Section of the Three Mile Lane Secondary Highway, and revisions on the Lafayette Secondary and Salem-Dayton Secondary Highways.

"Amendment No. 1 to Special Use Permit" re an amendment to Special Provision 19 on the Special Use Permit granting the state right of way through National Forest lands on Meacham-Hilgard Section of Old Oregon Trail, Umatilla County.

There being no further business to come before the Commission, the meeting was declared adjourned by Chairman Chandler at 4:15 p.m.

State Highway Engineer

Chairman

Commissioner

Secretary

Commissioner

November 4, 1955

EXHIBIT "A"

Minutes of November 3 and 4, 1955

RESOLUTION

WHEREAS, in connection with the future improvement of the highway herein designated, and for the convenience and benefit of the public, it is and has been necessary to acquire property for rights of way, quarry sites, gravel or other material sites, sites for the storage of materials, and properties for other purposes authorized by statute as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed,

NOW, THEREFORE BE IT RESOLVED that the following described properties are hereby declared to be necessary for State highway, park, and other uses under the jurisdiction of the Commission, and that the several options or bases of settlement hereinafter enumerated be, and the same hereby are approved and accepted, and that the attorney for the Commission be, and he hereby is, instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon, by and through its State Highway Commission. The said properties hereby ordered and authorized to be acquired are as follows:

WILLAMETTE RIVER - 42ND AVENUE - T. H. BANFIELD EXPRESSWAY

23857 Ross, George H. and Muriel E. (Grant)
Right of Way
Option expires April 3, 1956

Land, 520 sq. ft. + Damage, lump sum $1,200.00

Amount to be paid owners - chrg to Right of Way $1,200.00

Access controlled -

24140 Anderson, J. C. et al (Stuntz)
Right of Way for Detour

EXHIBIT "A" (Cont)

WILLAMETTE RIVER-42ND AVENUE-T. H. BANFIELD EXPRESSWAY (Cont)

24140 Anderson, J. C. et al (Cont)

Assignment of service station lease from 10-1-55 to 8-31-56	$ 1,075.00	
Pay to Clair E. Swan, Lessee - chrg to Right of Way		$ 1,075.00
Also the Highway Commission, as purchasers of lease, to pay lessor, J. C. Anderson $125 per month rental in advance and $1 for August, 1956		1,251.00
GRAND TOTAL for acquisition of lease and rental - chrg to Right of Way		$ 2,326.00

Confirmation of phone approval by Mr. McIver September 30, 1955.

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND-SALEM EXPRESSWAY

22019 Layton, Melvin and Marian L. (Smith)
Right of Way
Option expires March 27, 1956

Land, 45,738 sq. ft. at $0.65 per sq. ft.	$29,729.70	
Building and construction	62,330.00	
Machinery and equipment	55,242.15	
Less $300 as Grantor's share of 1955-56 taxes		$ 300.00
Net to be paid owners - chrg to Right of Way		$147,001.85
State to assume 1955-56 taxes, plus pro-rata of personal property taxes. Estimate		1,600.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$148,601.85

Grantor to have 3 months' free rental, after payment, plus privilege to rent 4 additional months at $807 per month.

Entire taking -

23267 McCurdy, Calvin E. and Inez M. (Smith)
Right of Way
Option expires April 2, 1956

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND-SALEM EXPRESSWAY (Cont)

23267 McCurdy, Calvin E. and Inez M. (Cont)

Land, 1,298 sq. ft. at $0.10 per sq. ft.	$1,130.00	
Damage	1,670.00	
Tax adjustment	50.00	
Amount to be paid owners - chrg to Right of Way		$ 2,850.00

THINGS TO BE DONE BY THE STATE

Replace grantor's 12' graveled surfaced roadway. Install 150' metal guard rail. Provide ingress and egress to grantors during and until construction is completed. Reconstruct the gas and water services, if severed. Maintain new driveway 3 years after construction. If State's right of way is needed for other purposes build another private roadway for grantor.

Access controlled -

22521 Multnomah County (Smith)
Right of Way
Option expires April 11, 1956

Land, 6,645 sq. ft. at $0.087+ per sq ft.	$ 580.00	
Land, 20,000 sq. ft. at $0.17 per sq. ft.	3,400.00	
Amount to be paid owner - chrg to Right of Way		$ 3,980.00

Entire taking -

21683 Oregon Electric Railroad Company (Smith)
Right of Way
Option expires November 15, 1955

Land, approx. 631,480 sq. ft. to be conveyed by Bargain & Sale Deed and Quitclaim Deed on approx. 239,895 sq. ft., lump sum	$90,000.00
Amount to be paid owner - chrg to Right of Way	$90,000.00

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND-SALEM EXPRESSWAY (Cont)

21683 Oregon Electric Railroad Company (Cont)

State to assume last half 1955-56 taxes. Estimate		$ 1,000.00
GRAND TOTAL (estimate) - chrg to Right of Way		$91,000.00

Approval subject to title being satisfactory to the State.

Entire taking -

24001 Kuhn, William C. et al (Smith)
Right of Way
Option expires February 24, 1956

Land, 8,850 sq. ft. at $0.15- per sq. ft.	$ 1,325.00	
House, 792 sq. ft. at $7.50 per sq. ft.	5,940.00	
Driveway, shrubs and walks	235.00	
Amount to be paid owners - chrg to Right of Way		$ 7,500.00
State to assume 1955-56 taxes. Estimate		150.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$ 7,650.00

Grantors to sign and return deed to the State within 5 days after receiving same, and to vacate 5 days after receiving full settlement, or enter into rental agreement.

Entire taking -

LAUREL HILL-STILL CREEK SECTION - MT. HOOD HIGHWAY

23903 West, Isham and Albertine (Stuntz)
Right of Way
Option expires April 5, 1956

0.34 acre, lump sum	$ 2,000.00	
House	3,400.00	
Amount to be paid owners - chrg to Right of Way		$ 5,400.00

EXHIBIT "A" (Cont)

LAUREL HILL-STILL CREEK SECTION - MT. HOOD HIGHWAY (Cont)

23903 West, Isham and Albertine (Cont)

Grantors to vacate 90 days from notice or rent from State.

Entire taking -

23905 Harris, E. Myrle and Genevieve et al (Stuntz)
Right of Way
Option expires March 29, 1956

0.65 acre, 100 front feet at $15 per front foot	$ 1,500.00	
Three cabins and owner's house	14,232.00	
Utility and sleeping room	1,248.00	
Woodshed and storage shed	918.00	
Graveled roads	102.00	
Amount to be paid owners - chrg to Right of Way		$18,000.00

Grantors to vacate 90 days from notice or enter into a rental agreement with the State.

THINGS TO BE DONE BY THE STATE

Construct an approach road to grantors' remaining property lying on the southerly side of new right of way approx. at Sta. 32+35.

Access controlled -

24020 Wilson, George C. et al (Stuntz)
Right of Way
Option expires March 18, 1956

Land, 17,563 sq. ft. at $0.074+ per sq. ft.	$ 1,300.00	
House, 360 sq. ft. at $3.00- per sq. ft.	1,050.00	
Amount to be paid owners - chrg to Right of Way		$ 2,350.00

Grantor to vacate 30 days from notice.

Entire taking -

EXHIBIT "A" (Cont)

LAUREL HILL-STILL CREEK SECTION - MT. HOOD HIGHWAY (Cont)

24021 Beckman, Gene H. and Mary Ann (Stuntz)
Right of Way
Option expires April 10, 1956

0.02 acre, lump sum $ 50.00

Amount to be paid owners - chrg to Right of Way $ 50.00

THINGS TO BE DONE BY THE STATE

Construct approach road at Sta. 29+87.5, south side.

Access controlled -

24023 Wilson, George C. et al (Stuntz)
Right of Way
Option expires March 29, 1956

1.1 acre, 240 front ft. at $16.67 per front foot $ 4,000.00

Amount to be paid owners - chrg to Right of Way $ 4,000.00

Grantor may remove gas tank and piping to same, within 90 days from notice or State to dispose of same.

Access controlled - none allowed -

24102 Bridwell, Walter and Mildred J. (Stuntz)
Right of Way
Option expires March 19, 1956

Lot, 75 x 150, 11,250 sq. ft. at $12 per front foot	$ 900.00
Partly finished foundation for house	150.00
Outhouse	50.00

Amount to be paid owners - chrg to Right of Way $ 1,100.00

Grantor to remove personal property 30 days from notice.

Entire taking -

EXHIBIT "A" (Cont)

LAUREL HILL-STILL CREEK SECTION - MT. HOOD HIGHWAY (Cont)

24188 Darr, Everett L. et al (Stuntz)
Right of Way
Option expires April 9, 1956

Land, 5,000 sq. ft. at $0.06 per sq. ft.	$ 300.00	
Land, 5,000 sq. ft. at $0.05 per sq. ft.	250.00	
Amount to be paid owners - chrg to Right of Way		$ 550.00

Entire taking -

24022 Underdahl, Leif and Patricia C. (Stuntz)
Right of Way
Option expires April 4, 1956

0.01 acre, lump sum	$ 25.00	
Amount to be paid owners - chrg to Right of Way		$ 25.00

THINGS TO BE DONE BY THE STATE

Construct road approach easterly lot line at approximately Sta. 30+17.5.

Access reserved at Sta. 30+17.5 on southerly side for private residential use, 25' in width.

Access controlled -

23907 Darr, Everett L. and Ida M. (Stuntz)
Right of Way
Option expires April 10, 1956

1.64 acres at $1,738 per acre	$2,850.00	
2.31 acres, lump sum	2,000.00	
Timber (2,340 sq. ft. gratis)	516.00	
Amount to be paid owners - chrg to Right of Way		$ 5,366.00
State to assume 1955-56 taxes. Estimate		54.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$ 5,420.00

EXHIBIT "A" (Cont)

LAUREL HILL-STILL CREEK SECTION - MT. HOOD HIGHWAY (Cont)

23907 Darr, Everett L. and Ida M. (Cont)

THINGS TO BE DONE BY THE STATE

Construct approach roads both sides of hwy. at approx. Eng. Sta. 43+25 and 72+08 south side and 72+50 north side, but not obligated to at 34+37, also construct approach road at Sta. 40+58 south side. Arrange to continue existing flow of water at Sta. 62+50 to existing channel southerly of Sta. 65+00.

Access: 34+37, south side; 72+08, south side; 72+50 north side; 40+58 south side, private residential and 43+25, both sides 60' wide private residential and passage of public for skiing purposes.

Access controlled -

24027 Weigand, John R. and Joan E. (Stuntz)
Right of Way
Option expires April 15, 1956

Lot, 50 x 100, 5,000 sq. ft., lump sum	$ 350.00	
Allowance for moving house (Burt bid)	3,336.00	
Amount to be paid owners - chrg to Right of Way (if grantors move)		$3,686.00
State shall pay $164, additional, for complete title		164.00
GRAND TOTAL if owner does not remove house within 30 days		$3,850.00

If grantor does not move house possession to be 90 days after notice.

Entire taking -

24029 Karp, Majean McCune and Raymond G. (Stuntz)
Right of Way
Option expires April 17, 1956

Land, 60 x 130, 7,800 sq. ft., lump sum	$ 300.00	
Amount to be paid owners - chrg to Right of Way		$ 300.00

Entire taking -

EXHIBIT "A" (Cont)

LAUREL HILL-STILL CREEK SECTION - MT. HOOD HIGHWAY (Cont)

24028 Volpel, Laura B. (Stuntz)
Right of Way
Option expires April 20, 1956

Land, 60 x 130, 7,800 sq. ft., lump sum	$ 300.00	
House, 576 sq. ft. at $4- per sq. ft.	2,300.00	
Amount to be paid owner - chrg to Right of Way		$2,600.00

Grantor to vacate 30 days from notice.

Entire taking -

WASHINGTON COUNTY LINE-HILLSDALE SECTION - BEAVERTON-HILLSDALE HIGHWAY

23162 Semensa, Kate et al (Smith)
Right of Way
Option expires March 13, 1956

0.045 acre, including damages, if any. Lump Sum	$ 300.00	
Amount to be paid owners - chrg to Right of Way		$ 300.00
State to assume 1955-56 taxes. Estimate		3.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$ 303.00

Access not controlled -

23184 McPherson, Alex and Josephine A. (Black)
Right of Way
Option expires March 26, 1956

Land, 6,576 sq. ft. at $0.06 per sq. ft.	$ 394.56	
House, 856 sq. ft. at $6.25+ per sq. ft.	5,350.00	
Yard improvements, septic tank and field	505.44	
Amount to be paid owners - chrg to Right of Way		$6,250.00

EXHIBIT "A" (Cont)

WASHINGTON COUNTY LINE-HILLSDALE SECTION - BEAVERTON-HILLSDALE HIGHWAY (Cont)

23184 McPherson, Alex and Josephine A. (Cont)

State to assume 1955-56 taxes. Estimate $ 65.00

GRAND TOTAL (Estimate) - chrg to Right of Way $6,315.00

Grantor to give possession 30 days from notice.

Access not controlled -

23192 Flabetich, Edward J. and Constance A. (Black)
Right of Way and Channel Change Easement
Option expires March 26, 1956

.096 acre (.046 acre, fee title - .05 acre, easement) Lump sum $ 150.00

Amount to be paid owners - chrg to Right of Way $ 150.00

Access not controlled -

23198 Whaley, Vida M. (Black)
Right of Way and Channel Change
Option expires April 4, 1956

.074 acre, lump sum $ 400.00

Amount to be paid owner - chrg to Right of Way $ 400.00

Access not controlled -

23642 Lockwood, Milton C. and Esther Williams (Smith)
Slope Easement
Option expires April 5, 1956

0.011+ acre, easement, and damages, lump sum $ 300.00

Amount to be paid owners - chrg to Right of Way $ 300.00

Grantor to remove existing steps within 5 days from notice or State to move same without claim of damage. Grantor may reconstruct steps and may landscape slope, per restrictions. Grantor retains present rights of access.

EXHIBIT "A" (Cont)

WASHINGTON COUNTY LINE-HILLSDALE SECTION - BEAVERTON-HILLSDALE HIGHWAY (Cont)

23642 Lockwood, Milton C. and Esther Williams (Cont)

Access not controlled -

23161 Woolley, Harold E. and Dorthy R. (Grant)
Right of Way
Option expires March 20, 1956

1,960 sq. ft. at $0.15+ per sq. ft., land.	$ 300.00	
Damage	200.00	
Amount to be paid owners - chrg to Right of Way		$ 500.00

Access not controlled -

23182 Condit, R. R. et al (Black)
Right of Way and Channel Change
Option expires April 9, 1956

0.17 acre at $3,500 per acre	$ 595.00	
0.27 acre, easement, lump sum	130.00	
Amount to be paid owners - chrg to Right of Way		$ 725.00

Access not controlled -

23209 Abplanalp, Otto et al (Black)
Right of Way
Option expires April 17, 1956

Land, 10,542 sq. ft. at $0.10 per sq. ft.	$1,054.20	
Yard improvements	205.80	
Amount to be paid owners - chrg to Right of Way		$1,260.00

Access not controlled -

23158 Yost, George S. and Helen F. (Grant)
Right of Way
Option expires April 11, 1956

EXHIBIT "A" (Cont)

WASHINGTON COUNTY LINE-HILLSDALE SECTION - BEAVERTON-HILLSDALE HIGHWAY (Cont)

23158 Yost, George S. and Helen F. (Cont)

Land, 3,397 sq. ft. at $0.0478 per sq. ft.	$ 162.37	
Trees, shrubs, lawn, etc.	901.63	
Damage	4,936.00	
Amount to be paid owners - chrg to Right of Way		$6,000.00

Grantor to remove all trees and shrubs by Dec. 1, 1955, or they become property of the State.

Access not controlled -

23177 Multnomah County (Smith)
Right of Way
Option expires April 11, 1956

Land, 4,580 sq. ft. at $0.02+ per sq. ft.	$ 100.00	
Land, 1,481 sq. ft. at $0.06+ per sq. ft.	90.00	
Damage	160.00	
Amount to be paid owners - chrg to Right of Way		$ 350.00

Access not controlled -

23205 Jacobs, Arnold J. and Hilda (Black)
Right of Way
Option expires April 9, 1956

0.284 acre, lump sum	$1,400.00	
Damages, lump sum	650.00	
Amount to be paid owners - chrg to Right of Way		$2,050.00

Access not controlled -

23196 Collier, Clyde H. and Lillie (Black)
Channel Change and Right of Way
Option expires April 2, 1956

.168 acre, lump sum	$ 500.00	

EXHIBIT "A" (Cont)

WASHINGTON COUNTY LINE-HILLSDALE SECTION - BEAVERTON-HILLSDALE HIGHWAY (Cont)

23196 Collier, Clyde H. and Lillie (Cont)

Amount to be paid owners - chrg to Right of Way		$ 500.00

Access not controlled -

23206 Dimbat, Otto et al (Black)
Right of Way
Option expires April 2, 1956

Land, 6,969 sq. ft. at $0.07 per sq. ft.	$ 487.83	
House, 1,154 sq. ft. at $6 per sq. ft.	6,924.00	
Porch, 200 sq. ft. at $2 per sq. ft.	400.00	
Garage, 194 sq. ft. at $0.50 per sq. ft.	97.00	
Yard improvements, lump sum	255.17	
Damage, lump sum	236.00	
Amount to be paid owners - chrg to Right of Way		$8,400.00
State to assume 1955-56 taxes. Estimate		84.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$8,484.00

Grantor to give possession 30 days from notice, if paid.
Grantor to allow State or any person holding under them to enter upon private property for purpose of wrecking or removing garage building.

Access not controlled -

23641 Moody, Fronia and Fred Semler (Smith)
Right of Way
Option expires April 10, 1956

Three lots (approx. 26,400 sq. ft.) at $0.076+/sq. ft.	$2,000.00	
State to pay Fronia Moody		$1,900.00
State to pay Fred Semler		100.00
		$2,000.00

EXHIBIT "A" (Cont)

WASHINGTON COUNTY LINE-HILLSDALE SECTION - BEAVERTON-HILLSDALE HIGHWAY (Cont)

23641 Moody, Fronia and Fred Semler (Cont)

State to assume 7/12 of 1955-56 taxes - Estimate $ 14.00

GRAND TOTAL (Estimate) - chrg to Right of Way $2,014.00

Entire taking -

23628 Olson, Leonard and Audrey (Grant)
Right of Way
Option expires April 4, 1956

0.065 acre at $15,384+ per acre	$1,000.00
Damage	5,500.00

Amount to be paid owners - chrg to Right of Way $6,500.00

Grantor to remove all trees and shrubs by December 1, 1955 or they become property of State.

Access not controlled -

23632 Elsy, Walter Stanley and Mariette D. (Grant)
Right of Way
Option expires April 4, 1956

Land, 1,568 sq. ft. at $0.63+ per sq. ft.	$1,000.00
Damage	600.00

Amount to be paid owners - chrg to Right of Way $1,600.00

Grantor to remove all trees and shrubs by December 1, 1955, or they become property of State.

THINGS TO BE DONE BY THE STATE

Blacktop driveway from right of way line to pavement.

Access not controlled -

23640 Kauffman, Robert J. and Dolores (Smith)
Right of Way (slope easement)
Option expires April 4, 1956

EXHIBIT "A" (Cont)

WASHINGTON COUNTY LINE-HILLSDALE SECTION - BEAVERTON-HILLSDALE HIGHWAY (Cont)

23640 Kauffman, Robert J. and Dolores (Cont)

Slope easement on 0.006 acre and damages, lump sum $4,000.00

Amount to be paid owners - chrg to Right of Way $4,000.00

Grantors to sign and return to State an easement within 5 days after receiving same.
Access restriction clause to become effective 60 days after contract let.

Vehicular access controlled -

HILLSBORO-ONE WAY STREET SECTION - TUALATIN VALLEY HIGHWAY

23842 Morley, Millard E. and Louise A. (Black)
Right of Way
Option expires February 28, 1956

Land, 350 sq. ft., lump sum $ 100.00

Amount to be paid owners - chrg to Right of Way $ 100.00

Access not controlled -

23844 Delepine, Josephine Jane (Black)
Right of Way
Option expires March 29, 1956

Land, 900 sq. ft. at $0.10 per sq. ft. $ 90.00

Amount to be paid owners - chrg to Right of Way $ 90.00

Access not controlled -

23847 Carver, E. D. and Geno G. (Black)
Right of Way
Option expires March 25, 1956

Land, 2,650 sq. ft., lump sum $ 280.00

Amount to be paid owners - chrg to Right of Way $ 280.00

Access not controlled -

EXHIBIT "A" (Cont)

HILLSBORO-ONE WAY STREET SECTION - TUALATIN VALLEY HIGHWAY (Cont)

23849 Kummer, H. N. and Juanita (Black)
Right of Way
Option expires February 28, 1956

Land, .06 acre at $350 per acre	$ 21.00	
Rental loss, 1 yr. at $60 per year	60.00	
Amount to be paid owners - chrg to Right of Way		$ 81.00

Grantor to remove sign from right of way 60 days from notice of acceptance.

THINGS TO BE DONE BY THE STATE

Move water meter and fire hydrant.

Access not controlled -

23910 Vanderzanden, Clarence J. et al (Black)
Right of Way
Option expires March 15, 1956

Land, 1,100 sq. ft. at $0.10 per sq. ft.	$ 110.00	
Allowance for moving shed, lump sum	290.00	
Amount to be paid owners - chrg to Right of Way		$ 400.00

Grantor to remove building from right of way 30 days from notice of acceptance.

Access not controlled -

23845 Joos, William O. and Edith B. (Black)
Right of Way
Option expires November 4, 1955

1.74 acre at $1,200 per acre	$2,088.00	
Amount to be paid owners - chrg to Right of Way		$2,088.00

Access not controlled -

EXHIBIT "A" (Cont)

HILLSBORO-ONE WAY STREET SECTION - TUALATIN VALLEY HIGHWAY (Cont)

23846 Peavey, Walter L. et al (Black)
Right of Way
Option expires April 4, 1956

Land, 2,650 sq. ft. at $0.10 per sq. ft. $ 265.00

Amount to be paid owners - chrg to Right of Way $ 265.00

Access not controlled -

McMINNVILLE AIRPORT-DAYTON JUNCTION SECTION - THREE MILE LANE HIGHWAY

23407 Wahl, Carl H. and Ida M. (Harrington)
Right of Way
Option expires April 5, 1956

0.15 acre, lump sum $ 75.00

Amount to be paid owners - chrg to Right of Way $ 75.00

Access reserved at Engineer's Sta. 153+09, northerly.

THINGS TO BE DONE BY THE STATE

Fence right of way.

Access controlled -

23408 City of McMinnville (Harrington)
Right of Way
Option expires April 3, 1956

1.48 acre, lump sum $ 300.00

Amount to be paid owner - chrg to Right of Way $ 300.00

THINGS TO BE DONE BY THE STATE

Construct fence along right of way.
Reconstruct approach to field on westerly side and approx. opp. Eng. Sta. 168+00, north side.

Access controlled - none allowed -

EXHIBIT "A" (Cont)

McMINNVILLE AIRPORT-DAYTON JUNCTION SECTION - THREE MILE LANE HIGHWAY (Cont)

23431 Randall, Joseph M. (Gemmell)
Right of Way
Option expires March 22, 1956

0.4 acre, lump sum $ 500.00

Amount to be paid owner - chrg to Right of Way $ 500.00

THINGS TO BE DONE BY THE STATE

Fence right of way.

Access controlled - none allowed -

23418 Hodge, R. S. and Rose (Harrington)
Right of Way
Option expires April 16, 1956

4.04 acres at $300- per acre	$1,200.00
Damage	550.00

Amount to be paid owners - chrg to Right of Way $1,750.00

State to assume last half of 1955-56 taxes. Estimate 9.00

GRAND TOTAL (Estimate) - chrg to Right of Way $1,759.00

THINGS TO BE DONE BY THE STATE

Construct fencing along right of way.

Access controlled - none allowed -

23440 Alderman, L. R. and Lola L. (Gemmell)
Right of Way
Option expires April 19, 1956

0.13 acre, lump sum $ 50.00

Amount to be paid owners - chrg to Right of Way $ 50.00

Access controlled - none allowed -

EXHIBIT "A" (Cont)

McMINNVILLE AIRPORT-DAYTON JUNCTION SECTION - THREE MILE LANE HIGHWAY (Cont)

23420 Willard, Byron et al (Gemmell)
Right of Way
Option expires April 23, 1956

0.02 acre, lump sum	$ 20.00
Amount to be paid owners - chrg to Right of Way	$ 20.00

THINGS TO BE DONE BY THE STATE

Fence right of way.

Access controlled - none allowed -

TILLAMOOK-DONALDSON CREEK SECTION - WILSON RIVER HIGHWAY

15758 Weller, Harry A. and Bernice F. (Benner)
Right of Way
Option expires March 29, 1956

Parcel 1, 0.10 acre, 4,356 sq. ft. at $0.25 per sq. ft.	$1,089.00
Parcel 2 & 3, 0.7 acre at $3,730 per acre	2,611.00
Bal. Parc. 2 in city limits, 1.26 acre at $5,000 per acre.	6,300.00
Allowance to clear house from right of way	1,987.00
Damage	613.00
Amount to be paid owners - chrg to Right of Way	$12,600.00

Grantor to clear house from right of way at Sta. 22+00 by January 1, 1956; otherwise it becomes property of State Highway Commission.

THINGS TO BE DONE BY THE STATE

Re-establish 14' driveway at Eng. Sta. 21+50, and connect same to Grantor's present road at Sta. 22+50, said connection to be on Grantor's property near northerly right of way line.
Access 25' in width, Sta. 21+50 and 15+42.91 north side of hwy.

Access controlled -

EXHIBIT "A" (Cont)

TILLAMOOK-DONALDSON CREEK SECTION - WILSON RIVER HIGHWAY (Cont)

23485 Haberlach, Amanda T. (Benner)
Right of Way
Option expires March 27, 1956

Land, 3,269 sq. ft., lump sum	$9,000.00	
Amount to be paid owner - chrg to Right of Way		$9,000.00

Grantor to remove garage from right of way before January 1, 1956.

Access not controlled -

23489 Foland, G. H. and Lucy (Benner)
Right of Way
Option expires March 28, 1956

Land, 50 sq. ft., lump sum	$ 25.00	
Amount to be paid owners - chrg to Right of Way		$ 25.00

Access not controlled -

23490 Nelson, H. J. and Edith A. (Benner)
Right of Way
Option expires April 4, 1956

Land, 5,400 sq. ft. at $0.50 per sq. ft.	$2,700.00	
House, 6 rm., 800 sq. ft. at $7.25 per sq. ft.	5,800.00	
Shrubs, lawn and landscaping	500.00	
Garage, 12' x 20', attached to house	1,000.00	
Amount to be paid owners - chrg to Right of Way		$10,000.00
State to assume 1955-56 taxes. Estimate		200.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$10,200.00

State to have possession of residence on or before Jan. 1, 1956.

Entire taking -

EXHIBIT "A" (Cont)

TILLAMOOK-DONALDSON CREEK SECTION - WILSON RIVER HIGHWAY (Cont)

23462 Nelson, Edith A. and H. J. (Benner)
Right of Way
Option expires April 4, 1956

.018 acre (784 sq. ft.), inc. portion surfaced with 6" reinforced concrete, at $1.75- per sq. ft.	$1,368.00	
Allowance to clear 10' x 55' accessory & supply bldg., re-est. all pumps, tanks, connections and service equip. off right of way before Dec. 1, 1955.	5,632.00	
Amount to be paid owners - chrg to Right of Way		$7,000.00

Grantor to remove from right of way that portion of service station bldg. extending thereon, and other equip. by Dec. 1, 1955.

THINGS TO BE DONE BY THE STATE

Reconstruct 40' concrete driveway at Eng. Sta. 0+80 and re-establish entrances on Main St. side of property if disturbed by construction.

Access not controlled -

23504 Mills, Myrtle O. et al (Benner)
Right of Way
Option expires April 17, 1956

7.691 acres at $1,000 per acre	$7,691.00	
Amount to be paid owners - chrg to Right of Way		$7,691.00
State to assume 1955-56 taxes. Estimate		77.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$7,768.00

Access controlled - none allowed -

23502 Schimming, John and Ozella L. (Benner)
Right of Way
Option expires April 11, 1956

EXHIBIT "A" (Cont)

TILLAMOOK-DONALDSON CREEK SECTION - WILSON RIVER HIGHWAY (Cont)

23502 Schimming, John and Ozella L. (Cont)

7.69 acres at $1,000 per acre	$7,690.00	
102 rods fencing at $5 per rod	510.00	
Amount to be paid owners - chrg to Right of Way		$8,200.00
State to assume 1955-56 taxes. Estimate		82.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$8,282.00

Grantor to build fence, and allowance to be withheld until constructed.

Access controlled - none allowed -

SALEM-STOUT CREEK SECTION - NORTH SANTIAM HIGHWAY

22650 Silbernagel, Edmund and Rufina (Gemmell)
Right of Way
Option expires April 4, 1956

10.00 acres at $225 per acre	$2,250.00	
70 rods fencing at $4 per rod	280.00	
Severance damage	500.00	
Amount to be paid owners - chrg to Right of Way		$3,030.00

Grantor to construct fence southerly side of right of way approx. 150' southerly of c/l between relocated creek and hwy.; has same access to creek as now possesses or obtains; has right to use structure which carries creek under hwy. for stock pass; has 60 days from notice to remove timber.

THINGS TO BE DONE BY THE STATE

Fence northerly right of way between relocated creek and hwy.; install 16 foot gate at northerly approach; construct approaches from right of way lines to hwy.; fence north right of way to the structure.

Access southerly side. (Farm crossing 941+75)

Access controlled -

EXHIBIT "A" (Cont)

SALEM-STOUT CREEK SECTION - NORTH SANTIAM HIGHWAY (Cont)

22639 Pepperling, Alvin L. and Jeanette Jane (Gemmell)
Right of Way
Option expires April 23, 1956

4.7 acres at $200 per acre	$ 940.00	
Moving allowance, house, 900 sq. ft.	1,590.00	
Fruit house, concrete block, moving allowance	600.00	
Spring	250.00	
30 rods fencing at $4 per rod	120.00	
Damage	500.00	
Amount to be paid owners - chrg to Right of Way		$4,000.00

Grantor to fence existing relocated right of way.
Grantor to remove structures prior to Jan. 1, 1956

THINGS TO BE DONE BY THE STATE

Fence new hwy. right of way.

Access controlled - none allowed -

CROW-GILLESPIE CORNERS SECTION - TERRITORIAL HIGHWAY

24014 Miller, Herbert E. et al (Reeder)
Right of Way
Option expires March 27, 1956

0.21 acres at $150 per acre	$ 31.50	
20 rods fencing at $3 per rod	60.00	
Amount to be paid owners - chrg to Right of Way		$ 91.50

Grantors to construct necessary fencing.

Access not controlled -

COAST FORK-WILLAMETTE RIVER - DIVIDE UNIT-GOSHEN-DIVIDE SECTION - PACIFIC HIGHWAY

24127 Hull, Juliet E. (Morgan)
Borrow Pit
Option expires March 28, 1956

EXHIBIT "A" (Cont)

COAST FORK-WILLAMETTE RIVER-DIVIDE UNIT-GOSHEN-DIVIDE SECTION - PACIFIC HIGHWAY (Cont)

24127 Hull, Juliet E. (Cont)

3.48 acres, lump sum	$1,000.00	
Amount to be paid owner - chrg to Gravel Pit		$1,000.00

THINGS TO BE DONE BY THE STATE

Fence east side.

ANLAUF-ELKHEAD ROAD SECTION - PACIFIC HIGHWAY

24134 Hardy, Gertrude E. (Norlin)
In lieu of granting access

30 acres at $33+ per acre	$1,000.00	
Amount to be paid owner - chrg to Right of Way		$1,000.00

No access allowed in previous acquisition approved July 11, 1952 by Highway Commission.

Access controlled -

UMPQUA BEND-SOUTH UMPQUA RIVER UNIT-MYRTLE CREEK-CANYONVILLE SECTION - PACIFIC HIGHWAY

23737 Hanna Coal and Ore Corporation (Hill)
Right of Way
Option expires March 14, 1956

0.03 acre, lump sum	$ 25.00	
Amount to be paid owner - chrg to Right of Way		$ 25.00

Access controlled - none allowed -

23778 Bronson, Thomas L. and Laura L. (Morgan)
Right of Way
Option expires April 6, 1956

0.37 acre, lump sum	$ 200.00
Damage	400.00

EXHIBIT "A" (Cont)

UMPQUA BEND-SOUTH UMPQUA RIVER UNIT-MYRTLE CREEK-CANYONVILLE SECTION - PACIFIC HIGHWAY (Cont)

23778 Bronson, Thomas L. and Laura L. (Cont)

Amount to be paid owner - chrg to Right of Way $ 600.00

THINGS TO BE DONE BY THE STATE

Construct road approach to frontage road.

Access controlled -

23781 Thompson, Horace F. and Velma M. (Morgan)
Right of Way
Option expires April 5, 1956

0.03 acre	$ 50.00
Damage	75.00

Amount to be paid owners - chrg to Right of Way $ 125.00

Access controlled -

23782 Browning, Mark J. and Dortha B. (Morgan)
Right of Way
Option expires April 5, 1956

0.02 acre, lump sum	$ 50.00
Damage	400.00

Amount to be paid owners - chrg to Right of Way $ 450.00

Access controlled -

JUMP OFF JOE CREEK-GRANTS PASS SECTION - PACIFIC HIGHWAY

23318 House, M. L. and Iva L. (Holt)
Right of Way
Option expires February 23, 1956

1 acre, homesite	$1,500.00
5.79 acres at $1,200+ per acre	6,950.00
House, 1,100 sq. ft. at $7 per sq. ft.	7,700.00
Garage, 720 sq. ft. at $0.55+ per sq. ft.	400.00

EXHIBIT "A" (Cont)

JUMP OFF JOE CREEK-GRANTS PASS SECTION-PACIFIC HIGHWAY (Cont)

23318 House, M. L. and Iva L. (Cont)

Barn, 1,560 sq. ft. at $0.50 per sq. ft.	$ 780.00	
Loafing barn and milk house	1,130.00	
Well, pump and pumphouse	540.00	
Amount to be paid owners - chrg to Right of Way		$19,000.00

Grantor to vacate 60 days from acceptance.

Entire taking -

NORTHBOUND ROUTE IN ASHLAND SECTION - PACIFIC HIGHWAY

23246 Murphy, Roy and Leona (Hill)
Right of Way
Option expires April 3, 1956

Lot, 3,500 sq. ft. at $0.60 per sq. ft.	$ 2,100.00	
House, 1,000 sq. ft. at $6 per sq. ft.	6,000.00	
Garage	100.00	
Trees and shrubbery	100.00	
Amount to be paid owners - chrg to Right of Way		$ 8,300.00
State to assume 1955-56 taxes. Estimate		166.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$ 8,466.00

Grantors to vacate 60 days after approval.

Entire taking -

23260 Schmoe, Edward B. and Virgil (Hill)
Right of Way
Option expires November 15, 1955

Lot, 75 x 142, 10,650 sq. ft. at $0.50 per sq. ft.	$ 5,000.00
House, 2,260 sq. ft., lump sum	4,500.00
(Garage, woodshed & chicken house, no value)	

EXHIBIT "A" (Cont)

NORTHBOUND ROUTE IN ASHLAND SECTION-PACIFIC HIGHWAY (Cont)

23260 Schmoe, Edward B. and Virgil (Cont)

Amount to be paid owners - chrg to Right of Way		$ 9,500.00
State to assume 1955-56 taxes. Estimate		200.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$ 9,700.00

Property to be vacated 30 days after approval.

Entire taking -

23264 Hodgen, Philip A. and Susie M. (Hill)
Right of Way
Option expires April 18, 1956

Lot, 113' x 50', 5,650 sq. ft.	$ 5,200.00	
Duplex, approx. 1,561 sq. ft. at $7.68+ per sq. ft.	12,000.00	
Garage and shop, lump sum	800.00	
Amount to be paid owners - chrg to Right of Way		$18,000.00
State to assume 1955-56 taxes. Estimate		360.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$18,360.00

Property to be vacated 60 days from approval.

Entire taking -

23256 Martin, W. O. and Delta (Hill)
Right of Way
Option expires March 27, 1956

Lot 50 x 142, 7,100 sq. ft. at $0.50- per sq. ft.	$ 3,500.00	
House, 1,240 sq. ft. at $5.25- per sq. ft.	6,500.00	
Two garages, lump sum	400.00	
Shrubbery and trees, lump sum	100.00	
Amount to be paid owners - chrg to Right of Way		$10,500.00
State to assume 1955-56 taxes. Estimate		210.00

EXHIBIT "A" (Cont)

NORTHBOUND ROUTE IN ASHLAND SECTION-PACIFIC HIGHWAY (Cont)

23256 Martin, W. O. and Delta (Cont)

GRAND TOTAL (Estimate) - chrg to Right of Way $10,710.00

Grantors to vacate 60 days from approval.
Grantors may remove Holly tree 60 days from approval.

Entire taking -

23243 Moeller, Joan (Hill)
Right of Way
Option expires April 3, 1956

Lot, 4,250 sq. ft. at $0.50- per sq. ft.	$2,100.00	
House, 1,080 sq. ft.	9,400.00	
Amount to be paid owners - chrg to Right of Way		$11,500.00
State to assume 1955-56 taxes. Estimate		230.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$11,730.00

Grantor to vacate 45 days from approval.

Entire taking -

WILDERVILLE-JEROME PRAIRIE UNIT - HAYES HILL-GRANTS PASS SECTION - REDWOOD HIGHWAY

23719 Robinson, Everett E. and Marion C. (Hill)
Right of Way
Option expires April 10, 1956

0.26 acres, lump sum	$ 100.00	
Amount to be paid owners - chrg to Right of Way		$ 100.00

THINGS TO BE DONE BY THE STATE

Construct approach at Eng. Sta. 471+00.
Access 471+00, southerly, private residential use, only.

Access controlled -

EXHIBIT "A" (Cont)

COQUILLE-RINK CREEK SECTION - COOS BAY-ROSEBURG HIGHWAY

24048 Mehl, W. G. and Louise H. (Holt)
Right of Way
Option expires April 10, 1956

.3 acre, homesite	$1,500.00	
House, 700 sq. ft. at $5 per sq. ft.	3,500.00	
Damage	1,000.00	
Amount to be paid owners - chrg to Right of Way		$6,000.00

Grantor to vacate 30 days from date of acceptance.

Access not controlled -

24051 Walker, E. A. et al (Holt)
Right of Way
Option expires April 11, 1956

.009 acres, lump sum	$ 75.00	
Amount to be paid owners - chrg to Right of Way		$ 75.00

Access not controlled -

24055 Martin, Clinton C. and Elpha B. (Holt)
Right of Way
Option expires April 12, 1956

.18 acres, lump sum	$ 500.00	
Damage	1,000.00	
Amount to be paid owners - chrg to Right of Way		$1,500.00

THINGS TO BE DONE BY THE STATE

Reconstruct existing approaches to frontage road.

Access controlled except to frontage road -

24068 Iverson, Frank M. (Morgan)
Right of Way
Option expires April 10, 1956

EXHIBIT "A" (Cont)

COQUILLE-RINK CREEK SECTION - COOS BAY-ROSEBURG HIGHWAY (Cont)

24068 Iverson, Frank M. (Cont)

0.55 acre, lump sum	$ 200.00	
29 rods fencing at $4 per rod	116.00	
Amount to be paid owners - chrg to Right of Way		$ 316.00

Grantor to have unrestricted access from rem. property to old hwy.

Access controlled -

24053 Sandine, I. Edward and Gertrude E. Ulett (Holt)
Right of Way
Option expires April 18, 1956

Land, 13,068 sq. ft. at $0.075 per sq. ft.	$1,000.00	
Damage	500.00	
Amount to be paid owners - chrg to Right of Way		$1,500.00

THINGS TO BE DONE BY THE STATE

Connect existing approach to frontage road.
Build frontage road East side.

Access controlled - none allowed except to frontage road -

24056 Leneve, Ralph H. and Frona D. (Holt)
Right of Way
Option expires April 17, 1956

Land, 15,246 sq. ft. at $0.10- per sq. ft.	$1,500.00	
Damage	1,000.00	
Amount to be paid owners - chrg to Right of Way		$2,500.00

THINGS TO BE DONE BY THE STATE

Build frontage road East side.
Connect existing approach to frontage road.

Access controlled - none allowed except to frontage road -

EXHIBIT "A" (Cont)

MORO-GRASS VALLEY SECTION - SHERMAN HIGHWAY

24083 Arstill, A. H. (Bucknum)
Right of Way
Option expires April 4, 1956

.007 acre, lump sum $ 25.00

Amount to be paid owner - chrg to Right of Way $ 25.00

Access point at Sta. 477+22, southeast side, 25' wide.

Access controlled -

24090 Dyer, Zella E. (Bucknum)
Right of Way
Option expires April 4, 1956

.05 acre, lump sum $ 25.00

Amount to be paid owner - chrg to Right of Way $ 25.00

Access at Hwy. Engineer's Sta. 478+85 N.W. side of hwy., 25' wide.

Access controlled -

23872 Eva, Mary Johnson (Bucknum)
Right of Way
Option expires April 18, 1956

0.25 acre, lump sum $ 25.00

Amount to be paid owner - chrg to Right of Way $ 25.00

THINGS TO BE DONE BY THE STATE

Construct approach on westerly side at Sta. 529+75.
Not to alter creek crossing west of Sta. 554+40.
Construct approach west of Sta. 554+40, if hwy. construction done at this point.
Access: 529+75, and 554+40, West side, 25' wide, for private residential and farm use from grantor's remaining land, only.

Access controlled -

EXHIBIT "A" (Cont)

MORO-GRASS VALLEY SECTION - SHERMAN HIGHWAY (Cont)

23871 McKean, Kenneth and Velma (Bucknum)
Right of Way
Option expires March 18, 1956

11.29 acres cult. wheat land, at $200 per acre	$2,258.00
.928 acre pasture at $50 per acre	46.40
460 rods fencing at $3 per rod	1,380.00
Severance damage	1,150.00

Amount to be paid owners - chrg to Right of Way $4,834.40

R/W width on westerly side to be 40' from Sta. 538 to Sta. 543+27.
Farm crossing, 40' wide at Sta. 493+50.
Private and farm access on east side at Sta. 539+25 and on west side at Sta. 539+73.

Access controlled -

23871 McKean, J. K. and Velma (Bucknum)
Right of Way
Option expires March 28, 1956

0.90 acre, lump sum	$ 25.00

Amount to be paid owners - chrg to Right of Way $ 25.00

Access controlled -

23877 Kee, Eben and Edna (Bucknum)
Right of Way
Option expires March 28, 1956

9.1 acres at $200 per acre	$1,820.00
255 rods woven wire fencing at $3.50 per rod	892.50
462 rods barbed wire fencing at $3 per rod	1,386.00
Cistern, 12,000 gal. cap. & 400' pipe in r/w	500.00
Severance damage	1,300.00

Amount to be paid owners - chrg to Right of Way $5,898.50

EXHIBIT "A" (Cont)

MORO-GRASS VALLEY SECTION - SHERMAN HIGHWAY (Cont)

23877 Kee, Eben and Edna (Cont)

THINGS TO BE DONE BY THE STATE

Construct farm approach 50' wide on both sides of hwy. at Sta. 871+25.
Construct farm approach 50' wide on westerly side of hwy. at Sta. 890+00.

Access controlled -

23869 Lawrence, John William and Maude M. (Bucknum)
Right of Way
Option expires March 27, 1956

Land, 436 sq. ft. at $0.05 per sq. ft.	$ 21.80	
Portion of sidewalk & timber ret. wall	25.00	
Severance damage	50.00	
Amount to be paid owners - chrg to Right of Way		$ 96.80

THINGS TO BE DONE BY THE STATE

Re-establish grantor's driveway approach at Sta. 481+20 on east side of hwy.

Access controlled -

23870 Parkins, Opal Powell and McKean, Velma Powell (Bucknum)
Right of Way
Option expires March 28, 1956

1.92 acres at $200 per acre	$ 384.00	
63 rods fencing at $3 per rod	189.00	
Amount to be paid owners - chrg to Right of Way		$ 573. 0

Access controlled - none allowed -

24084 Mullen, Frank (Bucknum)
Right of Way
Option expires March 28, 1956

EXHIBIT "A" (Cont)

MORO-GRASS VALLEY SECTION - SHERMAN HIGHWAY (Cont)

24084 Mullen, Frank (Cont)

Land, 1,307 sq. ft. at $0.05 per sq. ft.	$ 65.35	
Fencing	25.00	
Trees, shrubs, plants, lawn, etc.	300.00	
Severance damage	100.00	
Amount to be paid owners - chrg to Right of Way		$ 490.35

THINGS TO BE DONE BY THE STATE

Construct driveway approach on S.E. side of hwy. opposite Sta. 477+22 if present approach is disturbed by taking.

Access controlled -

23878 May, Wallace L. and Alta W. (Bucknum)
Right of Way
Option expires March 21, 1956

2.7 acres at $200 per acre	$ 540.00	
300 rods fencing at $3.50 per rod	1,050.00	
6 telephone poles at $20 per pole (re-establish)	120.00	
Amount to be paid owners - chrg to Right of Way		$1,710.00

Grantor to remove his private telephone line and re-establish fences.

THINGS TO BE DONE BY THE STATE

Install one-half inch or larger water pipe across hwy. at Sta. 929+80 and construct farm approach on both sides at Sta. 932+35, 25' wide.

Access controlled -

24081 Barnum, Mary E. and Elvin E. (Bucknum)
Right of Way
Option expires March 27, 1956

Land, 1,525 sq. ft. at $0.05 per sq. ft.	$ 76.25	

EXHIBIT "A" (Cont)

MORO-GRASS VALLEY SECTION - SHERMAN HIGHWAY (Cont)

24081 Barnum, Mary E. and Elvin E. (Cont)

Amount to be paid owners - chrg to Right of Way $ 76.25

Access: 25' width east side of hwy. at Sta. 476+25.

Access controlled -

24082 Peetz, Ora (Bucknum)
Right of Way
Option expires March 27, 1956

.002 acre, lump sum $ 100.00

Amount to be paid owners - chrg to Right of Way $ 100.00

THINGS TO BE DONE BY THE STATE

Re-establish approach to sidewalk.

Access controlled -

EAST UNIT - EAGLE ROCK-POST SECTION - PAULINA HIGHWAY

23882 Knox, Roscoe R. (Bucknum)
Quarry, Gravel Pit and Right of Way
Option expires April 19, 1956

Land, 7 acres at $25 per acre	$ 175.00	
13 acres at $50 per acre	650.00	
1.58 acres, lump sum	175.00	
Amount to be paid owners - chrg to Right of Way		$ 175.00
Amount to be paid owners - chrg to Quarry Site		825.00
GRAND TOTAL		$1,000.00

Owner reserves oil rights.
Property to revert if declared surplus by Hwy. Comm.

THINGS TO BE DONE BY THE STATE

Construct cattle guard where haul road enters Paulina Hwy.
Agrees not to fence haul road.

Access not controlled -

EXHIBIT "A" (Cont)

WILLAMETTE JUNCTION-DIAMOND LAKE SECTION - THE DALLES-CALIFORNIA HIGHWAY

24098 Lang, Delford and Ruby (Bucknum)
Right of Way
Option expires April 5, 1956

1 acre at $500 per acre	$ 500.00
1.97 acres at $25+ per acre	49.95
130' well	520.00
Severance damage	715.05

Amount to be paid owners - chrg to Right of Way $1,785.00

THINGS TO BE DONE BY THE STATE

Permit access to grantor's remaining property from East Diamond Lake Hwy., each 50' wide: 100 feet W. of new westerly r/w line, 250 feet W. of the new westerly r/w line.

Access: 1230+00 and 1235+00, west for farm and residential use, and trans. of mineral products.

Access controlled - Subject to Bargain Sale Deed, or better.

EAST UNIT-HAMILTON-LONG CREEK SECTION - KIMBERLY-LONG CREEK HIGHWAY

23621 Heirs of Roscoe W. Shaw (Brainerd)
Right of Way
Option expires March 18, 1956

6.6 acres at $20 per acre	$ 132.00
632 rods fencing at $3 per rod	1,896.00
Damages, lump sum	427.00

Amount to be paid owners - chrg to Right of Way $2,455.00

Grantor to re-establish fencing.

Access not controlled -

23623 DeVin, Rene J. and Victoria R. (Bucknum)
Right of Way, Quarry and Stock Pile Site
Option expires April 10, 1956

EXHIBIT "A" (Cont)

EAST UNIT-HAMILTON-LONG CREEK SECTION - KIMBERLY-LONG CREEK SECTION (Cont)

23623 DeVin, Rene J. and Victoria R. (Cont)

4.51 acres at $20 per acre	$ 90.20	
Fencing, 230 rods at $3 per rod	690.00	
Amount to be paid owners - chrg to Right of Way		$ 710.00
Amount to be paid owners - chrg to Quarry Site		70.20
GRAND TOTAL		$ 780.20

Grantor to fence along r/w only.

THINGS TO BE DONE BY THE STATE

Water channels from spring crossing hwy. to be protected if disturbed. Not to fence quarry area off from grantor's remaining property on southerly side of hwy. Construct adequate cattle guard on its roadway leading from quarry area to r/w.

Access not controlled -

HINKLE UNDERPASS-UMATILLA RIVER SECTION - HERMISTON HIGHWAY

24038 Mueller, N. R. and Rose G. (Brainerd)
Right of Way
Option expires April 13, 1956

0.3 acre, lump sum	$ 50.00	
Amount to be paid owners - chrg to Right of Way		$ 50.00

THINGS TO BE DONE BY THE STATE

Construct access at Hwy. Eng. Sta. 33+20, west side.

Access not controlled -

24037 Dumond, Earnest A. and Anna L. (Brainerd)
Right of Way
Option expires April 11, 1956

EXHIBIT "A" (Cont)

HINKLE UNDERPASS-UMATILLA RIVER SECTION - HERMISTON HIGHWAY (Cont)

24037 Dumond, Earnest A. and Anna L. (Cont)

2.18 acres at $400 per acre	$ 872.00	
4.88 acres at $25 per acre	122.00	
115 rods fence at $3 per rod	345.00	
Allowance to construct drainage ditch, drop box, lump sum	100.00	
Amount to be paid owners - chrg to Right of Way		$1,439.00

Grantor to re-establish fencing.

THINGS TO BE DONE BY THE STATE

Re-establish existing approaches.

Access not controlled -

HAVANA SECTION - HAVANA-HELIX SECONDARY HIGHWAY

23575 Schwank, Albert C. and Sally V. (Brainerd)
Right of Way
Option expires March 19, 1956

0.47 acre at $400 per acre	$ 188.00	
Severance damage	297.00	
Amount to be paid owners - chrg to Right of Way		$ 485.00

THINGS TO BE DONE BY THE STATE

Quit claim old right of way not needed to grantor.

Access not controlled -

WEST UNIT-BLACK BRIDGE-RICHLAND SECTION - BAKER-HOMESTEAD HIGHWAY

23913 Bowman, Floyd and Ruby Rizor (Brainerd)
Right of Way and Gravel Pits
Option expires April 4, 1956

6.1 acres at $200 per acre	$1,220.00
0.69 acres at $250 per acre	172.50
16.46 acres at $25 per acre	411.50
443 rods fencing at $3 per rod	1,329.00
Damages, lump sum	500.00

EXHIBIT "A" (Cont)

WEST UNIT - BLACK BRIDGE-RICHLAND SECTION - BAKER-HOMESTEAD HIGHWAY (Cont)

23913 Bowman, Floyd and Ruby Rizor (Cont)

Amount to be paid owners - chrg to Right of Way	$2,934.25
Amount to be paid owners - chrg to Gravel Pits	698.75
GRAND TOTAL	$3,633.00

Grantor may run irrigation pipe along south r/w line between Sta. 1811+00 and 1812+00.

THINGS TO BE DONE BY THE STATE

Protect and re-establish grantors' irrigation system, if necessary. Install 6" pipe for irrigation under road at Sta. 1832+75.

Access north side of hwy. at Eng. Sta. 1824+00, 1835+10 and 1847+45, south side of hwy. 1824+00, 1835+10, 1848+50 and 1864+35.

Access controlled -

23914 Shold, Grant T. and Lela F. (Brainerd)
Right of Way
Option expires April 4, 1956

0.33 acre, lump sum	$ 25.00	
27 rods fencing at $3 per rod	81.00	
Amount to be paid owners - chrg to Right of Way		$ 106.00

Grantor to re-establish fencing.

Access controlled - none allowed -

23912 Shold, Ben and Sarah E. (Brainerd)
Right of Way
Option expires April 6, 1956

3.75 acres at $200 per acre (1.5 ac. no value)	$ 750.00
343 rods fencing at $3 per rod	1,029.00
Allowance to move corrals, lump sum	150.00
Allowance to move pens and shed	300.00

EXHIBIT "A" (Cont)

WEST UNIT BLACK BRIDGE-RICHLAND SECTION - BAKER-HOMESTEAD HIGHWAY (Cont)

23912 Shold, Ben and Sarah E. (Cont)

Amount to be paid owners - chrg to Right of Way $2,229.00

Grantor to have right to use tubes at Hwy. Eng. Sta. 1787+20 and 1753+22 to run sprinkler system pipe through.
Grantor may run fence down stock berm on s. side between Stas. 1782+00 and 1788+50. Grantor to re-establish fencing.

THINGS TO BE DONE BY THE STATE

Install 84" tube for cattle underpass at Hwy. Eng. Sta. 1775+60, and 12" tube for irrigation pipe at Hwy. Eng. Sta. 1779+50 (Est. cost $100)

Access: 1773+80, 1777+65, 1796+00, north side and 1777+65 and 1796+00 south side for farming, livestock raising, private residential use and future mining activity on grantor's remaining land, only.

Access controlled -

OLDS FERRY-ONTARIO SECTION - OLD OREGON TRAIL HIGHWAY

23884 Grace, C. C. and Anna M. (Brainerd)
Right of Way
Option expires March 21, 1956

6.2 acres, lump sum $ 300.00

Amount to be paid owners - chrg to Right of Way $ 300.00

Grantor reserves mineral rights.

THINGS TO BE DONE BY THE STATE

Re-establish and maintain fence, new one to be constructed before old one removed. Gate to be put alongside cattle guard.

Access controlled -

24011 Lockett, Dwight and Gladys (Brainerd)
Haul Road and Quarry Site
Option expires April 3, 1956

EXHIBIT "A" (Cont)

OLDS FERRY-ONTARIO SECTION - OLD OREGON TRAIL HIGHWAY (Cont)

24011 Lockett, Dwight and Gladys (Cont)

9.69 acres, lump sum (4.77 ac. quarry & 4.92 ac. Ease) $ 475.00

Amount to be paid owners - chrg to Quarry Site $ 475.00

THINGS TO BE DONE BY THE STATE

Construct cattle guard where haul road crosses owners' fence in Sec. 34 and re-est. any fencing disturbed. Locked gate to be installed across cattle guard at completion of State hauling operations, estimated cost $450.

24012 Turner Brothers (Brainerd)
Haul Road and Quarry Site
Option expires April 3, 1956

14.22 acres (7.37 ac. haul rd. eas. & 6.85 ac. Qr. Site) $ 650.00

Amount to be paid owners - chrg to Quarry Site $ 650.00

THINGS TO BE DONE BY THE STATE

Construct cattle guard where haul rd. crosses west line of Sec. 34. Locked gate to be installed and furnished copy of key to be furnished owner. (Estimated cost $450)

24013 Turner Brothers
Easement for Haul Road
Option expires April 3, 1956

1.14 acres, lump sum $ 100.00

Amount to be paid owners - chrg to Quarry Site $ 100.00

THINGS TO BE DONE BY THE STATE

Construct cattle guard where haul rd. joins hwy. (Est. cost $400). Protect spring pipe line crossing and spring area, if disturbed.

EXHIBIT "A" (Cont)

NYSSA BRIDGE SECTION - OLD OREGON TRAIL HIGHWAY

23583 Skubal, Vincent and Julia (Brainerd)
Right of Way
Option expires January 25, 1956

Land, 1,742 sq. ft. at $0.10 per sq. ft.	$ 174.20	
Allowance for moving house (Clarence Vogt, bid)	2,010.00	
Damages	325.00	
Amount to be paid owners - chrg to Right of Way		$2,510.00

Grantor to move residence from r/w 60 days from notice.

Access north side of hwy. at Eng. Sta. 16+75.

Access controlled -

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND-SALEM EXPRESSWAY

22535 Schiewe, Herbert M. et al (Smith)
Right of Way
Option expires April 19, 1956

2,500 sq. ft. at $0.60 per sq. ft.	$1,500.00	
Building	5,765.65	
Foundry Equipment	13,744.75	
Amount to be paid owners - chrg to Right of Way		$21,010.40
State to assume last half of 1955-56 taxes. Est.		210.00
GRAND TOTAL (estimate) - chrg to Right of Way		$21,220.40

Grantor to vacate or rent 60 days after notice.

Entire taking -

WASHINGTON COUNTY LINE-HILLSDALE SECTION - BEAVERTON-HILLSDALE HIGHWAY (Cont)

23171 Rogers, Bertha (Smith)
Right of Way
Option expires April 23, 1956

EXHIBIT "A" (Cont)

WASHINGTON COUNTY LINE-HILLSDALE SECTION - BEAVERTON-HILLSDALE HIGHWAY (Cont)

23171 Rogers, Bertha (Cont)-

Land, 2900 sq. ft. at $0.30 per sq. ft.	$ 870.00	
Land, 2849 sq. ft. at $0.12+per sq. ft.	350.00	
House, approx. 1300 sq. ft. at $7 per sq. ft.	9,100.00	
Garage	450.00	
Store building, approx.	1,900.00	
Equipment	300.00	
Amount to be paid owner - chrg to Right of Way		$12,970.00
Adjustment on 1955-56 taxes		110.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$13,080.00

Grantor to sign and return deed to the State within 5 days after having received it. Grantor agrees to vacate property 60 days from date of this option, provided it is accepted in the November meeting of the State Highway Commission.

THINGS TO BE DONE BY THE STATE

Remove all buildings from grantor's remaining property by May 1, 1956. Fill the basement and clean up premises, after moving buildings.

Access not controlled -

23201 Gentemann, Arthur et al (Black)
Right of Way
Option expires April 20, 1956

0.334 acre, lump sum	$ 760.00	
Garage, 360 sq. ft. at $1 per sq. ft.	360.00	
Chicken house, 100 sq. ft. at $1 per sq. ft.	100.00	
Fruit trees, lump sum	60.00	
Gravel driveway, lump sum	120.00	
Amount to be paid owners - chrg to Right of Way		$1,400.00

Access not controlled -

EXHIBIT "A" (Cont)

McMINNVILLE AIRPORT-DAYTON JUNCTION - THREE MILE LANE HIGHWAY

23417 Clark, Richard F. and Dorothy M. (Gemmell)
Right of Way
Option expires April 10, 1956

12.41 acres at $290+ per acre	$3,600.00	
House, 1200 sq. ft. at $4.30+ per acre	5,190.00	
Pump house, 110 sq. ft. at $1 per sq. ft.	110.00	
Garage, 400 sq. ft. at $0.50 per sq. ft.	200.00	
Well and pump	600.00	
Lawn, trees, shrubs, etc.	720.00	
Amount to be paid owners - chrg to Right of Way		$10,420.00

Entire taking -

23419 Dower, Oscar and Martha F. (Harrington)
Right of Way
Option expires April 23, 1956

2.44 acres at $300 per acre	$ 732.00	
5.60 acres at $200 per acre	1,120.00	
Timber, per cruise	2,350.00	
Fruit and walnut trees and berries	800.00	
Allow. to replace well, etc. and rearrangement	2,500.00	
Damage	500.00	
Amount to be paid owners - chrg to Right of Way (Rounded to)		$ 8,000.00

Grantor to retain old irrigation pump, steel posts and salvage walnut trees, that can be moved.
Grantor to replace irrigation well.

THINGS TO BE DONE BY THE STATE

Fence right of way. Pay for and obtain permit for new well.

Access controlled - none allowed -

EXHIBIT "A" (Cont)

TILLAMOOK-DONALDSON CREEK SECTION - WILSON RIVER HIGHWAY

23484 The Tillamook County Young Men's Christian Association (Benner)
Right of Way
Option expires April 17, 1956

Land, 354 sq. ft. at $0.50 per sq. ft.	$ 177.00	
Damage	323.00	
Amount to be paid owners - chrg to Right of Way		$ 500.00

Access not controlled -

23506 Randall, Ella and Dorothy Estelle (Benner)
Right of Way
Option expires April 20, 1956

2.46 acres at $1,000 per acre	$2,460.00	
Allowance for rearranging fences	100.00	
Amount to be paid owners - chrg to Right of Way		$2,560.00
State to assume 1955-56 taxes. Estimate		26.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$2,586.00

THINGS TO BE DONE BY THE STATE

Reconstruct fence along r/w line before commencement of construction.

Access controlled - none allowed -

TIDE CREEK-ST. HELENS UNIT - GOBLE-ST. HELENS SECTION - COLUMBIA RIVER HIGHWAY

21364 Einhaus, Leo A. and Elizabeth M. (Smith)
Pipeline Easement
Easement signed October 28, 1955

504 sq. ft. pipeline easement	$ 1.00	
Amount to be paid owners - chrg to Right of Way		$ 1.00

Access not controlled -

EXHIBIT "A" (Cont)

SALEM-STOUT CREEK SECTION - NORTH SANTIAM HIGHWAY

22611 Minden, B. J. and Barbara (Gemmell)
Right of Way
Option expires April 10, 1956

9.48 acres at $237+ per acre	$ 2,250.00
8.86 acres at $250 per acre	2,215.00
Club house, 2,280 sq. ft. at $7 per sq. ft.	15,960.00
Concrete trap shelters, 210 sq. ft. each, (2)	250.00
Score keeper shelter, 2 at $50 per shelter	100.00
Concrete walks, 972 sq. ft. at $0.30+ per sq. ft.	300.00
3 lawn sprinkler heads and pipe	120.00
Graveled parking lot, 200 cu. yds. at $1.75 per cu. yd.	350.00
Well, 30' deep	300.00
Pump	100.00
Severance damage	555.00
Damage to water supply	500.00

Amount to be paid owners - chrg to Right of Way $23,000.00

THINGS TO BE DONE BY THE STATE

Fence right of way. Install a twenty foot gate on either side of Eng. Sta. 768+00. Construct approaches designated.
Farm crossing 768+00, 25 feet in width.
Access, south side, Sta. 768+00 for farm and private residential use, only.

Access controlled -

24128 Blum, Chester J. and Anne (Gemmell)
Right of Way
Option expires April 24, 1956

1.40 acres	$ 280.00

Amount to be paid owners - chrg to Right of Way $ 280.00

Grantor to fence right of way.

Access controlled -

SALEM-STOUT CREEK SECTION - NORTH SANTIAM HIGHWAY (Cont)

22637 Etzel, Theodore M. et al (Gemmell)
Right of Way
Option expires April 26, 1956

1.76 acres, lump sum	$ 500.00
Amount to be paid owners - chrg to Right of Way	$ 500.00

THINGS TO BE DONE BY THE STATE

Fence right of way. Protect Grantor's drain tile through field.

No access control of relocated county road -

22656 Marshall, Orrin A. and Gertrude M. (Gemmell)
Right of Way
Option expires April 26, 1956

6.39 acres at $250+ per acre	$1,600.00
100 rods fencing at $4 per rod	400.00
Damage	1,000.00
Amount to be paid owners - chrg to Right of Way	$3,000.00

Grantor to fence Southerly r/w and Westerly side of Lane Road leading to existing hwy.

THINGS TO BE DONE BY THE STATE

Fence Northerly boundary of regular r/w and install 12" conduit for grantor's irrigation line at approx. Sta. 1106+00.

Access controlled - none allowed -

NORTHBOUND ROUTE IN ASHLAND SECTION - PACIFIC HIGHWAY

23254 Ashland Lodge #944 - B.P.O.E. (Hill)
Right of Way and Slope-Easement
Option expires April 11, 1956

2,800 sq. ft., approx., at $1.20+ per sq. ft.	$3,375.00
Slope easement, 1,250± sq. ft. at $0.50 per sq. ft.	625.00
All. for blacktopping or placing of curb	150.00

EXHIBIT "A" (Cont)

NORTHBOUND ROUTE IN ASHLAND SECTION - PACIFIC HIGHWAY (Cont)

23254 Ashland Lodge #944 - B.P.O.E. (Cont)

Amount to be paid owners - chrg to Right of Way	$4,150.00
State to assume 1955-56 taxes. Estimate	85.00
GRAND TOTAL (Estimate) - chrg to Right of Way	$4,235.00

Grantor to blacktop or place curb at Hwy. edge within the 5' slope easement.

THINGS TO BE DONE BY THE STATE

Reconstruct 3 existing approaches. Widen approach at Sta. 25+70 to 20 feet. Construct approach, 20' wide at Sta. 26+45.

Access not controlled -

COQUILLE-RINK CREEK SECTION - COOS BAY-ROSEBURG HIGHWAY

24052 Bonney, L. L. and Delia S. (Holt)
Right of Way
Option expires April 24, 1956

Land, 17,424 sq. ft. at $0.085+	$1,500.00	
Amount to be paid owners - chrg to Right of Way		$1,500.00

THINGS TO BE DONE BY THE STATE

Construct 30' approaches at Stations 22+80 and 24+80, east side.

Access controlled -

24203 Hunt, H. H. et al (Morgan)
Right of Way
Option expires April 16, 1956

.57 acre, plus improvements, lump sum (small house, cabin, driveway and sidewalk)	$2,900.00	
Amount to be paid owners - chrg to Right of Way		$2,900.00

Grantor to vacate within 60 days from acceptance.

Entire taking -

EXHIBIT "A" (Cont)

MYRTLE CREEK-CANYONVILLE - PACIFIC HIGHWAY

23789 Bureau of Land Management (Saling)
Right of Way

15,000 BF Douglas fir at $14.65 per MBF $ 219.75
1,000 BF Ponderosa pine at
$21.35 per MBF 21.35

Amount to be paid owner - chrg to Right of Way $ 241.10

Access controlled -

23750 McClure, Harrison Courtney, et al SUPPLEMENTAL REPORT (Hill)
Right of Way
Option expires February 8, 1956

Drilling well (Pay to Bare Bros.) $ 713.25
Actual cost of moving house 3,400.00
1.05 acre (Prev. approval
August 11, 1955) 1,200.00

Amount to be paid owner - chrg to Right of Way $5,313.25

Previous approval August 11, 1955 for 1.05 acre, $1,200.00,
moving house and drilling well, est., $3,500.00. Total $4,700.00.

Access controlled -

OLDS FERRY-ONTARIO SECTION - OLD OREGON TRAIL HIGHWAY

24199 Turner Brothers (Brainerd)
Easement for Haul Road
Option expires April 18, 1956

1.77 acres, lump sum $ 150.00

Amount to be paid owners - chrg to Gravel Site $ 150.00

THINGS TO BE DONE BY THE STATE

Construct cattle guard where haul road leaves hwy.

HINKLE UNDERPASS-UMATILLA RIVER - HERMISTON HIGHWAY

24039 Walker, Woodrow and Edith (Brainerd)
Right of Way
Option expires April 20, 1956

EXHIBIT "A" (Cont)

HINKLE UNDERPASS-UMATILLA RIVER - HERMISTON HIGHWAY (Cont)

24039 Walker, Woodrow and Edith (Cont)

7 acres at $450 per acre	$3,150.00	
169 rods fencing at $3 per rod	507.00	
Amount to be paid owners - chrg to Right of Way		$3,657.00

Grantor to re-establish fencing.

Access: Hwy. Eng. Sta. 35+00, west side, for operation of existing farming activity and private residential use on the grantor's remaining land, only.

Access controlled -

24040 Soom, Edward R. and Bertha B. (Brainerd)
Right of Way
Option expires April 24, 1956

1.91 acres at $419+ per acre	$ 800.00	
Amount to be paid owners - chrg to Right of Way		$ 800.00

Entire taking -

BLACK BRIDGE-RICHLAND SECTION - BAKER-HOMESTEAD HIGHWAY

23915 Hoover, Arthur and Marie Winifred (Brainerd)
Right of Way and Gravel Pit

3.58 acres at $50 per acre	$ 179.00	
89 rods fencing at $3 per rod	267.00	
Amount to be paid owners - chrg to Right of Way		$ 316.00
Amount to be paid owners - chrg to Quarry Site		130.00
GRAND TOTAL		$ 446.00

Access: 25 feet wide at Sta. 1876+00, North, and Sta. 1884+50 North, and Sta. 1890+00, South, for agricultural and residential use.

Access controlled -

EXHIBIT "A" (Cont)

MORO-GRASS VALLEY SECTION - SHERMAN HIGHWAY

23875 King, Robert F. et al (Bucknum)
Right of Way
Option expires April 25, 1956

12.5 acres at $200 per acre	$ 2,500.00
4 acres at $50 per acre	200.00
305 rods fencing at $3.50 per rod	1,067.50
622 rods fencing at $3 per rod	1,866.00
Re-establish 1,000' of wood corrals at $1 per ft.	1,000.00
Relocate 3 power poles	60.00
Re-establish feed bins	2,500.00
Damage	1,080.00

Amount to be paid owners - chrg to Right of Way $10,273.50

Grantor may fence along new R/W across old R/W between Stas. 712+50 and 715+20, and W. of Sta. 747 and between Stas. 761+50 and 762+00.

THINGS TO BE DONE BY THE STATE

Construct approaches at accesses as follows: 25', Stas. 798+70 and 794+60, E. side for private residential and farming, 60', Stas. 782+65 and 739+50, E. side and 782+65 and 739+50 W. side for farm crossings and residential.

Access controlled -

23868 Johnson Lloyd R. and Irma M. (Bucknum)
Right of Way
Option expires April 26, 1956

1,500 sq. ft. at $0.25 per sq. ft.	$ 375.00
1,500 sq. ft., lump sum	100.00
Trees, lawn, shrubs and improvements	125.00

Amount to be paid owners - chrg to Right of Way $ 600.00

THINGS TO BE DONE BY THE STATE

Construct curb within R/W on S.E. side.

EXHIBIT "A" (Cont)

MORO-GRASS VALLEY SECTION - SHERMAN HIGHWAY (Cont)

23868 Johnson, Lloyd R. and Irma M. (Cont)

Access for private residential use, only, on N.W. side, 25' wide at Sta. 478+60, and on S.E. side at 478+50, 479+40, and 480+50.

Access controlled -

TILLAMOOK-DONALDSON CREEK SECTION - WILSON RIVER HIGHWAY

15757 Housing Authority of Tillamook County (Benner)
Right of Way
Option expires April 25, 1956

0.36 acre, lump sum	$ 1,000.00
Allowance for removing buildings	4,000.00
Amount to be paid owners - chrg to Right of Way	$ 5,000.00

Grantor to clear r/w of buildings on or before February 1, 1956, or they become State property.

THINGS TO BE DONE BY THE STATE

Re-establish entrances at Stas. 18+60 and 20+40, North side.

Access not controlled -

SOUTHERN PACIFIC OVERCROSSING-LANE COUNTY LINE SECTION - PACIFIC EAST HIGHWAY

24184 Ropp, Sam et al (Benson)
Gravel Borrow
Option expires April 26, 1956

Approx. 14.79 acres, lump sum	$15,000.00
Amount to be paid owners - chrg to Gravel Pit	$15,000.00

Grantors retain 60' strip across proposed lake.
Grantors reserve not more than 8,000 cu. yds. of material.

THINGS TO BE DONE BY THE STATE

Property to revert to grantors when the State has finished its operations. Top 15' of slopes 6 to 1 - remainder of slopes 2 to 1.

SOUTHERN PACIFIC OVERCROSSING-LANE COUNTY LINE SECTION - PACIFIC EAST HIGHWAY (Cont)

24184 Ropp, Sam et al (Cont)

Option accepted subject to grantors having streets vacated.

24189 Ropp, D. F. and Barbara (Benson)
Right of Way
Option expires April 26, 1956

1.41 acres at $4,255+ per acre	$ 6,000.00	
Building, 800 sq. ft. at $5 per sq. ft.	4,000.00	
Amount to be paid owners - chrg to Right of Way		$10,000.00

Access granted at 5 places inside loop.

No access allowed to Pacific Highway East -

SALEM-STOUT CREEK SECTION - NORTH SANTIAM HIGHWAY

22636 Parrish, Joseph C. and Louise A. (Gemmell)
Right of Way
Option expires April 30, 1956

5.96 acres at $250 per acre	$ 1,490.00	
0.71 acre at $500 per acre	355.00	
Replacement of septic system	500.00	
Damage	1,930.00	
Amount to be paid owners - chrg to Right of Way		$ 4,275.00

THINGS TO BE DONE BY THE STATE

Fence right of way; construct a culverted approach and install a 16' metal gate southerly of County road.

Access controlled - none allowed -

22657 Hays, Henry C. and Georgia (Gemmell)
Right of Way
Option expires April 30, 1956

EXHIBIT "A" (Cont)

SALEM-STOUT CREEK SECTION - NORTH SANTIAM HIGHWAY (Cont)

22657 Hays, Henry C. and Georgia (Cont)

8.07 acres at $250 per acre	$ 2,000.00
120 rods fencing at $4 per rod	480.00
Severance damage	900.00

Amount to be paid owners - chrg to Right of Way $ 3,380.00

Grantor to fence Southerly r/w and Easterly side of Lane Road.

THINGS TO BE DONE BY THE STATE

Fence Northerly r/w line.

Access controlled - none allowed -

COQUILLE-RINK CREEK SECTION - COOS BAY-ROSEBURG HIGHWAY

24057 Gauntlett, W. W. (Holt)
Right of Way
Option expires April 31, 1956

0.10 acre	$ 400.00
Trees, shrubs, walks and driveway	400.00

Amount to be paid owners - chrg to Right of Way $ 800.00

Access to frontage road only.

Access controlled -

24060 Pettengill, K. E. and Hazel T. (Morgan)
Right of Way
Option expires April 24, 1956

0.05 acre, lump sum	$ 125.00

Amount to be paid owners - chrg to Right of Way $ 125.00

Grantor to have unrestricted access to present hwy.

THINGS TO BE DONE BY THE STATE

Maintain new access roadway on State property.

Access controlled -

EXHIBIT "A" (Cont)

COQUILLE-RINK CREEK SECTION - COOS BAY-ROSEBURG HIGHWAY (Cont)

24171 Jacobsen, Wayne J. and Daisy M. (Morgan)
Right of Way
Option expires April 23, 1956

0.5 acre, lump sum	$ 750.00	
28 rods fence at $4 per rod	112.00	
Amount to be paid owners - chrg to Right of Way		$ 862.00

Access controlled -

24061 Benham, Ernest L. and Myrtle Clayton (Morgan) (
Right of Way
Option expires April 24, 1956

0.2 acre, lump sum	$ 400.00	
Damage, by severance of access	600.00	
Amount to be paid owners - chrg to Right of Way		$1,000.00

THINGS TO BE DONE BY THE STATE

Construct new road approach from Grantor's north line to existing pavement, not over 16% grade.
State or its contractor may enter upon Grantor's property on N.W. corner to remove material to construct new road approach.

Access controlled -

24063 Keeney, G. M. and Mary A. (Morgan)
Right of Way
Option expires April 24, 1956

2.5 acres at $1,500 per acre	$3,750.00	
Hay shed	75.00	
Amount to be paid owners - chrg to Right of Way		$3,825.00
State to assume 1955-56 taxes. Estimate		38.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$3,863.00

Grantor to have unlimited access to the present hwy.
Grantor to vacate 30 days after acceptance.

Access controlled -

EXHIBIT "A" (Cont)

COQUILLE-RINK CREEK SECTION - COOS BAY-ROSEBURG HIGHWAY (Cont)

24172 Jacobsen, Archie O. and Hazel L. (Morgan)
Right of Way
Option expires April 23, 1956

.09 acre, lump sum	$ 150.00
6¼ rods fencing at $4 per rod	25.00

Amount to be paid owners - chrg to Right of Way $ 175.00

Access: 25' at Sta. 70+35, Westerly, unrestricted.

Access controlled -

MORO-GRASS VALLEY SECTION - SHERMAN HIGHWAY

23874 Moore, Roscoe E. et al (Bucknum)
Right of Way
Option expires April 26, 1956

5.64 A. at $200 per acre	$ 1,128.00
8.27 A. at $50 per acre	413.50
620 rods fencing at $3.50 per rod	2,170.00
160 rods fencing at $3 per rod	480.00
Severance damage	-- 225.00

Amount to be paid owners - chrg to Right of Way $ 4,416.50

THINGS TO BE DONE BY THE STATE

Permit 25' farm access through State owned quarry on E. side of hwy. opp. Sta. 652. Re-establish sewage pipe under hwy. at Sta. 622. Construct farm approach 25' wide at Stas. 621+30 and 648+70, W. side, and on E. side at Sta. 652. Access 40' wide 623+90, E. and W., 668+70, E. and W., 40' wide, farm crossings.

Access controlled -

HILLSBORO ONE-WAY STREET SECTION - TUALATIN VALLEY HIGHWAY

24194 Kummer, H. N. and Juanita (Black)
Easement for Slope
Option expires April 26, 1956

0.04 acre, lump sum	$ 25.00

EXHIBIT "A" (Cont)

HILLSBORO ONE-WAY STREET SECTION - TUALATIN VALLEY HIGHWAY (Cont)

24194 Kummer, H. N. and Juanita (Cont)

Amount to be paid owners - chrg to Right of Way $ 25.00

Grantor to remove sign from r/w 60 days after notice.

THINGS TO BE DONE BY THE STATE

Move water meter and fire hydrant.

Access not controlled -

COQUILLE-RINK CREEK SECTION - COOS BAY-ROSEBURG HIGHWAY

24066 Russell W. and Dolores J. Wilson (Morgan)
Right of Way
Option expires April 24, 1956

2.11 acres - lump sum $ 4,000.00

Amount to be paid owners - chrg to Right of Way $ 4,000.00

Entire taking.

24069 Walter A. Moore (Holt)
Right of Way
Option expires May 1, 1956

0.68 acre at $400 per acre $ 272.00
22 rods fencing at $4.00 per rod 88.00

Amount to be paid owner - chrg to Right of Way $ 360.00

THINGS TO BE DONE BY THE STATE

Access points: 75+00 and 76+30 East side, 25 feet wide, unrestricted.

Access controlled -

BAKER CREEK BRIDGE SECTION - SCHOLLS SECONDARY HIGHWAY

24167 Gotter, Stanford A. and Jane (Grant)
Right of Way
Option expires April 23, 1956

EXHIBIT "A" (Cont)

BAKER CREEK BRIDGE SECTION - SCHOLLS SECONDARY HIGHWAY (Cont)

24167 Gotter, Stanford A. and Jane (Cont)

0.07 acre at $400 per acre	$ 28.00	
25 rods at $5 per rod of fencing	125.00	
Damage, gate posts and cement wall	147.00	
Amount to be paid owners - chrg to Right of Way		$ 300.00

THINGS TO BE DONE BY THE STATE

Move underground telephone and electric service.

It is understood that main cement retaining wall is not included in taking. All fence and gate with small cement wall becomes property of the State.

Access not controlled -

24169 Land Syndicate Ltd. (Grant)
Right of Way
Option expires April 23, 1956

0.05 acre at $400 per acre	$ 20.00	
Damage	480.00	
Amount to be paid owners - chrg to Right of Way		$ 500.00

Access not controlled -

24170 Rowell, F. E. et al (Grant)
Right of Way
Option expires April 26, 1956

0.37 acre at $400 per acre	$ 148.00	
Damage	77.00	
Amount to be paid owners - chrg to Right of Way		$ 225.00

Access not controlled -

SALEM-STOUT CREEK SECTION - NORTH SANTIAM HIGHWAY

22642 Kirsch, A. J. and M. A. (Gemmell)
Right of Way
Option expires April 19, 1956

EXHIBIT "A" (Cont)

SALEM-STOUT CREEK SECTION - NORTH SANTIAM HIGHWAY (Cont)

22642 Kirsch, A. J. and M. A. (Cont)

1.88 acres, homesite, trees, etc.	$1,850.00
1 acre at $300 per acre	300.00
6 acres at $200 per acre	1,200.00
Barn, storage shed and machine shed	1,150.00
Well	700.00
Grading and graveling roadways	400.00
Lawn, 6,950 sq. ft. at $0.05 per sq. ft.	347.50
80 rods fencing at $4 per rod and gate $30	350.00
Moving house (Est.)	11,500.00
Damage	650.00

Amount to be paid owners - chrg to Right of Way (Est) $18,447.50

Grantor has 30 days after house has been removed to remove pumping system and small buildings not part of consideration.

THINGS TO BE DONE BY THE STATE

Fence Northerly right of way line. Leave adequate access to and from remaining property during construction.
Provide frontage road Southerly side of Hwy.

Access controlled - No access, except to frontage road -

22655 Smith, Owen (Gemmell)
Right of Way
Option expires November 28, 1955

6.98 acres at $150 per acre	$1,047.00
Fruit trees and garden area	350.00
100 rods fencing at $4 per rod	400.00
Moving house and barn, Est.	2,200.00

Amount to be paid owner - chrg to Right of Way (Est) $ 3,997.00

Access controlled -

NORTHBOUND ROUTE IN ASHLAND SECTION - PACIFIC HIGHWAY

23261 Lear, B. L. and Inger (Hill)
Right of Way
Warranty Deed

EXHIBIT "A" (Cont)

NORTHBOUND ROUTE IN ASHLAND SECTION - PACIFIC HIGHWAY (Cont)

23261 Lear, B. L. and Inger (Cont)

Lot, 6,475 sq. ft. at $0.50 per sq. ft.	$3,237.50	
House, 720 sq. ft. at $5 per sq. ft.	3,600.00	
Garage, 420 sq. ft. at $1 per sq. ft.	420.00	
Lawn, trees and shrubbery	242.50	
Amount to be paid owners - chrg to Right of Way		$7,500.00

Entire taking -

23253 Jackson, Wells D. and Anna I. (Hill)
Right of Way and Slope Easement

750 sq. ft. at $1 per sq. ft.	$ 750.00	
375 sq. ft. at $0.50 per sq. ft.	187.50	
Damage	262.50	
Amount to be paid owners - chrg to Right of Way		$1,200.00

THINGS TO BE DONE BY THE STATE

Replace sidewalk and curb destroyed by construction.

Access not controlled -

23259 Roach, Earl and Elizabeth (Hill)
Right of Way and Slope Easement

Parcel 1 and Parcel 2(Sl. Eas.), lump sum	$ 500.00	
Build a wood shed 12' x 20', cost not to exceed	900.00	
Amount to be paid owners - chrg to Right of Way		$1,400.00

Access not controlled -

COQUILLE-RINK CREEK SECTION - COOS BAY-ROSEBURG HIGHWAY

24045 Ferry, Tom and Donna (Holt)
Right of Way
Option expires May 2, 1956

41 sq. ft.	$ 1.00	
Amount to be paid owners - chrg to Right of Way		$ 1.00

EXHIBIT "A" (Cont)

COQUILLE-RINK CREEK SECTION - COOS BAY-ROSEBURG HIGHWAY (Cont)

24045 Ferry, Tom and Donna (Cont)

THINGS TO BE DONE BY THE STATE

Build curb openings as shown on sketch to be submitted with option. Curb cuts approved by Div. Engr.

24059 Pettingill, Shirley W. & Cora B. (Holt)
Right of Way
Option expires May 1, 1956

Land, 2.66 A. at $1,500	$3,990.00	
House, 864 sq. ft. at $6.35+ per sq. ft.	5,490.00	
Barn, 26 x 20, 520 sq. ft. at $1 per sq. ft.	520.00	
GRAND TOTAL- Amount to be paid owners - chrg to Right of Way		$10,000.00

MILLICOMA BRIDGE UNIT SECTION - ENEGREN FERRY - ALLEGANY HIGHWAY

23569 Ott, Jesse J. and Florence A. (Morgan)
Right of Way
Option expires April 26, 1956

0.47 ac. at $1,500+ per acre	$ 720.00	
20 rods fencing at $4 per rod	80.00	
Damages	450.00	
Amount to be paid owners - chrg to Right of Way		$ 1,250.00

Access not controlled -

HINKLE UNDERPASS-UMATILLA RIVER SECTION - HERMISTON HIGHWAY

24088 Spain, John J. and Marie J. (Brainerd)
Right of Way
Option expires April 26, 1956

0.04 acre, lump sum	$ 25.00	
Amount to be paid owners - chrg to Right of Way		$ 25.00

EXHIBIT "A" (Cont)

HINKLE UNDERPASS-UMATILLA RIVER SECTION - HERMISTON HIGHWAY (Cont)

24088 Spain, John J. and Marie J. (Cont)

State to const. access at Sta. 34+00, east side.

Access not controlled -

McMILLVILLE AIRPORT-DAYTON JUNCTION SECTION - THREE MILE LANE HIGHWAY

23888 Westfall, Floyd & Cecelia (Gemmell)
Right of Way
Option expires May 1, 1956

1.28 acres at $500 per A.	$ 640.00
Damage to remainder	260.00
Amount to be paid owners - chrg to Right of Way	$ 900.00

THINGS TO BE DONE BY THE STATE

Fence right of Way.

Access controlled - none allowed -

WASHINGTON COUNTY LINE-HILLSDALE SECTION - BEAVERTON-HILLSDALE HIGHWAY

23179 Link, John D. and Estella (Smith)
Right of Way and Slope Easement
Option expires April 30, 1956

0.01 acre, and easement over 0.02 acre, damages, lump sum	$ 200.00
Amount to be paid owners - chrg to Right of Way	$ 200.00

THINGS TO BE DONE BY THE STATE

Relocate and construct a new approach and roadway to connect to the present driveway.

Access not controlled -

EXHIBIT "A" (Cont)

WASHINGTON COUNTY LINE-HILLSDALE SECTION - BEAVERTON-HILLSDALE HIGHWAY (Cont)

23186 Briggs, Earl S. and Norma C. (Smith)
Right of Way
Option expires December 1, 1955

0.150 acre, lump sum settlement	$5,500.00	
Amount to be paid owners - chrg to Right of Way		$5,500.00
State to assume 1955-56 taxes. Estimate		55.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$5,555.00

State to assume any sewer assessments against Parcel 2.

Access not controlled -

LAUREL HILL-STILL CREEK SECTION - MT. HOOD HIGHWAY

23906 Fullman, Harvey C. and Ethel M. (Stuntz)
Right of Way
Option expires May 1, 1956

23,050 sq. ft. at $0.04 per sq. ft.	$ 922.00	
Amount to be paid owners - chrg to Right of Way		$ 922.00

THINGS TO BE DONE BY THE STATE

Construct an approach road at Sta. 34+05, South side.

Access controlled -

DODSON-BONNEVILLE SECTION - COLUMBIA RIVER HIGHWAY

23925 Haight, Clarence J. and Lillian, et al (Grant)
Right of Way
Option expires April 24, 1956

0.07 acre at $300 per acre	$ 21.00	
Restriction of access	479.00	
Amount to be paid owners - chrg to Right of Way		$ 500.00

Access controlled -

EXHIBIT "A" (Cont)

MORO-GRASS VALLEY SECTION - SHERMAN HIGHWAY

24034 King, Frances et al (Bucknum)
Right of Way
Option expires April 25, 1956

0.5 acre at $200 per acre	$ 100.00	
72 rods fencing at $3.50 per rod	252.00	
Replacing water trough and excavating	275.00	
Amount to be paid owners - chrg to Right of Way		$ 627.00

THINGS TO BE DONE BY THE STATE

Construct farm approach on W. side, 25' wide at Sta. 798+70. Install 18" pipe--72' (conduit for existing 1¼ water pipe) across hwy. at Sta. 796+85.

Access at Sta. 798+70 on W. side for farm and private residential use.

Access controlled -

BAKER CREEK BRIDGE SECTION - SCHOLLS HIGHWAY

24166 Bolma, John and Virginia J. (Grant)
Right of Way
Option expires May 1, 1956

0.14 acre at $400 per acre	$ 56.00	
Damage	4.00	
Amount to be paid owners - chrg to Right of Way		$ 60.00

Grantor to remove trees from r/w by December 1, 1955.

Access not controlled -

24168 Hanson, E. C. and Mollie (Grant)
Right of Way
Option expires April 30, 1956

0.25 acre at $400 per acre	$ 100.00	
21 trees, steps and damages, including to well	950.00	
Amount to be paid owners - chrg to Right of Way		$1,050.00

Access not controlled -

EXHIBIT "A" (Cont)

DEEP CANYON UNIT-SISTERS DESCHUTES RIVER SECTION - McKENZIE HIGHWAY

24176 Deschutes County (Cozad)
Right of Way
Option expires May 1, 1956

23.4 acres Gratis

THINGS TO BE DONE BY THE STATE

Re-establish fence on North side between Stations 60 and 80+25, using material in existing fence.

Access controlled -

25665

EXHIBIT "B-1"

Minutes of November 3 and 4, 1955

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission is the owner of the parcel of land in the Clackamas County Line-Hubbard Section of the Wilsonville-Hubbard Highway described as follows:

A parcel of land lying in Section 11, Township 4 South, Range 1 West, W.M., Marion County, Oregon, the said parcel being described as follows:

Beginning at the southwest corner of the northeast quarter of Section 11; thence east 223.07 feet along the south line of said northeast quarter to a line which is parallel to and 100 feet westerly of the center line of the Wilsonville-Hubbard Highway (formerly the West Portland-Hubbard Highway); thence north 7° 08' east 1330 feet to the north line of the southwest quarter of the northeast quarter of Section 11; thence west along said north line 388 feet to the northwest corner of said southwest quarter of the northeast quarter; thence south 1320 feet to the place of beginning.

Also beginning at the northwest corner of the southeast quarter of Section 11; thence east 223.07 feet along the north line of said southeast quarter to a line which is parallel to and 100 feet westerly of the center line of the Wilsonville-Hubbard Highway (formerly the West Portland-Hubbard Highway); thence south 7° 08' west 1811 feet to the west line of said southwest Section 11; thence north along said West line 1796 feet to the place of beginning.

Except County Roads and Highways.

The parcel of land to which this description applies contains 12.2 acres.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for Highway purposes.

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $4,000.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Secretary of the Commission, be and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.070 Et Seq.

EXHIBIT "B-1" (Cont)

AND BE IT FURTHER RESOLVED that this Miscellaneous Resolution No. 164 be entered in the minutes and records of the Commission as of the 3rd day of November, 1955.

25667

EXHIBIT "B-2"

Minutes of November 3 and 4, 1955

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission is the owner of the parcel of land in the Bunker Hill-Delmar Section of the Oregon Coast Highway described as follows:

> A parcel of land lying in Lot 3 of Section 11, Township 26 South, Range 13 west, W.M., Coos County, Oregon, the said parcel being that portion of said Lot 3 lying northwesterly of a line which is parallel to and 100 feet northwesterly of the center line of the Oregon Coast Highway and lying Easterly of a 60 foot road easement, which road easement center line is described as follows: Beginning at Engineer's center line station 0+00, said Station being on the westerly line of the Oregon Coast Highway opposite and 100 feet westerly of highway center line station 172+47.7, said station 0+00 also being 929.24 feet north and 1080.4 feet east of the south $\frac{1}{4}$ corner of said Section 11; thence in a northeasterly direction 475 feet, more or less, to the intersection of the center line of Third Street of the Port Barnum Plat, with the South lines of Blocks 18 and 19 extended across Third Street, containing 2.0 acres more or less.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes.

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $2,500.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Secretary of the Commission, be and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et Seq.

AND BE IT FURTHER RESOLVED that this Miscellaneous Resolution No. 165 be entered in the minutes and records of the Commission as of the 3rd day of November, 1955.

November 3, 1955

EXHIBIT "B-3"

Minutes of November 3 and 4, 1955

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission is the owner of the parcel of land in the Newport Section of the Oregon Coast Highway described as follows:

A parcel of land lying in Section 5, Township 11 South, Range 11 West, W.M., Lincoln County, Oregon, and being a portion of that tract of land described in that certain deed to the State of Oregon, by and through its State Highway Commission, recorded in Book 97, Page 104 of Lincoln County Records of Deeds; the said parcel being described as follows:

Beginning at a point on the Northerly line of said State of Oregon Property, said point being North 0° 16' East 20 feet and South 89° 44' East 20 feet of the Southwest corner of Lot 14, Block 1, in Phelps Addition to Newport, said point also being 50 feet Easterly of (when measured at right angles to) the center line of the Oregon Coast Highway; thence South 0° 16' West parallel to said center line to the Southerly line of said State of Oregon property; thence along the boundaries of said State of Oregon property as follows: Easterly to the Southeast corner of said State property, Northerly 174.5 feet, Westerly 20 feet, Southerly 85 feet and Westerly 160 feet to the point of beginning, containing 0.4 acre, more or less.

State to retain an easement for slopes over and across a strip of land 15 feet in width lying Easterly of and adjacent to a line which is parallel and 50 feet Easterly of the center line of said Oregon Coast Highway.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes.

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $5,000.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Secretary of the Commission, be and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et Seq.

AND BE IT FURTHER RESOLVED that this Miscellaneous Resolution No. 166 be entered in the minutes and records of the Commission as of the 3rd day of November, 1955.

November 3, 1955

25669

EXHIBIT "B-4"

Minutes of November 3 and 4, 1955

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in Unit 2 of the Banfield Expressway described as follows:

A parcel of land lying in Section 36, Township 1 North, Range 1 East, W.M., Multnomah County, Oregon, and being those tracts of land described in those certain deeds to the State of Oregon, by and through its State Highway Commission, recorded in Book 1386, Page 130, Book 1412, Page 490, Book 1399, Page 215, Book 1386, Page 129, Book 1400, Page 486, Book 1388, Page 426, Book 1392, Page 320, Book 1387, Page 559 and Book 1409, Page 77, Multnomah County Deed Records; the said parcel being described as follows:

Beginning at the Northwest corner of Lot 9, Block "B", First Addition to Holladay Park in the City of Portland; thence Easterly along the North line of said Lot 9, a distance of 6 feet; thence Southerly parallel to the West line of said Lot 9 a distance of 50 feet; thence Southeasterly 53.49 feet to a point on the South line of said Lot 9, said point being 25 feet Easterly from the Southwest corner of said Lot 9; thence Easterly along the South lines of lots 9, 8 and 7 of said Block "B" 125 feet to the Southeast corner of said Lot 7; thence Southerly along the Southerly extension of the East line of said Lot 7 a distance of 50 feet; thence Easterly parallel to the Southerly lines of Lots 6 and 5 of said Block "B", 100 feet to the Southerly extension of the Westerly line of Lot 4, said Block "B"; thence Northerly along the Southerly extension of the Westerly line of said Lot 4, a distance of 20 feet to a point 30 feet Southerly of the Southwest corner of said Lot 4; thence Easterly parallel to the Southerly lines of Lots 4, 3, 2 and 1 of said Block "B" 200 feet to a point on the Southerly extension of the East line of said Lot 1 which is 30 feet South of the Southeast corner of said Lot 1; thence South along the Southerly extension of the East line of said Lot 1 a distance of 60 feet to the most Northerly corner of that tract conveyed to State of Oregon by and through its State Highway Commission by deed recorded in Book 1409, Page 77, Multnomah County Deed records; thence Southeasterly to a point on the Northerly line of the Oregon Railroad and Navigation Company property, said point being 60 feet Easterly of the Southwest corner of said tract recorded in Book 1409, Page 77; thence westerly along the Northerly line of said Oregon Railroad and Navigation Company property 510 feet, more or less, to the Southwest corner of that tract conveyed to the State of Oregon, by and through its State Highway Commission by deed recorded in Book 1412, Page 490, Multnomah County Deed Records, said Southwest corner being on the Southerly extension of the Westerly line of Lot 9 of said Block "B"; thence Northerly along the Southerly extension of the

EXHIBIT "B-4" (Con t)

Westerly line of said Lot 9 and along the westerly line of said Lot 9 to the place of beginning, containing 1.105 acres.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes.

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $12,848.20, and the Commission is desirous of selling and disposing of said property at a price not less then the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Secretary of the Commission, be and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et Seq.

AND BE IT FURTHER RESOLVED that this Miscellaneous Resolution No. 167 be entered in the minutes and records of the Commission as of the 3rd day of November, 1955.

25671

EXHIBIT "B-5"

Minutes of November 3 and 4, 1955

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission is the owner of the parcel of land in Unit 2 of the Banfield Expressway described as follows:

> A parcel of land lying in Section 36, Township 1 North, Range 1 East, W. M., Multnomah County, Oregon, and being a portion of the following described property: That tract of land which was conveyed by that certain deed to M. and M. Wood Working Company, recorded in Book 767, Pages 186 and 187 of Multnomah County Record of Deeds. The said parcel being described as follows:
>
> All of Lot No. 10 of Block lettered "B" in the First Addition to Holladay Park Addition, City of Portland, County of Multnomah, State of Oregon.
>
> Also, beginning at the Southwest corner of said Lot No. 10, thence running easterly along the South line of Lot No. 10, a distance of 50 feet to the Southeast corner of said lot; thence Southerly along the Southerly extension of the East line of Lot No. 10, a distance of 76 feet; thence Northwesterly a distance of 90.97 feet to the point of beginning.
>
> The parcel of land to which this description applies contains 0.158 acre.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes.

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $1,720.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Secretary of the Commission, be and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et Seq.

AND BE IT FURTHER RESOLVED that this Miscellaneous Resolution No. 168 be entered in the minutes and records of the Commission as of the 3rd day of November, 1955.

25672

EXHIBIT "B-6"

Minutes of November 3 and 4, 1955

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the Willamette River-Gervais Section of the Portland-Salem Expressway described as follows:

A parcel of land lying in Sections 3 and 10, Township 4 South, Range 1 West, W.M., Marion County, Oregon,

Beginning at the Northeast corner of the Amable Arquait D. L. C. No. 45, being the northeast corner of that tract conveyed to the State of Oregon, by and through its State Highway Commission by deed recorded in Book 455, Page 574, Marion County Deed Records; thence south 16° 30' East 26.94 chains to the southeast corner of said tract; thence south 73° 15' West 22.18 chains to the southwest corner of said tract being the southeast corner of that tract conveyed to the State of Oregon by and through its State Highway Commission by deed recorded in Book 455, Page 576; thence south 73° 15' West 31.9 chains to the southwest corner of said last named tract; thence north 21° 30' West 380 feet more or less along the west line of said last mentioned tract to the west line to a line which is parallel to and 100 feet southeasterly of the northbound traffic center line of the Portland-Salem Expressway; thence northeasterly (North 31° 54' East, Highway bearing) 5575 feet more or less to the east line of that tract conveyed to the State of Oregon by and through its State Highway Commission by deed recorded in Book 458, Page 259; thence south 0° 31' East 2520 feet more or less to the southeast corner of said last named tract, said corner being on the north line of said D. L. C. No. 45; thence North 73° 15' East 245 feet more or less to the place of beginning, containing 175 acres, more or less.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes.

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $26,500.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW THEREFORE, BE IT RESOLVED that the Secretary of the Commission, be and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et Seq.

EXHIBIT "B-6" (Cont)

AND BE IT FURTHER RESOLVED that this Miscellaneous Resolution No. 169 be entered in the minutes and records of the Commission as of the 3rd day of November, 1955.

EXHIBIT "B-7"

Minutes of November 3 and 4, 1955

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission is the owner of the parcel of land in the Willamette River-Hayesville Section of the Portland-Salem Expressway described as follows:

A parcel of land lying in the J. J. Lemmons D. L. C. No. 63 and in the Linus Brooks D. L. C. No. 64, also lying in Sections 17 and 18, Township 6 South, Range 2 West, W. M., Marion County, Oregon, and being a portion of that property conveyed by those deeds to the State of Oregon, by and through its State Highway Commission, recorded in Book 457, Page 605 and in Book 461, Page 441, of Marion County Records of Deeds. The said parcel being that portion of said property lying West of a line which is parallel to and 174 feet Westerly of the center line of the Portland-Salem Expressway, which center line is described as follows:

Beginning at Engineer's center line Station 1585+00, said Station being 1296.46 feet North and 13.81 feet East of the Southeast corner of said J. J. Lemmons D. L. C. No. 63; thence South 22° 40' West 3,000 feet to Station 1615+00, except that part of said property which is included in a strip of land 65 feet in width lying North of and adjacent to the North line of County Road No. 609. Said center line crosses the North line of said property (which line is also the North line of Krebs Acres) approximately at Center line Station 1590+25. And said center line crosses the center line of said County Road No. 609 which runs along the South side of said property approximately at center line Station 1613+40, containing 50.74 acres.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes.

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $12,500.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Secretary of the Commission, be and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et Seq.

EXHIBIT "B-7" (Cont)

AND BE IT FURTHER RESOLVED that this Miscellaneous Resolution No. 170 be entered in the minutes and records of the Commission as of the 4th day of November, 1955.

EXHIBIT "C"

Minutes of November 3 and 4, 1955

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of State Highway projects have been completed according to the terms and provisions of said contracts and that said jobs are now ready for acceptance:

"Contract No. 3931 with Coos Bay Dredging Co., Inc., for grading and paving on the South Unit, Elbow Lake-Gardiner Section of the Oregon Coast Highway in Douglas County, completed August 20, 1955.

"Contract No. 3980 with Peter Kiewit Sons' Co. for grading and paving on the Brush Creek-Frankport Unit, Rocky Point-Gold Beach Section of the Oregon Coast Highway in Curry County, completed August 1, 1955.

"Contract No. 4018 with H. G. Palmberg for constructing the Clatskanie River Bridge and County Road Overcrossing on the Columbia River Highway in Columbia County, completed July 15, 1955.

"Contract No. 4020 with Porter W. Yett for grading and pavement widening on the Rice Hill Section of the Pacific Highway in Douglas County, completed September 28, 1955.

"Contract No. 4021 with Fred H. Slate Co., Oreg. Ltd., and E. C. Hall Co. for grading and paving on the North Unit, Elbow Lake-Gardiner Section of the Oregon Coast Highway in Douglas County, completed August 20, 1955.

"Contract No. 4057 with Peter Kiewit Sons' Co. for grading and paving on the Rocky Point-Brush Creek Section of the Oregon Coast Highway in Curry County, completed August 8, 1955.

"Contract No. 4073 with A. H. Saxton & Son for grading and paving on the Canyonville-O'Shea Creek Section of the Tiller-Trail Highway in Douglas County, completed August 31, 1955.

"Contract No. 4076 with Berke Bros. and C. R. O'Neil for grading on the Emigrant Hill Section of the Old Oregon Trail Highway in Umatilla County, completed July 15, 1955.

"Contract No. 4121 with Fred H. Slate Co., Oreg. Ltd., and E. C. Hall Co. for grading and paving on the Frankport-Greggs Creek Unit, Brush Creek-Greggs Creek Section of the Oregon Coast Highway in Curry County, completed September 2, 1955.

"Contract No. 4148 with J. C. Compton Co. for bridge construction, grading and paving on the Sage Hen Hill-Hines Section of the Central Oregon Highway, completed July 12, 1955.

EXHIBIT "C" (Cont)

"Contract No. 4164 with Wall, Bartram & Sandford for constructing the Rocky Point Viaduct on the Oregon Coast Highway in Curry County, completed September 29, 1955.

"Contract No. 4174 with K. F. Jacobsen & Co. for grading and paving on the Sutherlin (E. Central Avenue) City St. Section in Douglas County, completed September 9, 1955.

"Contract No. 4175 with K. F. Jacobsen & Co. for grading and paving on the Oakland (Stearns Avenue) City St. Section in Douglas County, completed September 9, 1955.

"Contract No. 4207 with Valley Construction Co. for constructing the Row River Bridges on the Pacific Highway in Lane County, completed September 29, 1955.

"Contract No. 4240 with Peter Kiewit Sons' Co. for constructing the Shady Bridge over South Umpqua River on the Pacific Highway in Douglas County, completed October 14, 1955.

"Contract No. 4242 with Walt M. Young for constructing the John Day Maintenance Building in Grant County, completed June 24, 1955.

"Contract No. 4264 with Acme Construction Co. for grading and paving on the Depot Slough-Toledo Section of the Corvallis-Newport Highway in Lincoln County, completed September 10, 1955.

"Contract No. 4271 with Inland Construction Co. for constructing the 82nd Avenue Undercrossing on the T. H. Banfield Expressway in Multnomah County, completed August 23, 1955.

"Contract No. 4290 with Willamette Irrigation Co. for roadside improvement on the Second Street Connection of the Columbia River Highway in Hood River County, completed September 20, 1955.

"Contract No. 4294 with Lloyd G. Sperling for park extension work in Cape Lookout Park in Tillamook County, completed September 9, 1955.

"Contract No. 4302 with Coos Bay Dredging Co., Inc., for grading and paving on the Tarheel Creek Section of the Cape Arago Highway in Coos County, completed September 29, 1955.

"Contract No. 4308 with Rogers Construction Co. for paving of the Emigrant Hill Section of the Old Oregon Trail Highway in Umatilla County, completed September 15, 1955.

"Contract No. 4314 with C & W Crushing Co. for furnishing crushed material in stock pile on the Necanicum Section of the Oregon Coast, Sunset and Necanicum Highways in Clatsop County, completed September 20, 1955.

EXHIBIT "C" (Cont)

"Contract No. 4318 with Tom Lillebo for construction of four structures at Shady Point on the Pacific Highway in Douglas County, completed October 3, 1955.

"Contract No. 4322 with C & W Crushing Co. for furnishing crushed material in stock pile on the Clatsop County Line-Rockaway Section of the Oregon Coast and Necanicum Highways in Tillamook County, completed September 20, 1955.

"Contract No. 4330 with Warren Northwest, Inc., for grading and paving on the Crow-Gillespie Corner Section of the Territorial Highway in Lane County, completed October 3, 1955.

"Contract No. 4332 with Columbia Empire Constructors, Inc., and P. S. Lord Mechanical Contractors for construction of the Cottage Grove Connection Overcrossing on the Pacific Highway in Lane County, completed September 30, 1955.

"Contract No. 4341 with Peter Kiewit Sons' Co. for grading and paving on the South Unit, Klamath Falls-Midland Overcrossing Section of the Midland Highway in Klamath County, completed September 15, 1955.

"Contract No. 4352 with Allum Bros. for grading and surfacing on the South Unit, Hayden Slough-Donna Section of the Eugene-Marcola Road in Lane County, completed September 19, 1955.

"Contract No. 4357 with Den Herder & Strobel, Contractors, for slide correction on the Forest Boundary Slide Unit, Winchester Bay-Forest Boundary Section of the Oregon Coast Highway in Douglas County, completed August 20, 1955.

"Contract No. 4358 with Trowbridge & Flynn Electric Co. for installation of traffic signals in Medford on the Pacific Highway in Jackson County, completed June 30, 1955.

"Contract No. 4372 with R. H. Jones for constructing the Willamette Junction Grade Separation on The Dalles-California Highway in Klamath County, completed August 31, 1955.

"Contract No. 4383 with D. F. McKenzie for bridge construction, grading and paving on the Beaver Creek School-Twin Bridges Section on the Beaver Creek-Greenberry County Road in Benton County, completed October 20, 1955.

"Contract No. 4387 with Frank Watt Construction Co. and D & S Construction Co. for constructing Little Applegate River and Star Gulch Bridges on the Upper Applegate County Road in Jackson County, completed September 30, 1955.

"Contract No. 4400 with Diamond Rock Co. for grading and paving on the Deer Creek Section of the Oregon Coast Highway in Lincoln County, completed September 29, 1955.

EXHIBIT "C" (Cont)

"Contract No. 4402 with P. B. Doherty & Son for furnishing crushed materials in stock pile on the Sardine Creek-Linn County Line Section of the North Santiam Highway in Marion County, completed August 8, 1955.

"Contract No. 4403 with Jackson & Ray for construction work on the Cold Springs Creek Bridge Section on the Pendleton-Cold Springs Highway in Umatilla County, completed September 24, 1955.

"Contract No. 4412 with Vernie Jarl for furnishing crushed materials in stock pile on the Alicel-Minam Section of the Wallowa Lake Highway in Wallowa and Lake Counties, completed October 12, 1955.

"Contract No. 4416 with E-W Construction Co. for construction of the Quartz Creek Culvert and McNeil Creek Bridge on the Butte Falls County Road in Jackson County, completed August 31, 1955.

"Contract No. 4417 with Oregon Asphaltic Paving Co. for grading and oil mat surfacing on the Beals Corner-Parkdale Section of the Dougherty Corner-Parkdale Road in Hood River County, completed September 29, 1955.

"Contract No. 4424 with Oregon Asphaltic Paving Co. for oiling on the Linn County Roads Oiling Project, completed October 7, 1955.

"Contract No. 4446 with La Grande Concrete Pipe Co. for grading and stone base on the structure approach on the Glover Overcrossing-Oro Dell Overcrossing Section of the Old Oregon Trail Highway in Union County, completed October 5, 1955.

"Contract No. 4454 with Russell Olson Construction Co., Inc., for grading and paving on the Union (Warren & Dearborn Sts.) City Street Section in Union County, completed September 20, 1955.

"Contract No. 4471 with Rogers Construction, Inc., for furnishing crushed materials in stock pile on the Lane County Line-Willamette Junction Section of the Willamette Highway in Klamath County, completed October 28, 1955.

"Contract No. 4475 with Russell Olson Construction Co., Inc., for paving on the La Grande (Jefferson Avenue Truck Route) Section of the Old Oregon Trail Highway in Union County, completed September 30, 1955.

"Contract No. 4478 with Calkins Crushing Co. for furnishing crushed materials in stock pile on the Viento-Wasco County Line Section of the Columbia River Highway in Hood River County, completed October 8, 1955.

"Contract No. 4483 with Rohde Construction Co. for construction of the Emigrant Hill Sand Storage Shed on the Old Oregon Trail Highway in Umatilla County, completed October 17, 1955.

EXHIBIT "C" (Cont)

"Contract No. 4492 with Morrison & Lamping for paving on the Enterprise (Depot St.) City Street Section in Wallowa County, completed October 18, 1955.

"Contract No. 4509 with Lankford Bros. for grading and surfacing on the John Day (Main St. -S. W. 2nd St.) Section of the John Day-Burns Highway in Grant County, completed October 6, 1955.

THEREFORE BE IT RESOLVED that the work covered by State Highway Contracts for the construction of said State Highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

BE IT FURTHER RESOLVED that this Contracts Completed Resolution No. 47 shall be entered in the minutes and records of the Commission as of the 3rd day of November, 1955.

25681

EXHIBIT "D"

Minutes of November 3 and 4, 1955

RESOLUTION

WHEREAS, pursuant to the provisions of ORS 366.810, there have been by the Oregon State Highway Commission apportioned to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Jordan Valley...	$ 712.28
Monument.....	688.14
Yamhill.....	1,626.78

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 3rd day of November, 1955.

November 3, 1955

EXHIBIT "E-1"

Minutes of November 3 and 4, 1955

RESOLUTION

WHEREAS, the section of the Springfield-Creswell Highway, State Secondary Highway No. 222, located in Lane County and known as the Jasper-Pleasant Hill Section the northerly terminus of which is at Highway Engineer's Station 7+94.78 on the relocated highway and the southerly terminus of which is at Highway Engineer's Station 152+13.56 on the relocated highway, is now open for public travel;

WHEREAS, as a consequence of the relocation of said section of highway, a portion or unit of the old right of way has been eliminated from the boundaries of the relocated highway and is no longer needed for state highway purposes; and

WHEREAS, Lane County and the Highway Commission entered into an agreement under date of April 2, 1954, relating to the disposition to be made of the eliminated portion or unit; and

WHEREAS, the said agreement provided that after the said relocated section was opened to public travel the Commission would notify the County of same by letter and that, effective upon the date of said letter, the eliminated portion or unit, therein and herein referred to as Unit "A", would be abandoned as part of the said highway and all right, title and interest which the State may have in the right of way of Unit "A" shall thereupon pass to and vest in the County, and said Unit "A" would be maintained thereafter by said County as a county road under the jurisdiction and control of said County; and

WHEREAS, Lane County was duly notified by letter dated August 2, 1955, that the said section had been opened to public travel and that as of August 2, 1955 jurisdiction and control over Unit "A" became vested in said County; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon its records the disposition made of the portion or unit of the right of way of said highway, herein referred to as Unit "A", affected by reason of said relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the portion or unit of the old right of way which by reason of the relocation of the said highway is no longer within the boundaries of the new right of way and which is identified herein as Unit "A" is shown colored in red on the map attached hereto, which is marked Exhibit "A" and by this reference made a part hereof. The location of Unit "A" is more particularly described as follows:*

EXHIBIT "E-1" (Cont)

Unit "A"

Beginning at State Highway Engineer's Station 18+00 of the relocated Springfield-Creswell Highway in the northeast quarter of the northeast quarter (NE¼ NE¼) of Section 22, Township 18 South, Range 2 West, W. M.; thence southerly via the former route of the Springfield-Creswell Highway to State Highway Engineer's Station 78+00 of the relocated Springfield-Creswell Highway in the southeast quarter of the northeast quarter (SE¼ NE¼) of Section 27, Township 18 South, Range 2 West, W. M. *

2. That, pursuant to the aforesaid agreement, Unit "A" is hereby duly abandoned as part of the Springfield-Creswell Highway, State Secondary Highway No. 222, effective as of August 2, 1955, the date of said letter to Lane County, and that all right, title and interest which the State has in the right of way of Unit "A" hereby passes to and vests in the said County, and shall hereafter be maintained by said county as a county road.

3. That the area shown colored in green on the said Exhibit "A" includes right of way acquired for the said relocated section of highway and includes also some parts or areas of the old right of way not now incorporated within the boundaries of the right of way proper. In connection with the area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for right of way and other highway purposes and uses. Therefore, the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said Exhibit "A" shall be retained and held by the State. *

4. That this resolution be entered in the minutes and records of the Commission as of this 3rd day of November, 1955, as Abandonment and Retention Resolution File No. 289; and the Secretary is directed to mail a duly certified copy thereof to the County Court of Lane County.

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*FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 289 under the heading "Abandonment and Retention Resolutions" and said map by this reference is made part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "E-2"

Minutes of November 3 and 4, 1955

RESOLUTION

WHEREAS, the relocated Zigzag-Rhododendron Section of the Mt. Hood Primary Highway No. 26 located in Clackamas County, the westerly terminus of which is at Highway Engineer's Survey Station 899+00 and the easterly terminus of which is at Highway Engineer's Survey Station 1032+83.2 on the relocated highway, has been completed and opened for public travel; and

WHEREAS, due to the relocation of the aforesaid section a portion of the former right of way is no longer needed for state highway purposes and may be eliminated from the boundaries of the relocated highway; and

WHEREAS, it is the judgment of the Highway Commission that a portion of the former Mt. Hood Highway, which is no longer within the boundaries of the relocated Zigzag-Rhododendron Section of said highway, is no longer needed or required for state highway purposes; that said portion hereinafter referred to as Unit "A" shall be abandoned and revert to the owners of the abutting property; and

WHEREAS, it is the judgment of the Highway Commission that part of the former right of way of the Zigzag-Rhododendron Section of the Mt. Hood Highway, together with the other real property acquired by the State for roadway right of way and other public purposes, are needed and valuable for right of way purposes and public use; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon its records the disposition made of the portion or unit of the former right of way of the said Mt. Hood Highway referred to herein as Unit "A", as well as all the property affected by reason of said realignment;

NOW, THEREFORE, based upon power and authority vested in this Commission by the State of Oregon, it is HEREBY ORDERED AND RESOLVED that:

1. The portion of the former right of way, which is no longer within the boundaries of the new right of way by reason of the relocation of the Zigzag-Rhododendron Section of the Mt. Hood Highway, is identified as Unit "A" and described as follows:

Unit "A"

All the land situated within the right of way boundaries of the former Mt. Hood Highway, beginning at the southerly right of way line opposite Highway Engineer's Survey Station 922+90 of the relocated Mt. Hood Highway in U. S. Government

EXHIBIT "E-2" (Cont)

Unit "A" (Cont)

Lot 8, Section 3, Township 3 South, Range 7 East, W. M.; thence southeasterly via said former highway to a place on said former highway opposite and southerly of Highway Engineer's Survey Station 935+00 of said relocated highway in Lot 8, Section 3, Township 3 South, Range 7 East, .W. M.

2. Unit "A", as aforedescribed and shown on a map attached hereto marked Exhibit "A" and by this reference made a part hereof, because it is no longer needed for highway purposes or for the service of persons living thereon, or for any community served thereby, is hereby duly abandoned as part of the Mt. Hood Highway in the state highway system and all the right, title and interest which the State has in the right of way of Unit "A" thereby passes to and vests in the abutting property owners according to law.*

3. The right of way of the former and of the relocated Zigzag-Rhododendron Section of the Mt. Hood Highway within the right of way boundaries, together with the real property acquired by the State for roadway right of way and other public purposes, as indicated on Exhibit "A" attached hereto, shall be retained and held by the State.*

4. This Abandonment and Retention Resolution No. 306 be entered in the minutes and records of the Oregon State Highway Commission as of the 3rd day of November, 1955, and the Secretary is ordered to mail a duly certified copy hereof to the Regional Forest Supervisor of the U. S. Forest Service.

FOOTNOTE*:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 306 under the heading "Abandonment and Retention Resolutions" and said map by this reference is made part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "E-3"

Minutes of November 3 and 4, 1955

RESOLUTION

WHEREAS, the relocated Emigrant Hill Section of the Old Oregon Trail Primary Highway No. 6 located in Umatilla County, the northwesterly terminus of which is at Highway Engineer's Survey Station 75+00 and the southeasterly terminus of which is at Highway Engineer's Survey Station 985+33 on the relocated highway, has been completed and is now open for public travel; and

WHEREAS, due to the relocation of the aforesaid section a portion of the old right of way is no longer needed for state highway purposes and may be eliminated from the boundaries of the relocated highway; and

WHEREAS, Umatilla County and the State Highway Commission entered into an agreement under date of January 18, 1954, relating to the disposition to be made of the portion that may be eliminated, therein and hereinafter referred to as Unit "A"; and

WHEREAS, said agreement provided that Unit "A" would be abandoned by the State Highway Commission as part of the Old Oregon Trail Highway and would be maintained thereafter by said County as a county road under the jurisdiction and control of said County; and

WHEREAS, Umatilla County was duly notified by letter dated September 20, 1955, that said section had been completed and opened to public travel and that as of September 20, 1955, jurisdiction and control over Unit "A" became vested in Umatilla County; and

WHEREAS, it is the judgment of the Highway Commission that certain portions of the former right of way of the Emigrant Hill Section of the Old Oregon Trail Highway, together with other real property acquired by the State for roadway right of way and other public purposes, is needed and valuable for right of way purposes and public use; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon its records the disposition made of the portion or unit of the former right of way of said highway referred to herein as Unit "A" as well as all the property affected by reason of the said relocation;

NOW, THEREFORE, based upon the power and authority vested in this Commission by the State of Oregon, IT IS HEREBY ORDERED AND RESOLVED that:

1. The portion of the former right of way, which by reason of the relocation of the Emigrant Hill Section of the Old Oregon Trail Highway is no longer within the boundaries of the new right of way, is identified as Unit "A" and described as follows:

EXHIBIT "E-3" (Cont)

Unit "A"

All the land situated within the right of way boundaries of the Old Oregon Trail Highway as formerly routed, beginning on the northerly right of way line opposite Highway Engineer's Survey Station 94+00 of said highway as relocated in the Southeast Quarter of the Northeast Quarter (SE $\frac{1}{4}$ - NE $\frac{1}{4}$), Section 12, Township 2 North, Range 32 East, W. M.; thence easterly and southerly via said highway as formerly routed to Highway Engineer's Survey Station 888+00 of said highway as formerly routed in the Northwest Quarter of the Northwest Quarter (NW $\frac{1}{4}$ - NW $\frac{1}{4}$), Section 9 Township 1 North, Range 34 East, W. M.

2. Pursuant to the aforesaid agreement entered into with Umatilla County on the 18th day of January, 1954, Unit "A" is hereby duly abandoned, as part of the Old Oregon Trail Highway and the State Highway System; and all right, title and interest which the State had in the right of way of Unit "A" herein described is hereby passed to and vested in the said Umatilla County effective as of September 20, 1955. Unit "A" is shown on the map attached hereto marked Exhibit "A" and by this reference made a part hereof. *

3. The right of way of the former and of the relocated Emigrant Hill Section of the Old Oregon Trail Highway together with the real property acquired by the State for roadway right of way and other public purposes, as indicated on Exhibit "A" attached hereto, shall be retained and held by the State. *

4. This Abandonment and Retention Resolution No. 285 be entered in the minutes and records of the Oregon State Highway Commission as of the 3rd day of November, 1955, and the Secretary is ordered to mail a duly certified copy hereof to the Umatilla County Court.

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*FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 285 under the heading "Abandonment and Retention Resolutions" and said map by this reference is made part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "E-4"

Minutes of November 3 and 4, 1955

RESOLUTION

WHEREAS, the relocated Newport-Toledo Section of the Corvallis-Newport State Highway No. 33 located in Lincoln County, the westerly terminus of which is at Highway Engineer's Survey Station 15+00 on the relocated highway, and the easterly terminus of which is at Highway Engineer's Survey Station 293+00 on said relocated highway, has been completed and is now opened to public travel; and

WHEREAS, due to the relocation of the aforesaid section of the Corvallis-Newport State Highway portions of the former right of way are no longer needed for right of way purposes and may be eliminated from the boundaries of the relocated highway; and

WHEREAS, Lincoln County, the City of Newport, and the State Highway Commission entered into an agreement on the 4th day of November, 1955, relating to the disposition to be made of those portions that may be eliminated, therein and hereinafter referred to as Units "A", "B", "D", "E", "F", "K", and "M"; and

WHEREAS, said agreement provided that Units "A", "B", "D", "E", "F", "K", and "M" would be abandoned by the State Highway Commission, to the county by a formal resolution, as part of the Corvallis-Newport Highway and the state highway system; that Unit "A", being within the city limits of Newport, would be relinquished by the county to the city and maintained thereafter by the city as part of the city street system, and that Units "B", "D", "E", "F", "K", and "M" would be maintained thereafter by the County as part of the county road system; and

WHEREAS, it is a judgment of the Highway Commission that certain portions of the former right of way of the Newport-Toledo Section of the Corvallis-Newport Highway, together with other real property acquired by the State for roadway right of way and other public purposes, is needed and valuable for right of way purposes and public use; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon its records the disposition made of the portions or units of the former right of way of the said Newport-Toledo Section of the Corvallis-Newport State Highway referred to herein as Units "A", "B", "D", "E", "F", "K", and "M", as well as all the property affected by reason of said realignment.

NOW, THEREFORE, based upon the power and authority vested in this Commission by the State of Oregon, it is **HEREBY ORDERED AND RESOLVED** that:

1. The portions of the former right of way which are no longer within the boundaries of the new right of way, by reason of the relocation

of the Newport-Toledo Section of the Corvallis-Newport State Highway No. 33, are identified as Units "A", "B", "D", "E", "F", "K", and "M" and described as follows:

Unit "A"

All of the land situated within the right of way boundaries of the Corvallis-Newport Highway as formerly routed, beginning at the northerly right of way line opposite Highway Engineer's Survey Station 16+80 of said highway as relocated in the northeast quarter of the northeast quarter (NE¼ NE ¼) of Section 8, Township 11 South, Range 11 West, W.M.; thence northerly and easterly via said highway as formerly routed to the easterly city boundary of the City of Newport.

Unit "B"

All of the land situated within the right of way boundaries of the Corvallis-Newport Highway as formerly routed, beginning at a line on said highway as formerly routed on the easterly city boundary of the City of Newport; thence easterly via said highway as formerly routed to the northerly right of way line opposite Highway Engineer's Survey Station 92+80 of said highway as relocated in the southwest quarter of the northwest quarter (SW¼ NW¼) of Section 10, Township 11 South, Range 11 West, W.M.

Unit "D"

All of the land situated within the right of way boundaries of the Corvallis-Newport Highway as formerly routed, beginning at a line extending northerly across said highway from Highway Engineer's Survey Station 110+60 of said highway as relocated in the southeast quarter of the northwest quarter (SE ¼ NW¼), Section 10, Township 11 South, Range 11 West, W.M.; thence easterly and northerly via said highway as formerly routed to a line extending at right angles to the center line at Highway Engineer's Survey Station 261+50 of said highway as formerly routed in the northeast quarter of the northeast quarter (NE¼ NE¼), Section 10, Township 11 South, Range 11 West, W.M.

Unit "E"

All of the land situated within the right of way boundaries of the Corvallis-Newport Highway as formerly routed beginning at a line extending at right angles to the center line at Highway Engineer's Survey Station 261+50 of said highway as formerly routed in the northeast quarter of the northeast quarter (NE¼ NE¼), Section 10, Township 11 South, Range 11 West, W.M.; thence

EXHIBIT "E-4" (Cont)

Unit "E" (Cont)

southeasterly via said highway as formerly routed to a line extending north and south across the highway at Highway Engineer's Survey Station 240+60 of said highway as formerly routed in the southeast quarter of the northeast quarter (SE¼ NE¼), Section 10, Township 11 South, Range 11 West, W.M.

Unit "F"

All of the land situated within the right of way boundaries of the Corvallis-Newport Highway as formerly located, beginning at the northerly right of way boundary opposite Highway Engineer's Survey Station 155+00 of said highway as relocated in the southwest quarter of the northwest quarter (SW¼ NW¼), Section 11, Township 11 South, Range 11 West, W.M.; thence northeasterly via said highway as formerly routed to a line extending at right angles to the center line at Highway Engineer's Survey Station 210+20 of said highway as formerly routed in the southeast quarter of the northwest quarter (SE¼ NW¼), Section 11, Township 11 South, Range 11 West, W.M.

Unit "K"

All of the land situated within the right of way boundaries of the Corvallis-Newport Highway as formerly routed, beginning at a line extending at right angles to the center line at Highway Engineer's Survey Station 130+00 of said highway as formerly routed in the northwest quarter of the southeast quarter (NW¼ SE¼), Section 12, Township 11 South, Range 11 West, W. M.; thence easterly via said highway as formerly routed to a line extending at right angles to the center line at Highway Engineer's Survey Station 126+50 of said highway as formerly routed in the northwest quarter of the southeast quarter (NW¼ SE¼), Section 12, Township 11 South, Range 11 West, W. M.

Unit "M"

All the land within the right of way boundaries of the Corvallis-Newport Highway as formerly routed, beginning at the northerly right of way line opposite Highway Engineer's Survey Station 250+00 of said highway as relocated in the northeast quarter of the southeast quarter (NE ¼ SE¼), Section 12, Township 11 South, Range 11 West, W. M.; thence northeasterly via said highway

EXHIBIT "E-4" (Cont)

Unit "M" (Cont)

as formerly routed to the north-south line between Ranges 10 and 11 West, W. M.

2. Pursuant to the agreement entered into with Lincoln County and the City of Newport on the 4th day of November, 1955, Units "A", "B", "D", "E", "F", "K ", and "M", indicated on the map attached hereto, marked Exhibit "A", and by this reference made a part hereof, are hereby duly abandoned as part of the Corvallis-Newport State Highway and of the state highway system, and all right, title, and interest which the state has in the right of way of said units herein described hereby passes to and vests in the said Lincoln County. *

3. The right of way of the former and of the relocated Newport-Toledo Section of the Corvallis-Newport State Highway together with the real property acquired by the state for roadway right of way and other public purposes, as indicated on Exhibit "A" attached hereto, shall be retained and held by the state. *

4. This Abandonment and Retention Resolution No. 307 be entered in the minutes and records of the Oregon State Highway Commission as of the 3rd day of November, 1955, and the Secretary is ordered to mail a duly certified copy hereof to the County Court of Lincoln County and to the City Council of the City of Newport.

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*FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 307 under the heading "Abandonment and Retention Resolutions" and said map by this reference is made part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "E-5"

Minutes of November 3 and 4, 1955

RESOLUTION

WHEREAS, the relocated Crow-Gillespie Corners Section of the Territorial Secondary Highway No. 200, located in Lane County, the northerly terminus of which is at Highway Engineer's Survey Station 1344+50 and the southerly terminus of which is at Highway Engineer's Survey Station 1771+00 on the relocated highway, has been completed and is now open for public travel; and

WHEREAS, due to the relocation of the aforesaid section a portion of the former right of way is no longer needed for State Highway purposes and may be eliminated from the boundaries of the relocated highway; and

WHEREAS, Lane County and the State Highway Commission entered into an agreement under date of April 14, 1955, relating to the disposition to be made of the portion that may be eliminated, therein and hereinafter referred to as Unit "A"; and

WHEREAS, said agreement provided that Unit "A" would be abandoned by the State Highway Commission as part of the Territorial Secondary Highway and would be maintained thereafter by said county as a county road under the jurisdiction and control of said county; and

WHEREAS, it is the judgment of the Highway Commission that certain portions of the former right of way of the Crow-Gillespie Corners Section of the Territorial Secondary Highway, together with other real property acquired by the State for roadway right of way and other public purposes, as is indicated on the map attached hereto marked Exhibit "A" and by this reference made a part hereof, are needed and valuable for right of way purposes and public use; and *

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon its records the disposition made of the portion or unit of the right of way of said highway referred to herein as Unit "A" and affected by reason of the said relocation,

NOW, THEREFORE, based upon the power and authority vested in this Commission by the State of Oregon, IT IS HEREBY RESOLVED AND ORDERED that:

1. The portion or unit of the former right of way, which by reason of the relocation of the said Territorial Secondary Highway is no longer within the boundaries of the new right of way, is identified as Unit "A" and described as follows:

Unit "A"

All the land situated within the right of way boundaries of the Territorial Highway as formerly routed, beginning at

25[illegible]

EXHIBIT "E-5" (Cont)

Unit "A" (Cont)

the westerly right of way line opposite Highway Engineer's Survey Station 1413+40 of said highway as relocated in the southeast quarter of the northwest quarter (SE $\frac{1}{4}$ NW $\frac{1}{4}$), Section 29, Township 18 South, Range 5 West, W. M.; thence southerly via said highway as formerly routed to the westerly right of way line opposite Highway Engineer's Survey Station 1450+50 of said highway as relocated in the southwest quarter of the southeast quarter (SW $\frac{1}{4}$ SE $\frac{1}{4}$), Section 29, Township 18 South, Range 5, West, W. M.

2. Pursuant to the agreement entered into with Lane County on the 14th day of April, 1955, Unit "A" is hereby duly abandoned as part of the Territorial Secondary Highway and the State Highway System; and all of the right, title and interest which the State has in the right of way of Unit "A" herein described passes to and vests in the said Lane County.

3. The right of way of the former and of the relocated Crow-Gillespie Corners Section of the Territorial Highway together with the real property acquired by the State for roadway right of way and other public purposes, as indicated on Exhibit "A" attached hereto, shall be retained and held by the State. *

4. This Abandonment and Retention Resolution No. 300 be entered in the minutes and records of the Oregon State Highway Commission as of the 3rd day of November, 1955, and the Secretary is ordered to mail a duly certified copy hereof to the Board of County Commissioners of Lane County.

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*FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 300 under the heading "Abandonment and Retention Resolutions" and said map by this reference is made part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "E-6"

Minutes of November 3 and 4, 1955

RESOLUTION

WHEREAS, the relocated West Unit of the Weston-Weston Mountain Section of the Weston-Elgin Secondary Highway No. 330 located in Umatilla County, the westerly terminus of which is at Highway Engineer's Survey Station 11+00 and the easterly terminus of which is at Highway Engineer's Survey Station 150+60 on the relocated highway, has been completed and is now open for public travel; and

WHEREAS, due to the relocation of the aforesaid unit portions of the former right of way are no longer needed for right of way purposes and may be eliminated from the boundaries of the relocated highway; and

WHEREAS, Umatilla County, the City of Weston, and the State Highway Commission entered into an agreement on the 23rd day of May, 1955, relating to the disposition to be made of those portions that may be eliminated, therein and hereinafter referred to as Units "A" and "B"; and

WHEREAS, said agreement provided that Units "A" and "B" would be abandoned by the State Highway Commission to the county by a formal resolution, as part of the Weston-Elgin Secondary Highway and the state highway system, and Unit "A" would be maintained thereafter by the county as part of the county road system, and that Unit "B", being within the city limits of Weston, would be relinquished by the county to the city and maintained thereafter by the city as part of the city street system; and

WHEREAS, it is the judgment of the Highway Commission that certain portions of the former right of way of the West Unit of the Weston-Weston Mountain Section of the Weston-Elgin Secondary Highway, together with other real property acquired by the State for roadway right of way and other public purposes, is needed and valuable for right of way purposes and public use; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon its records the disposition made of the portions or units of the former right of way of the said Weston-Elgin Secondary Highway referred to herein as Units "A" and "B", as well as all the property affected by reason of said realignment.

NOW, THEREFORE, based upon the power and authority vested in this Commission by the State of Oregon, it is **HEREBY ORDERED AND RESOLVED** that:

1. The portions of the former right of way which by reason of the relocation of the West Unit of the Weston-Weston Mountain Section of the Weston-Elgin Secondary Highway are no longer within the boundaries of the new right of way, are identified as Units "A" and "B", and described as follows:

EXHIBIT "E-6" (Cont)

Unit "A"

All the land situated within the right of way boundaries of the Weston-Elgin Secondary Highway as formerly routed, beginning on said highway as formerly routed at the easterly city boundary of the City of Weston; thence easterly via said highway as formerly routed to the southerly right of way line opposite Highway Engineer's Survey Station 135+50 of said highway as relocated in the northeast quarter of the southwest quarter (NE¼ SW¼), Section 24, Township 4, North, Range 36 East, W. M.

Unit "B"

All the land situated within the right of way boundaries of the Weston-Elgin Secondary Highway as formerly routed, beginning at the intersection of said highway as formerly routed and the Oregon-Washington State Primary Highway No. 8 in the city of Weston; thence easterly via said Weston-Elgin Secondary Highway as formerly routed to the easterly city boundary of the City of Weston.

2. Pursuant to the agreement entered into with Umatilla County and the City of Weston on the 23rd day of May, 1955, Unit "A" and Unit "B", indicated on the map attached hereto, marked Exhibit "A", and by this reference made a part hereof, are hereby duly abandoned as part of the Weston-Elgin Secondary Highway and the state highway system, and all right, title and interest which the State has in the right of way of Units "A" and "B" herein described, passes to and vests in the said Umatilla County.*

3. The right of way of the former and of the relocated West Unit of the Weston-Weston Mountain Section of the Weston-Elgin Secondary Highway, together with the real property acquired by the state for roadway right of way and other public purposes, as indicated on Exhibit "A" attached hereto, shall be retained and held by the State.*

4. This Abandonment and Retention Resolution No. 304 be entered in the minutes and records of the Oregon State Highway Commission as of the 3rd day of November, 1955, and the Secretary is ordered to mail a duly certified copy hereof to the Board of County Commissioners of Umatilla County.

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*FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 304 under the heading "Abandonment and Retention Resolutions" and said map by this reference is made part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "E-7"

Minutes of November 3 and 4, 1955

RESOLUTION

WHEREAS, the section of The Dalles-California Highway, State Primary Highway No. 4, located in Wasco and Jefferson Counties and known as the Sherman Junction-Willowdale Section, the northerly terminus of which is at Highway Engineer's Station 0+00 on the relocated highway and the southerly terminus of which is at Highway Engineer's Station 449+00 on the relocated highway, has been completed and is now open for public travel; and

WHEREAS, as a consequence of the relocation of said section of highway, a portion or unit of the old right of way has been eliminated from the boundaries of the relocated highway and is no longer needed for state highway purposes; and

WHEREAS, Wasco County and Jefferson County and the Highway Commission entered into an agreement under date of May 12, 1954, relating to the disposition to be made of the eliminated portion or unit; and

WHEREAS, the said agreement provided that after the said relocated section was completed and opened to public travel the Commission would notify each of the counties of same by letter and that, effective upon the date of said letter, the eliminated portion or unit, therein and herein referred to as Unit "A", would be abandoned as part of the said highway and would be maintained thereafter by said counties as county roads under the jurisdiction and control of said counties, each county having jurisdiction and control of that portion of Unit "A" which lies within its territory; and

WHEREAS, Wasco County and Jefferson County were duly notified by letter dated October 20, 1955, that the said section has been completed and opened to public travel and that as of October 20, 1955, jurisdiction and control over Unit "A" became vested in said counties; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon its records the disposition made of the portion or unit of the right of way of said highway affected by reason of said relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the portion or unit of the old right of way which by reason of the relocation of the said highway is no longer within the boundaries of the new right of way and which is identified herein as Unit "A" is shown colored in red on the map attached hereto, which is marked Exhibit "A" and by this reference made a part hereof. The location of Unit "A" is more particularly described as follows: *

EXHIBIT "E-7" (Cont)

Unit "A"

Beginning at State Highway Engineer's Station 331+65 of the relocated The Dalles-California Highway in the northwest quarter of the northwest quarter (NW$\frac{1}{4}$ NW$\frac{1}{4}$) of Section 34, Township 8 South, Range 15 East, W. M.; thence southerly via the former route of The Dalles-California Highway to State Highway Engineer's Station 405+50 of the former route of The Dalles-California Highway in the northeast quarter of the southeast quarter (NE$\frac{1}{4}$ SE$\frac{1}{4}$) of Section 4, Township 9 South, Range 15 East, W. M.

2. That, pursuant to the aforesaid agreement, Unit "A" is hereby duly abandoned as part of The Dalles-California Highway, State Primary Highway No. 4, effective as of October 20, 1955, the date of said letter to Wasco and Jefferson Counties, and that all right, title and interest which the State had in the right of way of Unit "A" passed to and vested in the said counties, each county taking that portion of Unit "A" that lies within its territory, as of that date.

3. That the area shown colored in green on the said Exhibit "A" includes right of way acquired for the said relocated section of highway and includes also some parts or areas of the old right of way not now incorporated within the boundaries of the right of way proper. In connection with the area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for right of way and other highway purposes and uses. Therefore, the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said Exhibit "A" shall be retained and held by the State.*

4. That this resolution shall be entered in the minutes and records of the Commission on this 3rd day of November, 1955, and the Secretary is directed to mail a duly certified copy thereof to the County Courts of Wasco County and Jefferson County.

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*FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 292 under the heading "Abandonment and Retention Resolutions" and said map by this reference is made part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "F"

Minutes of November 3 and 4, 1955

RESOLUTION

WHEREAS, on December 6, 1933, certain county roads in Clackamas, Marion, and Washington Counties, then under the jurisdiction of the county courts of the respective counties, were selected and designated by the Highway Commission on its records by appropriate resolution as the Beaverton-Aurora Secondary State Highway No. 141. These roads were then described as being:

In Washington County:

Market Road No. 23, beginning at Beaverton and extending southerly to Tigard and thence by Market Road No. 24 to the Clackamas County line, approximately 12 miles, and

In Clackamas County:

Being all of Market Road No. 27, beginning at the Marion County line and extending in a northerly direction via Wilsonville toward Tigard to the Washington County line, a distance of approximately 5.6 miles, and

In Marion County:

Beginning at Aurora and extending in a northerly direction by way of Market Road No. 59 to the Marion-Clackamas County line, approximately 2.9 miles; and

WHEREAS, when the Portland-Salem Expressway was made a state primary highway by legislative act in 1953, part of the northern portion, which lies between the Pacific Highway West and the Wilsonville-Hubbard Highway, was routed over a portion of the Beaverton-Aurora Secondary State Highway No. 141. When the said Portland-Salem Expressway was opened to public travel on December 15, 1954, those portions of the Beaverton-Aurora Secondary State Highway No. 141 outside of the rights of way of the Portland-Salem Expressway and the Wilsonville-Hubbard Highway were no longer required in the state highway system; and

WHEREAS, those portions of the Beaverton-Aurora Secondary State Highway No. 141 outside of the right of way of the Portland-Salem Expressway and the Wilsonville-Hubbard Highway in Clackamas County were, by appropriate resolutions, abandoned to Clackamas County and Marion County on January 18, 1955; and

WHEREAS, the Highway Commission deems it necessary and in the best interests of the traveling public that the names, route, and termini of the Beaverton-Aurora Secondary State Highway No. 141 be altered.

EXHIBIT "F" (Cont)

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Highway Commission that:

1. The portion of the Beaverton-Aurora Secondary State Highway No. 141 remaining after certain portions have been eliminated from the state highway system by Abandonment and Retention Resolutions Nos. 293 and 296 dated January 18, 1955, shall retain its classification as a Second-State Highway, but hereafter shall be known and designated as the Beaverton-Tualatin Secondary State Highway No. 141, with a route and termini described as follows:

> Beginning in the City of Beaverton at the junction of the Beaverton-Hillsdale Primary Highway No. 40 and Watson Street; thence southerly along Watson Street to the south city limits of Beaverton; thence continuing southerly and easterly, passing to the east of Tigard and through Tualatin, to a junction with the Portland-Salem Expressway, Primary State Highway No. 57, at Mile Point 15.28, located in the southeast quarter of Section 2, Township 3 South, Range 1 West, W. M., Washington County, Oregon, and covering a distance of approximately 12.9 miles.

2. This resolution be entered in the minutes and records of the Highway Commission this 3rd day of November, 1955, as Secondary Highway Designation Resolution File No. 33.

EXHIBIT "G"

Minutes of November 3 and 4, 1955

RESOLUTION

WHEREAS, by the resolution of the 25th day of May, 1955, the route and terminus of the Beaverton-Tualatin Secondary State Highway No. 141 was altered in the city of Beaverton, the new terminus being at the junction of the Tualatin Primary State Highway No. 29 and North Hall Street and the new route being from said terminus southerly along North Hall Street, Hall Street and Watson Street to the south city limits; and

WHEREAS, the State is in the process of reconstructing and improving parts of the aforementioned route of the Beaverton-Tualatin Secondary State Highway No. 141 in the city of Beaverton and it is inadvisable to route State Highway traffic over said route until the improvement project is completed,

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVE D, that:

1. The resolution of the 25th day of May, 1955 altering the route and terminus of the Beaverton-Tualatin Secondary State Highway No. 141 in the city of Beaverton is suspended and held in abeyance, not to become again effective until the proposed reconstruction and improvement project in the city of Beaverton is completed and open to state highway traffic; and the route and terminus of the Beaverton-Tualatin Secondary Highway No. 141 in the city of Beaverton until the aforesaid reconstruction and improvement project is completed is as designated prior to the resolution of the 25th day of May, 1955.

2. That this resolution be entered in the minutes and records of the Highway Commission this 3rd day of November, 1955, as Secondary Highway Designation Resolution, File No. 32A.

November 3, 1955

25701

EXHIBIT "H"

Minutes of November 3 and 4, 1955

RESOLUTION

WHEREAS, the Highway Commission, in accordance with the provisions of ORS 374.015, is authorized and empowered to "lay out, locate, relocate, adopt, establish, construct, designate, maintain and supervise the use and operation of new highways known as throughways"; and

WHEREAS, ORS 374.010 defines the meaning of the term "throughway" as "a highway or street especially designed for through traffic, over, from or to which owners or occupants of abutting land or other persons have no easement of access or only a limited easement of access, light air or view, by reason of the fact that their property abutts upon the throughway or for any other reason"; and

WHEREAS, ORS 374.015(2) provides that, "any relocated section of an existing highway and such portions of existing highways, which at the time they are designated as throughways have less than 10 commercial businesses abutting thereon catering to the motoring public in any one mile of such existing highway, may be designated and constructed as or converted into a throughway by the State Highway Commission"; and

WHEREAS, it is the opinion and the judgment of this Highway Commission that the McMinnville Airport-Dayton Junction Section of the Three Mile Lane State Secondary Highway No. 152 in Yamhill County should be constructed as a throughway as it is contemplated that the present Pacific Highway West, which is a throughway, may be relocated over this section of the Three Mile Lane State Secondary Highway No. 152 at some future time.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Highway Commission, that:

1. The McMinnville Airport-Dayton Junction Section of the Three Mile Lane State Secondary Highway No. 152 in Yamhill County, beginning at Highway Engineer's Survey Station 155+00, at the McMinnville Airport, and extending in an easterly direction to Highway Engineer's Survey Station 378+43.44, approximately 0.3 mile west of the Pacific Highway West is hereby selected, designated and established as a Throughway and from and after the date of this resolution the aforesaid section of the Three Mile Lane State Secondary Highway No. 152 shall be constructed and reconstructed as a throughway.

2. When the McMinnville Airport-Dayton Junction Section of the Three Mile Lane State Secondary Highway No. 152 has been constructed and thereafter this section of the highway is to be relocated, reconstructed or otherwise permanently improved such work shall be accomplished so

EXHIBIT "H" (Cont)

that it shall conform to and in all respects satisfy the specifications and requirements of a throughway.

3. This resolution be entered in the minutes and records of the Commission as of the 3rd day of November, 1955, as Throughways and Rights of Access Resolution No. 10.

25703

EXHIBIT "I-1"

Minutes of November 3 and 4, 1955

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: OREGON COAST HIGHWAY (Curry County)

Highway number: 9 Route number US101

M.P. 305.77	(150 feet north of Dinty's Market)	to M.P. 306.30	(250 feet north of Floras Creek Road)	30 MPH
M.P. 306.30	(250 feet north of Floras Creek Road)	to M.P. 306.56	(50 feet south of Langlois Cheese Makers)	45 MPH

EXHIBIT "I-1" (Cont)

EXCEPT THAT BETWEEN

a point 250 feet south of the Langlois Post Office (M. P. 305.94) to 500 feet north of Floras Creek Road (M. P. 306. 25) the indicated speed shall be 20 MILES PER HOUR during the hours of school crossings in accordance with the provisions of Subsection 1. a., of ORS 483. 104.

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 212 be entered in the minutes and records of the Commission as of the 3rd day of November, 1955.

23705

EXHIBIT "I-2"

Minutes of November 3 and 4, 1955

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of statehighways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: CRATER LAKE HIGHWAY (Jackson Co.)

Highway number 22 Route number ORE62

M.P. 20.67 (0.14 mile south of Alder Street)	to	M.P. 21.17 (500 feet north of Indian Creek)	45 MPH
M.P. 21.17 (500 feet north of Indian Creek)	to	M.P. 21.98 (0.20 mile north of Mallory Lane)	35 MPH

EXCEPT THAT BETWEEN

M.P. 21.80 (100 feet north of Mallory Lane) to M.P. 21.92 (300 feet north of the road to the Shady Cove School), the indicated speed shall be 20 MILES PER HOUR during the hours of school crossings in accordance with the provisions of Subsection 1.a, of ORS 483.104.

EXHIBIT "I-2" (Cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 213 be entered in the minutes and records of the Commission as of the 3rd day of November, 1955.

25707

EXHIBIT "I-3"

Minutes of November 3 and 4, 1955

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obatined in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: DALLAS-RICKREALL HIGHWAY

Highway number 189 Route number ORE22

	Location of Termini			Established Speed
M. P. 1.24 (east city limits of Dallas)	to	M. P. 2.18 (350 feet west of Fir Villa Road)		50 MPH

EXHIBIT "I-3" (Cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 214 be entered in the minutes and records of the Commission as of the 3rd day of November, 1955.

25769

EXHIBIT "I-4"

Minutes of November 3 and 4, 1955

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: OREGON COAST HIGHWAY (Coos Co.)

Highway number 9 Route number US101

Location of Termini				Established Speed
M.P. 253.83	(100 feet west (north) of the Cedar Point Road)	to M.P. 254.21	(0.19 mile west (south) of the west city limits of Coquille)	45 MPH

EXHIBIT "I-4" (Cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 215 be entered in the minutes and records of the Commission as of the 3rd day of November, 1955.

25711

EXHIBIT "I-5"

Minutes of November 3 and 4, 1955

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: SALEM-DAYTON HIGHWAY

Highway number 150 Route number ORE221

Location of Termini			Established Speed
M.P. 17.97 (400 feet north of (Spring Valley Road)	to	M.P. 19.43 (100 feet north of Orchard Heights Road)	45 MPH
M.P. 19.43 (100 feet north of Orchard Heights Road)	to	M.P. 19.53 (north city limits of Salem)	35 MPH

EXHIBIT "I-5" (Cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 216 be entered in the minutes and records of the Commission as of the 3rd day of November, 1955.

25713

EXHIBIT "J-1"

Minutes of November 3 and 4, 1955

RESOLUTION

WHEREAS, the Oregon State Board of Forestry has donated and conveyed to the Oregon State Highway Commission certain real property situate in Klamath County, Oregon, known as the Jackson F. Kimball Forest Area in honor of Jackson F. Kimball, an early forester who advocated fire protection and inset control, which property is in close proximity to The Dalles-California State Highway No. 4 (U.S. 97), for park purposes; and

WHEREAS, under the provisions of ORS 366.345, the State Highway Commission may acquire real property for park purposes adjacent to, along, or in close proximity to state highways, or which may be conveniently reached from or by a public highway; and

WHEREAS, the property herein referred to is excellently suited for park purposes and its maintenance as a state park would contribute to the pleasure and enjoyment of the people of the State of Oregon and the motoring public; and

WHEREAS, it is deemed appropriate that said area retain its designation in honor of Jackson F. Kimball;

NOW, THEREFORE, BE IT RESOLVED:

1. That the following-described real property situate in Klamath County, Oregon, be and the same hereby is designated as the Jackson F. Kimball State Park:

> All that portion of Lots 9 and 10 in Section 3, Township 33 South, Range 7½ East, W.M., West of the center line of a road described as follows:
>
> Beginning at a point on said road 902.1 feet North and 232.8 feet West of the Section corner common to Sections 2, 3, 10, and 11, Township 33 South, Range 7½ East, W.M.; thence North 0° 11' West 389.7 feet to a point; thence North 40° 51' West 413.2 feet to a point; thence North 25° 09' West 677 feet to a point; thence North 31° 20' West 457.4 feet, more or less, to the North line of Lot 9 of Section Three (3), Township 33 South, Range 7½ East, W.M., comprising 19 acres, more or less, in Klamath County, Oregon.

2. That Miscellaneous Resolution No. 125, recorded in the minutes and records of this Commission as of the 19th day of January,

EXHIBIT "J-1" Cont)

1955, is hereby amended by adding to the list of state parks the Jackson F. Kimball State Park.

3. That this resolution be entered in the minutes and records of the Highway Commission this 3rd day of November, 1955.

25715

EXHIBIT "J-2"

Minutes of November 3 and 4, 1955

RESOLUTION

WHEREAS, Fort Stevens State Park is under the jurisdiction and control of the State Highway Commission as provided by ORS 366.205; and

WHEREAS, that lake in Fort Stevens State Park known as Coffenbury Lake is suitable both for the use of motor boats and other watercraft and for the purpose of swimming; and

WHEREAS, motor boats and other watercraft are dangerous to swimmers and a hazard to life is created when motor boats and other watercraft are permitted in and about areas where others are accustomed to swim; and

WHEREAS, under the provisions of ORS 366.350 and 488.030 (3), the Highway Commission may make rules and regulations as to the use of motor boats and other water craft on waters within state parks,

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED, that

1. A restricted swimming area is created in the northwesterly end of Coffenbury Lake in Fort Stevens State Park, Clatsop County. Attached hereto, marked Exhibit "A" and by this reference made a part hereof, is a map of one page showing in orange the location of the restricted swimming area. A description of said restricted swimming area is as follows: *

> Beginning at a point on the westerly bank of Coffenbury Lake, said point being near the southeasterly end of parking area and also being 2560 feet north and 900 feet west of the S. W. Corner of Section 18, T. 8 N., R. 10 W., W.M.; thence S. 75° E. a distance of 200 feet; thence S. 15° W. a distance of 450 feet, more or less, to the westerly bank of said lake; thence in a northwesterly and northeasterly direction along said westerly bank to the point of beginning.

2. Motor boats and other watercraft are prohibited from entering said restricted swimming area save for the protection or rescue of human life; violations of this regulation shall be punished as provided in ORS 366.250 and 488.990 (1).

3. The State Parks Superintendent shall cause suitable signs to be erected within the main entrances to the park, and at such other places as he deems necessary, warning persons of the prohibition of motor boats and other watercraft in the restricted swimming area and shall mark the restricted swimming area by means of a string of white painted buoys.

EXHIBIT "J-2" (cont.)

4. That this resolution be entered in the minutes and records of the Highway Commission this 3rd day of November, 1955, as Miscellaneous Resolution, File No. 163.

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*FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 163, under the heading "Miscellaneous Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

25717

EXHIBIT "J-3"

Minutes of November 3 and 4, 1955

RESOLUTION

WHEREAS, under the provisions of ORS 366.345, the State Highway Commission is authorized to acquire real property, or any interest therein, for the development and maintenance of state parks by purchase, agreement, donation, or by the exercise of eminent domain; and,

WHEREAS, pursuant to said statute, the Highway Commission has acquired certain real property in Clatsop County hereinafter more fully described for the development of a state park; and,

WHEREAS, said property is desirable for a state park because of its scenic beauty and geographic location and establishing a state park therein will contribute to the general welfare of the people of this State and the motoring public.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED AND ORDERED by this Commission as follows:

1. That the following real property as hereinafter described is designated as the Fort Stevens State Park:

> All that real property acquired from Clatsop County by a deed from said County to the State of Oregon dated March 28, 1955 and recorded on page 485, Book 230, deed records, Clatsop County.

Attached hereto, marked Exhibit "A", and by this reference made a part hereof is a map of one page showing said Fort Stevens State Park.*

It is further resolved that this Resolution No. 5 be entered in the minutes and records of the Oregon State Highway Commission as of the 4th day of November, 1955, and the Secretary is ordered to mail a duly certified copy hereof to the County Clerk of Clatsop County.

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*FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 5, under the heading "State Parks Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-4"

Minutes of November 3 and 4, 1955

RESOLUTION

WHEREAS, under the provisions of ORS 366.345 the State Highway Commission is authorized to acquire real property or any interest therein for the development and maintenance of state parks by purchase, agreement, donation or by the exercise of eminent domain; and

WHEREAS, pursuant to said statute the Highway Commission has acquired certain real property south of the relocated Columbia River Highway in the vicinity of Troutdale, Oregon, for the development of a state park; and

WHEREAS, said property is desirable for a state park because of its scenic beauty and geographic location and establishing a state park therein will contribute to the general welfare of the people of this state and the motoring public; and

WHEREAS, the Highway Commission officially listed all state parks by a prior resolution;

NOW, THEREFORE, BE IT AND IT HEREBY IS ORDERED by this Commission as follows:

1. That the following real property as hereinafter described is designated as the Lewis and Clark State Park:

a. All that real property acquired from Multnomah County by a deed from said County to the State of Oregon dated July 20, 1936 and recorded on Page 139, Book 352, Deed Records Multnomah County.

b. All that real property acquired from the Columbia Contract Company by a deed from said company to the State of Oregon dated March 13, 1932 and recorded on Page 117, Book 670, Deed Records Multnomah County.

c. All that real property acquired from the State Land Board by a deed from said Board to the State of Oregon dated September 30, 1946 and recorded on Page 148, Book 1112, Deed Records Multnomah County, save and except such portions thereof as are within the right of way of the relocated Columbia River Highway.

EXHIBIT "J-4" (cont.)

d. All that real property acquired from the State Land Board by a deed from said Board to the State of Oregon dated January 17, 1946 and recorded on Page 21, Book 1011, Deed Records Multnomah County, save and except such portions thereof as are within the right of way of the relocated Columbia River Highway.

e. All that real property acquired from the State Land Board by a deed from said Board to the State of Oregon dated February 18, 1942 and recorded on Page 292, Book 664, Deed Records Multnomah County.

f. All of parcels 1 and 3 of that real property acquired from Alice W. Jordan by a deed from said Alice W. Jordan to the State of Oregon dated April 29, 1940 and recorded on Page 416, Book 554, Deed Records Multnomah County, save and except such portions thereof as are within the right of way of the relocated Columbia River Highway.

g. All of parcels 1, 2 and 4 of that real property acquired from Paul Martin and Verla Martin by a deed from said Paul Martin and Verla Martin to the State of Oregon dated March 15, 1951 and recorded on Page 64, Book 1470, Deed Records Multnomah County, save and except such portions thereof as are within the right of way of the relocated Columbia River Highway.

h. All of that real property acquired from J. H. Lambert by a deed from said J. H. Lambert to the State of Oregon dated October 15, 1940 and recorded on Page 163, Book 579, Deed Records Multnomah County save and except that portion thereof conveyed by the State of Oregon to the Troutdale Vegetable Growers, a corporation, by a deed dated April 25, 1946.

Attached hereto, marked Exhibit "A" and by this reference made a part hereof is a map of one page showing said properties or portions thereof comprising said Lewis and Clark State Park, colored in green. *

2. Miscellaneous Resolution No. 125, recorded in the minutes and records of this Commission as of the 19th day of January, 1955, is hereby amended by adding to the list of state parks, the Lewis and Clark State Park.

IT IS FURTHER ORDERED that this resolution No. 172, be entered in the minutes and records of the Oregon State Highway Commission as of the 3rd day of November, 1955, and the Secretary is ordered to mail a duly certified copy hereof to the County Court of Multnomah County.

(*Footnote on following page.)

EXHIBIT "J-4" (cont.)

*FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 172, under the heading "Miscellaneous Resolutions", and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "K-1"

Minutes of November 3 and 4, 1955

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make complete and final surveys of the following described highway routes and locations:

(1) John Day River-Donnelly Grade Section of the Service Creek-Mitchell Secondary Highway in Wheeler County;

(2) South Unit, Forest Boundary-Burns Section of the John Day-Burns and Central Oregon Highways in Harney County;

(3) Deep Canyon-Deschutes River Unit of the Sisters-Deschutes River Section of the McKenzie Highway in Deschutes County;

(4) Hinkle Underpass-Umatilla River Section of the Hermiston Secondary Highway in Umatilla County;

(5) Black Bridge-Richland Section of the Baker-Homestead Highway in Baker County;

(6) Lost River-Hatfield Junction Section of the Klamath Falls-Malin Highway in Klamath County;

(7) Coquille-Rink Creek Section of the Coos Bay-Roseburg Highway in Coos County; and

(8) Chehalem Mountain-Newberg Section of the Hillsboro-Silverton Secondary Highway in Yamhill County,

and in connection therewith to prepare maps showing the routes and locations of said sections, and to file said reports, maps and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said surveys and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said surveys, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively as follows:

EXHIBIT "K-1" (cont.)

a. That the survey of the John Day River-Donnelly Grade Section of the Service Creek-Mitchell Secondary Highway, beginning at Highway Engineer's Station 294+00, approximately 0.5 mile south of the John Day Highway, and extending in a southerly direction a distance of approximately 0.8 mile to Highway Engineer's Station 338+00, together with the map which for identification purposes bears Sketch Map file No. 1R-5-763 and the date July, 1955 (Right of Way Map No. 7B-11-18 dated January, 1952 and revised June, 1955), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

b. That the survey of the South Unit, Forest Boundary-Burns Section of the John Day-Burns and Central Oregon Highway, beginning at Highway Engineer's Station 25+00 in the City of Burns, which point is a short distance north of the intersection of the Central Oregon Highway with the Burns-Crane Highway, and extending in a northerly direction to Highway Engineer's Station 600+00, approximately 11 miles north of Burns, together with the map which for identification purposes bears Sketch Map No. 1R-5-760 and the date July, 1955, (Right of Way Map No. 7B-33-11, 7B-33-12 and 7B-33-13, dated June, 1955), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

c. That the survey of the Deep Canyon-Deschutes River Unit of the Sisters-Deschutes River Section of the McKenzie Highway, beginning at Highway Engineer's Station 0+00, approximately 6 miles east of the town of Sisters, and extending in an easterly direction to Highway Engineer's Station 5+00, approximately 1.5 miles west of the Deschutes River at Cline Falls, together with the map, which for identification purposes bears Sketch Map File No. 1R-5-805 and the date November, 1955, (Right of Way Map No. 7B-35-3, dated October, 1955), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

d. That the survey of the Hinkle Underpass-Umatilla River Section of the Hermiston Secondary Highway, beginning at Highway Engineer's Station 0+00, approximately 0.5 mile north of the Umatilla River , and extending in a southerly direction to Highway Engineer's Station 82+28.27, approximately 0.25 mile south of the Old Oregon Trail, together with the map, which for identification purposes bears Sketch Map File No. 1R-5-795 and the date September, 1955, (Right of Way Map No. 7B-34-16, dated September, 1955) field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

e. That the survey of the Black Bridge-Richland Section of the Baker-Homestead Highway, beginning at Highway Engineer's Station 1718+75, approximately 8 miles west of the town of Richland, and extending in an easterly direction to Highway Engineer's Station 2145+89, at the westerly boundary line of the town of Richland, together with the map, which for identification purposes bears Sketch Map File No. 1R-5-779 and the date August, 1955, (Right of Way Map No. 7B-34-8, dated August, 1955 and 7B-34-15, dated September, 1955) field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

f. That the survey of the Lost River-Hatifled Junction Section of the Klamath Falls-Malin Highway, beginning at Highway Engineer's Station 43+50, approximately 1 mile northwesterly from the town of Merrill, and extending in a southerly and easterly direction to Highway Engineer's Station 255+00, near the intersection with the Hatfield Highway, together with the map, which for identification purposes bears Sketch Map File No. 1-R-5-807 and the date November, 1955, (Right of Way Map No. 6b-27-9 dated February, 1948 and revised November, 1953.), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

g. That the survey of the Coquille-Rink Creek Section of the Coos Bay-Roseburg Highway, beginning at Highway Engineer's Station 10+20 in the City of Coquille, and extending in a southerly direction to Highway Engineer's Station 97+08, approximately 1.5 miles south of the City of Coquille, together with the map, which for identification purposes bears Sketch Map File No. 1R-5-794 and the date September, 1955 (Right of Way Map 7B-34-11 dated August, 1955), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

h. That the survey for the Chehalem Mountain-Newberg Section of the Hillsboro-Silverton Highway, beginning at Highway Engineer's Station 416+75, approximately 1.75 miles north of the north city limits of Newberg, and extending in a southerly direction to Highway Engineer's Station536+99.4, and a connection with the Pacific Highway West in the town of Newberg, together with the map, which for identification purposes bears Sketch Map File No. 1R-5-821 and the date November,1955, (Right of Way Map No. 7B-35-8 dated November, 1955), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

EXHIBIT "K-1" (cont.)

2. That when said highway sections are permanently constructed, the same shall be done in accordance with said surveys and locations unless otherwise directed or ordered by the Commission.

3. That the approval and adoption of said surveys shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the construction, reconstruction, or improvement of the highways along and over said surveys. Said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right of Way Department to proceed promptly with the acquisition of rights of way pursuant to the normal and approved method.

4. That this resolution be entered in the minutes and records of the Commission as of the third day of November, 1955, as Survey Resolution No. 132.

EXHIBIT "K-2"

Minutes of November 3 and 4, 1955

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Laurel Hill-Still Creek Section of the Mt. Hood Highway in Clackamas County, and in connection therewith to prepare a map showing the route and location of said section and to file said map, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said survey and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That the survey of the Laurel Hill-Still Creek Section of the Mt. Hood Highway, beginning at Highway Engineer's Station 0+00, near Still Creek east of Government Camp, and extending in a westerly direction to Highway Engineer's Station 185+31 near Laurel Hill, together with the map, which for identification purposes bears Sketch Map file No. 1R-5-762 and the date of July, 1955, (Right of Way map No. 7B-33-17 dated June, 1955), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That when said highway section is permanently constructed, the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That the approval and adoption of said survey shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the construction, reconstruction, or improvement of the highway along and over said survey. Said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right of Way Department to proceed promptly with the acquisition of rights of way pursuant to the normal and approved method.

EXHIBIT "K-2" (cont.)

4. That heretofore by resolution of this Commission dated November 3, 1948, said section of the Mt. Hood Highway between Laurel Hill and Still Creek was designated as a "throughway" within the meaning and purpose of ORS 374.005, commonly known as the "Throughway Law", and, for the reasons stated therein, the above-named section of said highway should be and it hereby is directed that the construction of the same shall be accomplished pursuant to and within the meaning and scope of said law except any portion of said section which had more than ten commercial businesses abutting thereon catering to the motoring public in any one mile as of the date said section of highway was designated as a "throughway".

5. That this resolution be entered in the minutes and records of the Commission as of the third day of November, 1955, as Survey Resolution No. 135.

25727

EXHIBIT "K-3"

Minutes of November 3 and 4, 1955

RESOLUTION

WHEREAS, the State Highway Commission, prior to January 22, 1953, authorized and directed the State Highway Engineer to make and complete a final survey, as a throughway within the meaning of Chapter 226, Oregon Laws, 1947, of the Deady-Winchester Unit of the Deady-Shady Section of the Pacific Highway, and in connection therewith, to prepare maps showing the route and location of said unit of said section of said highway and to file said reports and records with the Commission for consideration; and

WHEREAS, prior to January 22, 1953, the State Highway Engineer filed with the Highway Commission a route survey, along with the field notes and other engineering data on said unit of said section, for the approval or disapproval of the Commission; and

WHEREAS the Commission, upon the filing of the said route survey, field notes and other engineering data by the State Highway Engineer, unanimously approved the route survey of the said unit and ordered that the same be constructed in accordance with the said route survey, unless otherwise directed or ordered by the Commission, and further ordered and directed that the said route survey of said unit be completed in accordance with and within the meaning and purpose of Chapter 226, Oregon Laws, 1947, known as the "Throughway Law" and the scope and purpose of that certain resolution, hitherto approved and adopted by the Highway Commission on November 3, 1948, which said resolution designated certain highways and sections thereof as "throughways"; and

WHEREAS it has been brought to the attention of the Commission that the minutes of the State Highway Commission, as kept by the secretary of the State Highway Commission, do not record the action of the Commission with respect to when the said route survey of the said Deady-Winchester Unit of the Deady-Shady Section of the Pacific Highway was formally and unanimously adopted, even though the Commission awarded a contract for the grading of said unit of said section on January 22, 1953, and said unit is now open to public travel.

THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all the members thereof being present and voting affirmatively as follows:

1. That the survey of the Deady-Winchester Unit of the Deady-Shady Section of the Pacific Highway, beginning at relocated Pacific Highway Engineer's Centerline Station 1928+81.3 South of Deady and extending in a southerly direction to relocated Pacific Highway Engineer's Centerline Station 2230+00 approximately 1.5 miles north of Winchester, together with

EXHIBIT "K-3" (cont.)

the map which for identification purposes bear map file number 7-B-14-4, dated August, 1952, and the field notes and other engineering data submitted by the Highway Engineers, was unanimously approved by this Commission prior to January 22, 1953, and the same, together with any and all construction revisions, is hereby unanimously reapproved, and the State Highway Engineer and the State Highway Secretary hereby are directed to file and preserve the same in the records and files of the Commission in the State Highway Building at Salem, Oregon.

2. That all of the real property embraced within the limits of said survey, as shown on the said map 7-B-14-4, and between the above-mentioned relocated Pacific Highway Engineer's Centerline Stations is necessary for right of way for the purpose of relocating the said Deady-Winchester Unit of the Deady-Shady Section of the Pacific Highway in Douglas County, Oregon, and the adoption of this resolution shall reaffirm all previous real property purchases which have heretofore been made on said unit of said section and this resolution shall further constitute and be deemed instructions to the engineer to make available to the Legal and Right of Way Department any additional real property descriptions necessary for and in connection with the construction, relocation, or improvement of the said highway along and over said survey.

3. That the adopted survey of the above-described unit was made within the meaning and purpose of Chapter 226, Oregon Laws, 1947, commonly known as the "Throughway Law" and said survey was made within the scope and purpose of that certain resolution hitherto approved and adopted by the Highway Commission on November 3, 1948, which resolution designated certain highways and sections thereof as "throughways" and therefore the construction of the above said unit was accomplished pursuant to the instructions of the Highway Commission and within the meaning and scope of the said throughway law and resolution.

4. That this resolution be entered in the minutes and records of the Commission this 3rd day of November, 1955.

25729

EXHIBIT "K-4"

Minutes of November 3 and 4, 1955

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the Ferry Street Bridge-Mohawk Road Section of a county road in Lane County connecting the cities of Eugene and Springfield and commonly known as the "Q" Street Route and in connection therewith, to prepare maps showing the route and location of said section and to file said report, maps, and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said survey and has submitted the same for approval or disapproval; and

WHEREAS, under ORS 374.015(2) the State Highway Commission may lay out, locate, relocate, adopt, establish, construct, designate, maintain, and supervise the use and operation of new highways known as throughways; and

WHEREAS, after due consideration of the aforesaid survey, field notes and other engineering data, it is the judgment of the Commission that the same should be approved and filed and said section designated a throughway within the meaning of the Throughway Law;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. There is hereby established the Eugene-Springfield Highway, the route and termini of which are described as follows:

Beginning at Highway Engineer's Station 37+50 near the northerly end of the Ferry Street Bridge across the Willamette River in the City of Eugene and extending in an easterly direction to Highway Engineer's Station 266+00 near the intersection of 19th Street with Mohawk Road in Springfield, thence in a southeasterly direction to a connection with the McKenzie State Highway.

2. The Eugene-Springfield Highway is hereby classified as a State Secondary Highway and a part of the State Secondary Highway System.

3. That the survey of the Ferry Street Bridge-Mohawk Road Section of a county road between the cities of Eugene and Springfield in Lane County, commonly known as "Q" Street Route, beginning at Highway Engineer's Station 37+50 near the northerly end of the Ferry Street Bridge across the Willamette River in the City of Eugene and extending in an easterly direction to Highway Engineer's Station 266+00 near the intersection of 19th Street

with Mohawk Road in Springfield, together with the map which for identification purposes bears Sketch Map File No. 1R-5-818 and the date of November, 1955, (Right of Way Map No. 7B-31-20, dated May, 1955), field notes, and other engineering data submitted by the Engineer, hereby are approved and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

4. That the Ferry Street Bridge-Mohawk Road Section hereinbefore referred to is hereby designated as the Ferry Street Bridge-Mohawk Road Section of the Eugene-Springfield Highway.

5. That the approval and adoption of said survey shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the construction, reconstruction, or improvement of the highway along and over said survey. Said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right of Way Department to proceed promptly with the acquisition of rights of way pursuant to the normal and approved method.

6. That when the said highway section is permanently constructed, the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

7. The Ferry Street Bridge-Mohawk Road Section of the Eugene-Springfield Highway hereinbefore described is hereby selected, designated, and established as a throughway within the meaning and purpose of ORS 374.005, commonly known as the Throughway Law, and for the reasons stated therein it is hereby directed that the construction of the same shall be accomplished pursuant to and within the meaning and scope of said law.

8. That this resolution shall supersede and rescind Survey Resolution No. 120, adopted by the Commission on April 14, 1955.

9. That this resolution be entered in the minutes and records of the Commission as of the 3rd day of November, 1955, as Survey Resolution No. 120-A.

25731

EXHIBIT "L-1"

Minutes of November 3 and 4, 1955

RESOLUTION

WHEREAS, the T. H. Banfield Expressway has been designed as freeway which will adequately accommodate a maximum volume of traffic with minimum hazards resulting from interesections and cross-movement and friction of traffic; and

WHEREAS, traffic hazards are materially increased by obstructions, friction and cross-movement created by vehicles parking or accelerating or decelerating for the purpose of parking upon the right of way of the T. H. Banfield Expressway; and

WHEREAS, the State Highway Commission is authorized, under ORS 483.346, to regulate, control or prohibit the parking of motor vehicles upon the right of way of any state highway outside the corporate limits of incorporated cities and towns;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED AND ORDERED, by this Commission as follows:

1. That it is in the best interests of the motoring public, and in conformity with the design and use of the T. H. Banfield Expressway as a freeway, that parking on the right of way of the T. H. Banfield Expressway be regulated and controlled as set forth hereinafter.

2. That the parking or stopping of vehicles upon the right of way of the T. H. Banfield Expressway, from the corporate limits of the City of Portland at Highway Engineer's Station 290+25.42, Mile Post 5.97, to a junction of the T. H. Banfield Expressway with the Columbia River Highway at or near Sundial is hereby prohibited, except in the following instances:

(a) Within the corporate limits of the City of Fairview, which corporate limits lie between Highway Engineer's Station 670+37.59, Mile Post 13.17 and Highway Engineer's Station 701+57, Mile Post 13.76.

(b) Vehicles operated by duly authorized law enforcement officers, including weighmasters, and vehicles which have stopped or parked pursuant to the directions of a duly authorized law enforcement officer.

(c) Vehicles of a fire department or fire patrol, police vehicles, emergency vehicles of municipal departments or public service corporations and ambulances while being used for emergency purposes.

EXHIBIT "L-1" (Cont)

(d) Wreckers, tow cars and other vehicles while actually engaged in rendering aid or assistance to disabled vehicles or in case of emergency.

(e) Vehicles of the Oregon State Highway Department engaged in maintenance, repair, inspection or other work upon the highway.

(f) Vehicles which have been disabled in such manner and to such extent that it is impossible for such vehicles to avoid stopping or parking.

(g) At roadside rest areas established by the State Highway Department.

(h) Immediately adjacent to tourist facility map signs erected by the State Highway Department for the purpose of informing motorists as to their location in relation to cities and communities.

(i) At locations where stopping or parking is specifically required or authorized by official traffic signs or signals

3. That the State Highway Engineer be and hereby is, instructed and directed to place and maintain appropriate signs or markings at such places as may be necessary to fully inform the motoring public of the regulations, restrictions and prohibitions established by this resolution.

4. That the Secretary of the Commission be and he hereby is instructed and directed to submit a certified copy of this resolution to the municipal authorities of the Cities of Fairview and Portland, and to convey to said authorities the recommendation of this Commission that corresponding action be taken by said authorities, under the provisions of ORS 483.350, to regulate, restrict and prohibit parking upon the portion of the right of way of the T. H. Banfield Expressway which lies within the corporate limits of said cities.

5. That this resolution be entered in the minutes and records of the Commission as of the 3rd day of November, 1955, as No Parking Resolution No. 149, and that duly certified copies thereof be forwarded to the Secretary of State and the Superintendent of State Police.

25723

EXHIBIT "L-2"

Minutes of November 3 and 4, 1955

RESOLUTION

WHEREAS, the T. H. Banfield Expressway has been designed as a freeway which will adequately accommodate a maximum volume of traffic with minimum hazards resulting from intersections and cross-movement and friction of traffic; and

WHEREAS, traffic hazards are materially increased by traffic cross-movements resulting from vehicles turning on the highway in order to proceed in the opposite direction; and

WHEREAS, under the provisions of ORS 483.318 turning a vehicle around so as to proceed in the opposite direction is prohibited at several locations, including locations where the Commission has prohibited reverse turns by the placing of markers, buttons or signs; and

WHEREAS, it is the judgment of the Commission that prohibition of reverse turns upon the T. H. Banfield Expressway, which is a state highway under the jurisdiction and control of the Commission, will decrease traffic hazard and will promote and preserve public safety;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED AND ORDERED by this Commission as follows:

1. That no driver of a vehicle shall turn such vehicle around so as to proceed in the opposite direction (commonly known as a reverse turn or U-turn), or drive a vehicle across a divider or median strip between lanes of traffic moving in opposite directions, on any part of the T. H. Banfield Expressway between its intersection with the Pacific Highway West in Portland and its intersection with the Columbia River Highway at or near Sundial, except where such turns or movements are authorized or required by official traffic signs or signals, or curbings or other devices placed for the control and channelization of traffic.

2. That the State Highway Engineer be and he hereby is instructed and directed to place and maintain appropriate signs or markers at such places upon the T. H. Banfield Expressway as may be necessary to fully inform the motoring public of the prohibitions set forth in this resolution.

3. That this resolution be entered in the minutes and records of the Commission as of the 3rd day of November, 1955, as Miscellaneous Resolution No. 199, and that a duly certified copy thereof be forwarded to the Secretary of State and the Superintendent of State Police.

November 3, 1955

EXHIBIT "L-3"

Minutes of November 3 and 4, 1955

RESOLUTION

WHEREAS, the Portland-Salem Expressway has been designed as a freeway which will adequately accommodate a maximum volume of traffic with minimum hazards resulting from intersections and cross-movement and friction of traffic; and

WHEREAS, traffic hazards are materially increased by obstructions, friction and cross-movement created by vehicles parking or accelerating or decelerating for the purpose of parking upon the right of way of the Portland-Salem Expressway; and

WHEREAS, the State Highway Commission is authorized, under ORS 483.346, to regulate, control or prohibit the parking of motor vehicles upon the right of way of any state highway outside the corporate limits of incorporated cities and towns;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED AND ORDERED, by this Commission as follows:

1. That it is in the best interests of the motoring public, and in conformity with the design and use of the Portland-Salem Expressway as a freeway, that parking on the right of way of the Portland-Salem Expressway be regulated and controlled as set forth hereinafter.

2. That the parking or stopping of vehicles upon the right of way of the Portland-Salem Expressway, from its intersection with the Pacific Highway West near Portland to its intersection with the Pacific Highway East at or near Battle Creek south of Salem, is hereby prohibited, except in the following instances:

(a) Within the corporate limits of the City of Tualatin, which corporate limits lie between Mile Post 11.57 and Mile Post 11.96 of the Portland-Salem Expressway.

(b) Vehicles operated by duly authorized law enforcement officers, including weighmasters, and vehicles which have stopped or parked pursuant to the directions of a duly authorized law enforcement officer.

(c) Vehicles of a fire department or fire patrol, police vehicles, emergency vehicles of municipal departments or public service corporations and ambulances while being used for emergency purposes.

(d) Wreckers, tow cars and other vehicles while actually engaged in rendering aid or assistance to disabled vehicles or in case of emergency.

(e) Vehicles of the Oregon State Highway Department engaged in maintenance, repair, inspection or other work upon the highway.

(f) Vehicles which have been disabled in such manner and to such extent that it is impossible for such vehicles to avoid stopping or parking.

(g) At roadside rest areas established by the State Highway Department.

(h) Immediately adjacent to tourist facility map signs erected by the State Highway Department for the purpose of informing motorists as to their location in relation to cities and communities.

(i) At locations where stopping or parking is specifically required or authorized by official traffic signs or signals.

3. That the State Highway Engineer be and hereby is, instructed and directed to place and maintain appropriate signs or markings at such places as may be necessary to fully inform the motoring public of the regulations, restrictions and prohibitions established by this resolution.

4. That the Secretary of the Commission be and he hereby is instructed and directed to submit a certified copy of this resolution to the municipal authorities of the City of Tualatin, and to convey to said authorities the recommendation of this Commission that corresponding action be taken by said authorities, under the provisions of ORS 483.350, to regulate, restrict and prohibit parking upon the portion of the right of way of the Portland-Salem Expressway which lies within the corporate limits of said city.

5. That this resolution be entered in the minutes and records of the Commission as of the 3rd day of November, 1955, as No Parking Resolution No. 150, and that duly certified copies thereof be forwarded to the Secretary of State and the Superintendent of State Police.

EXHIBIT "L-4"

Minutes of November 3 and 4, 1955

RESOLUTION

WHEREAS, the Portland-Salem Expressway has been designed as a freeway which will adequately accommodate a maximum volume of traffic with minimum hazards resulting from intersections and cross-movement and friction of traffic; and

WHEREAS, traffic hazards are materially increased by traffic cross-movements resulting from vehicles turning on the highway in order to proceed in the opposite direction; and

WHEREAS, under the provisions of ORS 483.318 turning a vehicle around so as to proceed in the opposite direction is prohibited at several locations, including locations where the Commission has prohibited reverse turns by the placing of markers, buttons or signs; and

WHEREAS, it is the judgment of the Commission that prohibition of reverse turns upon the Portland-Salem Expressway, which is a state highway under the jurisdiction and control of the Commission, will decrease traffic hazard and will promote and preserve public safety;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED AND ORDERED by this Commission as follows:

1. That no driver of a vehicle shall turn such vehicle around so as to proceed in the opposite direction (commonly known as a reverse turn or U-turn), or drive a vehicle across a divider or median strip between lanes of traffic moving in opposite directions, on any part of the Portland-Salem Expressway between its intersection with the Pacific Highway West near Portland and its intersection with the Pacific Highway East at or near Battle Creek south of Salem, except where such turns or movements are authorized or required by official traffic signs or signals, or curbings or other devices placed for the control and channelization of traffic.

2. That the State Highway Engineer be and he hereby is instructed and directed to place and maintain appropriate signs or markers at such places upon the Portland-Salem Expressway as may be necessary to fully inform the motoring public of the prohibitions set forth in this resolution.

3. That this resolution be entered in the minutes and records of the Commission as of the 3rd day of November, 1955, as Miscellaneous Resolution No. 200, and that a duly certified copy thereof be forwarded to the Secretary of State and the Superintendent of State Police.

November 3, 1955

25737

EXHIBIT "L-5"

Minutes of November 3 and 4, 1955

RESOLUTION

WHEREAS, the Crater Lake Highway is a primary highway and likewise a Federal-Aid Highway; and

WHEREAS, it appears that on said Crater Lake Highway in the vicinity of Derby Road, vehicles are parked on both shoulders of said section for extended periods of time; and

WHEREAS, the parking of vehicles on said section creates traffic congestion to such an extent that, in the opinion of the Highway Commission, a hazardous condition is created to highway traffic and to traffic entering said highway from Derby Road; and

WHEREAS, in the opinion of the Commission public travel and public safety require that parking should be prohibited on said highway within said section,

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. The Commission does hereby find and declare, based upon recommendations by members of its staff, that the parking of vehicles on either shoulder of said section of the Crater Lake Highway between M. P. 30.73 (Engineer's Station 797+25) and M. P. 30.78 (Engineer's Station 794+75) creates a hazard to the traveling public.

2. That in the opinion of this Commission, the right of way of said highway at said location is not of sufficient width to permit parking of vehicles thereon and at the same time provide the degree of safety and convenience which, in the opinion of the Commission, should be provided the motoring public.

3. That the Commission does further find and declare that the parking of vehicles on the shoulders of the pavement on either side of said Crater Lake Highway within said termini should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points between said termini as in his judgment are necessary to accomplish the purpose of this resolution and the action of the Commission as herein declared, on which signs shall be printed in plain letters, the words, "NO PARKING ON HIGHWAY SHOULDERS."

5. That a certified copy of this resolution be sent to the Superintendent of the Department of State Police.

EXHIBIT "L-5" (Cont)

6. That this No Parking Resolution No. 138 be entered in the minutes and records of the State Highway Commission as of the 3rd day of November, 1955.

EXHIBIT "M"

Minutes of November 3 and 4, 1955

RESOLUTION

WHEREAS, the Oregon State Motor Association has urged that a resolution be adopted by the Highway Commission naming and designating that section of the Mt. Hood Highway, Ore. 26 (US26), extending from Milepost 44.15 at Rhododendron to Milepost 50.89, which is the point where said highway crosses the Little Zigzag River as the "E. Henry Wemme Forest Corridor" Section of the Mt. Hood Highway; and

WHEREAS, it is the opinion of the Highway Commission that the motoring public should be made cognizant of the services rendered by E. Henry Wemme, a pioneer good road enthusiast whose efforts were instrumental in bringing about the Mt. Hood Highway,

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED AND ORDERED by this Commission, all its members being present and voting affirmatively as follows:

1. That section of the Mt. Hood Highway extending from Milepost 44.15, which is at Rhododendron, to Milepost 50.89, which is the point where said highway crosses the Little Zigzag River, is named and designated to be hereafter known as the "E. Henry Wemme Forest Corridor", in honor of E. Henry Wemme.

2. That this Miscellaneous Resolution No. 171 be entered into the Minutes of the Commission as of the 3rd day of November, 1955, and that the original of this resolution be filed in the office of the State Highway Commission and a copy be furnished to The Oregon Motor Association.

November 3, 1955

EXHIBIT "N"

Minutes of November 3 and 4, 1955

RESOLUTION

WHEREAS, under the provisions of ORS 366.220 the State Highway Commission may select, establish, designate and maintain a system of state highways and may classify said highways as primary or secondary state highways; and

WHEREAS, the United States Bureau of Public Roads proposes to construct a highway within the Willamette National Forest, said highway to connect the McKenzie State Highway (Ore. 15) at a junction near Belknap Springs to the Santiam State Highway (Ore. 16) at a junction near Clear Lake; and

WHEREAS, by petition Lane County, Oregon, acting through its Board of County Commissioners and Linn County, Oregon, acting through its County Court have requested that the State Highway Commission designate said road to be constructed as a state secondary highway, to be thereafter maintained by the state; and

WHEREAS, it is the opinion of this Commission that the interests of the people of the State of Oregon and the motoring public will be best served by the designation of said road to be constructed as a state secondary highway;

NOW, THEREFORE, BE IT AND IT IS HEREBY RESOLVED AND ORDERED, by the Highway Commission that:

1. The highway herein described, to be constructed by the U. S. Bureau of Public Roads, is added to the state highway system as a state secondary highway and designated as the Clear Lake-Belknap Springs State Secondary Highway No. 215, its route and termini being described as follows:

> Beginning at a junction with the Santiam Primary Highway No. 16 near Clear Lake in Linn County; thence southerly to a junction with the McKenzie Primary Highway No. 15 near Belknap Springs in Lane County, a distance of approximately 21.0 miles.

attached hereto, marked Exhibit "A" and by this reference made a part hereof is a map of one page showing said highway.*

2. That this Resolution be entered in the minutes and records of the Highway Commission this 3rd day of November, 1955 as Secondary Highway Designation Resolution, File No. 34.

*FOOTNOTE

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 34 under the heading "Secondary Highway Designation Resolution" and said map by this reference is made part of this minute entry to the same extent as if copied in full herein.

November 3, 1955

25711

EXHIBIT "O-1"

Minutes of November 3 and 4, 1955

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Laurel Hill-Still Creek Section of the Mt. Hood Highway; and,

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and,

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests

of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and,

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Laurel Hill-Still Creek Section of the Mt. Hood Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit"A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Mt. Hood Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A".*

3. That the relocation, construction, improvement and maintenance of the said Laurel Hill-Still Creek Section of the Mt. Hood Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute

to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 3rd day of November, 1955, as Condemnation Resolution No. 545.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 545, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "O-2"

Minutes of November 3 and 4, 1955

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, for the purpose of providing a highway which will more adeuately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the northbound route of the Ashland Section of the Pacific Highway; and,

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocating, constructing, improving and maintaining of the said northbound route of the Ashland Section of the Pacific Highway, certain interest in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A" under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

EXHIBIT "O-2" (Cont)

2. That the relocation, construction, improvement and maintenance of the said northbound route of the Ashland Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 3rd day of November, 1955, as Condemnation Resolution No. 617.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 617, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "O-3"

Minutes of November 3 and 4, 1955

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the McMinnville Airport-Dayton Junction Section of the Three Mile Lane Secondary Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of

EXHIBIT "O-3" (Cont)

land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said McMinnville Airport-Dayton Junction Section of the Three Mile Lane Secondary Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Three Mile Lane Secondary Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property, except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A".*

3. That the relocation, construction, improvement and maintenance of the said McMinnville Airport-Dayton Junction Section of the Three Mile Lane Secondary Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

EXHIBIT "O-3" (Cont)

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 3rd day of November, 1955, as Condemnation Resolution No. 618.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 618, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

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EXHIBIT "O-4"

Minutes of November 3 and 4, 1955

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right or interest therein, including any easement or rights of access deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of road building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Airport Road Junction-Stout Creek Section of the North Santiam Secondary Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests

of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Airport Road Junction-Stout Creek Section of the said North Santiam Secondary Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interest therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated North Santiam Secondary Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A".*

3. That the relocation, construction, improvement and maintenance of the said Airport Road Junction-Stout Creek Section of the North Santiam Secondary Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said

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EXHIBIT "O-4" (Cont)

parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 3rd day of November, 1955, as Condemnation Resolution No. 682.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 682, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "O-5"

Minutes of November 3 and 4, 1955

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the northbound route of the Ashland Section of the Pacific Highway; and,

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocating, constructing, improving and maintaining of the said northbound route of the Ashland Section of the Pacific Highway, certain interest in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A" under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

EXHIBIT "O-5" (Cont)

2. That the relocation, construction, improvement and maintenance of the said northbound route of the Ashland Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 3rd day of November, 1955, as Condemnation Resolution No. 683.

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*FOOTNOTE:

The name of the property owner and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 683, under the heading "Real Property Condemnation Resolutions", and said descriptions, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "O-6"

Minutes of November 3 and 4, 1955

RESOLUTION

WHEREAS the State Highway Commission, on the 13th day of April, 1955, by resolution declared the necessity for the acquisition of certain real property owned by David T. McBride, et ux., File No. R-22683, situated in Causey's Suburban Tract No. 1 in Section 33, Township 1 South, Range 2 East, Willamette Meridian, Clackamas County, Oregon, for right of way purposes for the widening, improvement, and maintenance of the S. E. Flavel Street-Lake Road Section of the Cascade Secondary Highway; and

WHEREAS the said resolution declared the necessity for the acquisition of extinguishment of all rights of access between the right of way of the said S. E. Flavel Street-Lake Road Section of the Cascade Secondary Highway and all of the contiguous real property of the owners except for four unrestricted accesses, each 25 feet in width and located on the easterly side of the said highway opposite Highway Engineer's centerline Station 401+65, 402+70, 403+70 and 404+74; and

WHEREAS the said State Highway Commission, after further investigation, has found that the best interests of the State and the owners will be served by eliminating the control of access to said highway from the said resolution of April 13, 1955; and

WHEREAS the said State Highway Commission, after further investigation, has found that due to a change in construction plans it will be to the best interests of the State and the owners to reduce the area previously sought to be acquired for the said widening, improvement, and maintenance of the said Cascade Secondary Highway from an area 60 feet in width and containing 0.5 acre to an area of 50 feet in width and containing 0.42 acre;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That certain resolution duly made and entered in full in the minutes and records of the Commission on the 13th day of April, 1955, pertaining to the S. E. Flavel Street-Lake Road Section of the Cascade Secondary Highway is amended to eliminate any control of access to and from said highway and particularly page 3, Exhibit A, of said resolution pertaining to the property owned by David T. McBride, et ux., File No. R-22683, be and the same hereby is amended to read as follows:

File No.: R-22683
Owner: David T. McBride, et ux.
Use: The following-described real property is necessary for right of way purposes for the widening, improvement, and

maintenance of the S. E. Flavel Street-Lake Road Section of the Cascade Secondary Highway, to wit:

> A parcel of land lying in Causey's Suburban Tract No. 1 situated in Section 33, Township 1 South, Range 2 East, Willamette Meridian, Clackamas County, Oregon, and being a portion of that tract of land described in that certain deed to Esther L. McBride, recorded in Book 172, Page 252, of Clackamas County Records of Deeds, the said parcel being the West 50 feet of said Esther L. McBride tract, containing 0.42 acre.

2. That this resolution be entered in full in the minutes and records of the Commission this 3rd day of November, 1955.

EXHIBIT "O-7"

Minutes of November 3 and 4, 1955

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the State Highway Commission plans and proposes to relocate, construct, improve and maintain the Coquille-Rink Creek Section of the Coos Bay-Roseburg Highway; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Coquille-Rink Creek Section of the Coos Bay-Roseburg Highway, certain interests in or fee simple title to certain parcels of real property. The said parcel of real property, or particular interest therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, is more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

EXHIBIT "O-7" (Cont)

2. That the relocation, construction, improvement and maintenance of the said Coquille-Rink Creek Section of the Coos Bay-Roseburg Highway and the highway facilities for which the said parcel of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcel of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to the said parcel of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 3rd day of November, 1955, as Condemnation Resolution No. 694.

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*FOOTNOTE:

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 694, under the heading "Real Property Condemnation Resolutions", and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "O-8"

Minutes of November 3 and 4, 1955

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the State Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the State Highway Commission plans and proposes to relocate, construct, improve and maintain the Coquille-Rink Creek Section of the Coos Bay-Roseburg Highway; and,

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Coquille-Rink Creek Section of the Coos Bay-Roseburg Highway, certain interest in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number

and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full*

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said Coos Bay-Roseburg Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; provided, however, that there shall be reserved unto the respective owners, their heirs and assigns, for service of the said remaining land, such access reservations as are noted as to each parcel or parcels on the said attached list marked Exhibit "A".*

3. That the relocation, construction, improvement and maintenance of the said Coquille-Rink Creek Section of the Coos Bay-Roseburg Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 3rd day of November, 1955, as Condemnation Resolution No. 695.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 695, under the heading "Real Property Condemantion Resolutions", and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "O-9"

Minutes of November 3 and 4, 1955

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street, quarry sites, gravel pits, storage sites, stock pile sites, or for the acquisition or manufacture of roadbuilding materials, approach or hauling roads, connecting roads, frontage road, highway drainage, drainage tunnels, or for the elimination or prevention of hazardous points of entry from adjacent property to state highways, or for the maintenance of an unobstructd view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, the said Commission is required to designate, locate, relocate, construct and maintain in the State of Oregon a system of highways, including all necessary bridges and culverts; and,

WHEREAS, for the purpose of constructing and maintaining highways of the state highway system, the Commission plans and proposes to acquire certain real property for the acquisition of roadbuilding materials for use in connection with the construction and maintenance of highways of the state highway system; and,

WHEREAS, said Commission is authorized to take fee simple title to said real property.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, as follows:

1. The Commission does hereby find anddeclare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, certain interests in or fee simple title to a certain parcel of real property. The said parcel of real property, or particular interest therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, is more particularly described in the attached list, marked Exhibit A, under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit A is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That the highway facilities for which the said parcel of property, or interest therein, is required and is being taken is necessary in the

public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcel of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcel of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 3rd day of November, 1955, as Condemnation Resolution No. 708.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 708, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "O-10"

Minutes of November 3 and 4, 1955

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain in part, and relocate, construct, improve and maintain the Kent-Moro Section of the Sherman Highway; and

WHEREAS, for the purpose of widening, improving and maintaining in part, and relocating, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance in part, and relocation, construction, improvement and maintenance of the said Kent-Moro Section of the Sherman Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

EXHIBIT "O-10" (Cont)

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said widened and relocated Sherman Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property, provided, however, that there shall be reserved unto the respective owners, their heirs and assigns, for service of the said remaining land, such access reservations as are noted as to each parcel or parcels on the said attached list marked Exhibit "A".*

3. That the widening, improvement and maintenance in part, and relocation, construction, improvement and maintenance of the said Kent-Moro Section of the said Sherman Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 3rd day of November, 1955, as Condemnation Resolution No. 735.

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*FOOTNOTE:

The name of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 735, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "O-11"

Minutes of November 3 and 4, 1955

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Reedsport-Hauser Section of the Oregon Coast Highway; and

WHEREAS, the Highway Commission has, by a resolution, ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State

are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Reedsport-Hauser Section of the Oregon Coast Highway, as a throughway, certain interests in or fee simple title to a certain parcel of real property. The said parcel of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, is more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Oregon Coast Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property.

3. That the relocation, construction, improvement and maintenance of the said Reedsport-Hauser Section of the Oregon Coast Highway and the highway facilities for which the said parcel of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcel of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his

absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 3rd day of November, 1955, as Condemnation Resolution No. 798.

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*FOOTNOTE:

The name of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 798, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

25737

EXHIBIT "O-12"

Minutes of November 3 and 4, 1955

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads, highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Goshen-Divide Section of the Pacific Highway; and

WHEREAS, the Highway Commission has, by a resolution, ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately

needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Goshen-Divide Section of the Pacific Highway as a throughway, certain interests in or fee simple title to a certain parcel of real property. The said parcel of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, is more particularly described in the attached list marked Exhibit "A", under the name of the record owner or reputed owner and the Commission's file number, and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said Goshen-Divide Section of the relocated Pacific Highway and all of the contiguous real property of the owners remaining after the appropriation of the said real property, provided, however, that there shall be reserved unto the owners, their heirs and assigns, for service of their remaining land, such access reservations as are noted as to the parcel on the said attached list marked Exhibit "A". *

3. That the relocation, construction, improvement and maintenance of the said Goshen-Divide Section of the Pacific Highway and the highway facilities for which the said parcel of property, or interest therein, is required and is being taken, is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcel of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcel of real property, or interest therein.

EXHIBIT "O-12" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as, in his judgment, may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 3rd day of November, 1955, as Condemnation Resolution No. 799.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 799, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

VOLUME 40

PART IV

PART IV

OF

VOLUME XL

MINUTES OF OREGON STATE HIGHWAY COMMISSION

COVERING PERIOD

F R O M

DECEMBER 1, 1955

TO

MARCH 31, 1956

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OREGON STATE HIGHWAY COMMISSION

Ben R. Chandler, Chairman
Chas H. Reynolds, Commissioner
M. K. McIver, Commissioner

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HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT

LOCATED AT SALEM, OREGON

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Page	Date 1955	Subject
25770	Dec.19	MINUTES of September 22-23, 1955, approved.
		PARKS SUPT. reports on following matters:
		Wasco County. The Dalles Dam. Seufert property. County making study of area for park purposes.
		Wallowa Lake Park. Wallowa County. Renewal of Manes' lease to operate horse concession denied.
25771		Lane County. Willamette-Springfield Bridge area. Request to develop area for park purposes denied.
		Multnomah County. Columbia River Gorge Commission. Parks Supt. reports on acquisition of lands in Gorge.
		Silver Falls Park. Marion County. 1-year extension of restaurant concession lease to Mr. Campbell approved.
		Boat-launching facilities in state parks. Parks Supt. reports study made re facilities in different parks.
		Lincoln County. Oregon Coast Hwy. Depoe Bay Concession Building. Advertisement of concession privileges authorized.
25772		REAL PROPERTY. Acquisition approved. See EXHIBIT "A".
		REAL PROPERTY. Purchase of property not previously authorized. See EXHIBIT "N".
		SALE OF MISCELLANEOUS PROPERTIES report approved.
25773		RENTAL REPORT - SUPPLEMENTAL. R/W Engineer's report accepted.
		YAMHILL COUNTY. Pacific Hwy. West. McMinnville. Adams Street Route. Report re status of r/w acquisition accepted.
		MARION COUNTY. Pacific Hwy. Salem By-Pass. Center Street. Morley property. "Release of Easement" granted.
		ACCESS CHANGES on six properties approved.
25774		REAL PROPERTY. Sale of three parcels authorized. See EXHIBITS "B-1" through "B-3".
		HOOD RIVER COUNTY. Columbia River Hwy. Viento-Hood River Section. Sale of 0.10 acre to Hines Lumber Co. approved.
		LANE COUNTY. Pacific Hwy. Goshen-Divide Section. Sale of 0.63 acre of land to Mr. Meyer approved.
25775		DOUGLAS COUNTY. Umpqua Hwy. Luder Creek-Reedsport Section. Granting of easement to Mr. Knuttila for garage approved.
		REAL PROPERTY. "Appraisal II Course". Payment of personal expenses for r/w agents approved.
		KLAMATH COUNTY. Altamont Drive. Transfer of road to County approved.
		LANE COUNTY. "Q" Street Route. Eugene-Springfield. Ferry St. Bridge-Mohawk Road Section. Sale of timber authorized.
		CONDEMNATION OF REAL PROPERTY APPROVED. See EXHIBITS "O-1" through "O-12".
25782		POLK COUNTY. Willamina-Salem Hwy. Rickreall-Dolph Corner Section. Counsel reports re injunction sought by Joe Harland.
		CONDEMNATION CASES tried. Counsel's report approved.
25783		CONDEMNATION CASES settled. Counsel's report approved.

Page	Date 1955	Subject
25784	Dec.19	BIDS received on construction projects.
25788		CONDEMNATION CASES. Offers for property approved.
25790		PUC MATTERS re Hwy. Commission. Counsel reports:
25791		Wheeler County. Service Creek-Mitchell Secdy. Hwy. Hudspeth Pine, Inc.,request for private crossing approved conditionally.
		Clackamas County. Wilhoit County Road Crossing for use by Crown Zellerbach and Weyerhaeuser Timber Co.
		Wasco County. Wapinitia Hwy. MP 4.31. Barclay Logging Company withdrew application for private road crossing.
		SP Company's mainlines. Portland-California line. Train speeds on city streets.
		CLACKAMAS COUNTY. Clackamas-Boring County Road. Snyders vs State. County Court negotiating settlement.
		CLAIMS. Abandonment of damage claims. Counsel requests abandonment of three.
25792		COOS COUNTY. Oregon Coast Hwy. Forest Boundary-Hauser Section. Nunnenkamp property. Land-use permit granted.
		SUPERBILT MANUFACTURING CO.,INC. condemnation case. Two experts employed as witnesses confirmed.
25793		TRAVEL - OUT OF STATE. Authorization for:
		James B. Scott to Seattle, November 30-December 1, 1955, re State vs Arnold case.
		BAKER COUNTY. Baker-Unity Hwy. Baker south. Settlement of Dickenson ditch damage case for $2,100 approved.
		INSTITUTION OF LEGAL PROCEEDINGS on following:
		Washington County. Wilson River Hwy. Washburn-North Plains Section. Duyck case for 3.15 acres of land.
		Douglas County. Pacific Hwy. Rice Hill-Chenoweth Park Section. Gourley case for 0.78 acre of land.
		DOUGLAS COUNTY. Reedsport. "O" Street. Hwy. Maintenance Headquarters. Vacation of portion of "O" Street authorized.
25794		WASHINGTON COUNTY. Tualatin Valley Hwy. Reedsville-Beaverton Section. Transfer of property to Mathis. See EXHIBIT "C".
		MULTNOMAH COUNTY. Interstate Bridge at Portland (old). Federal Government to pay 50% of cost. See EXHIBIT "D".
25795		CROOK COUNTY. Prineville area. Suspension of fines against log-haulers discussed. Counsel to study situation.
		AWARD OF CONTRACTS. Engineer reports satisfaction of conditions.
25796		CLATSOP COUNTY. Astoria-Megler Ferry. US Coast Guard requirements. Reimbursement for first-class pilot approved.
25797		Operation of ferry after June 1 discussed.
		UNFINISHED BUSINESS MATTERS discussed:
		HOOD RIVER COUNTY. Hood River Valley Scenic Drive. Request for signs deferred pending inspection.
		MULTNOMAH COUNTY. Banfield Expressway. Lloyd Corporation property. R/W descriptions are being prepared.
		CURRY COUNTY. Oregon Coast Hwy. Wedderburn north. Lloyd Corporation land for park purposes. Appraisals secured.

Page	Date 1955	Subject
25797	Dec.19	HARNEY COUNTY. Frenchglen Secdy. Hwy. Extension. Reconnaissance survey to be made when weather permits.
25798		WALLOWA COUNTY. Wallowa Lake Hwy. Lostine By-pass project. Considered for next construction program.
		JACKSON COUNTY. Eagle Point. "C" Street-Main Street Jct. Flashing beacon and 4-way stop approved. See EXHIBIT "K".
		UNION COUNTY. Old Oregon Trail. La Grande. Hemlock St.-Adams Ave. Jct. Installation of flashing beacon approved. Commitments for expenditure of funds to be made by Hwy. Commission.
		YAMHILL COUNTY. Pacific Hwy. West-Tualatin Valley Hwy. Jct. Installation of flashing beacon approved.
25799		SURVEYS ADOPTED for following hwy. sections: (See EXHIBITS "L-1" - "L-2".
		Josephine County. Redwood Hwy. West Fork. Illinois River Bridge Section and East Fork Illinois River Bridge Section.
		Clackamas County. Woodburn-Estacada Secdy. Hwy. Molalla-Colton Section. Meadowbrook Bridge Unit.
		Lane County. McKenzie Hwy. Willamette River Bridge Section.
		Tillamook County. Oregon Coast Hwy. Neskowin-Salmon River Section.
		Umatilla County. Pendleton-John Day Hwy. Pendleton-Pilot Rock Section.
		Tillamook County. Little Nestucca Secdy. Hwy. Meda Bridge Section.
		Klamath County. Klamath Falls-Lakeview Hwy. Klamath Falls. South 6th St. RR Overcrossing.
		Washington County. Tualatin Valley Hwy. Forest Grove-Hillsboro Section. Cornelius-Hillsboro Unit.
		DOUGLAS COUNTY. Tiller-Trail Secdy. Hwy. Drew-Elk Creek Section. 1-year maintenance agreement with BPR approved.
25800		WALLOWA COUNTY. "Flora Spur". Request for State to resume maintenance denied.
		TILLAMOOK COUNTY. Netarts Secdy. Hwy. Trask River (south branch). Hwy. improvement approved.
		SPECIAL CITY STATE TAX STREET FUNDS - 1956. Program report adopted.
25802		MALHEUR COUNTY. I.O.N. Secdy. Hwy. Paving 15 miles of hwy. with Federal Land Funds and State Funds approved.
		LANE COUNTY. Eugene. 13th Avenue. Agreement with University of Oregon for traffic survey of 13th, 11th and 10th Aves.
		HOOD RIVER COUNTY. Woodworth County Road. Beals Corner-Dougherty Corner Section. Contract #4273. Increase in funds approved.
		UMATILLA COUNTY. Old Oregon Trail (old route). Request for designation of old route as by-pass for present US30 denied. Columbia River Hwy. Umatilla-Boardman Section. Request for improvement denied.
25803		STATE TAX STREET FUNDS. Plans approved. See EXHIBIT "E".

Page	Date 1955	Subject
25803	Dec.19	CLACKAMAS COUNTY. Cascade Secdy. Hwy.(82nd Ave.) SE Glencoe Road-Flavel Street. Construction of sidewalk approved.
25804		CLACKAMAS COUNTY. Mt. Hood Hwy. Government Camp area. Request for pedestrian overpass on proposed hwy. by-pass favored.
		FEDERAL-AID SECONDARY HIGHWAY ROAD SYSTEM ADDITIONS approved for roads in Jefferson-Klamath-Washington Counties.
25805		COUNTY FEDERAL-AID SECONDARY FUNDS - 1956-57. Tabulation showing status of funds as of December 1, 1955.
25807		HARNEY COUNTY. Central Oregon Hwy. Hines-Burns Section. Proposed alternate approaches discussed.
		EXTENSIONS OF TIME to complete contracts granted.
25811		CONTRACTS completed and accepted. See EXHIBIT "F".
		CONTRACTS COMPLETED AND ACCEPTED IN 1955. Auditor reports 235 contracts completed and accepted by Commission.
		COOS COUNTY. Coos Bay-Roseburg Hwy. Coquille-Rink Creek Section. Revised agreement re improvement of section approved.
		WASCO COUNTY. Columbia River Hwy. The Dalles. Agreement re traffic survey and by-pass study as it affects The Dalles approved.
25812		SPEED ZONES approved as follows:
		Coos County. Cape Arago Secdy. Hwy. Empire-Charleston Section. See EXHIBIT "H-1".
		Umatilla County. Hermiston Secdy. Hwy. Hermiston NE. See EXHIBIT "H-2".
		Linn County. Pacific Hwy. Shedd. School Section. See EXHIBIT "H-3".
		SHOULDER PARKING PROHIBITED on the following:
25813		Tillamook County. Oregon Coast Hwy. Little Nestucca River Bridge. See EXHIBIT "I-1".
		Marion County. Pacific Hwy. East. Salem south. See EXHIBIT "I-2".
		Multnomah County. SE Powell Blvd. See EXHIBIT "I-3".
25814		TRAVEL - OUT OF STATE approved for:
		Dennis D. Clark to San Francisco, January 5-16, 1956.
		W. H. Kosesan to Sacramento, February 15-17, 1956.
		Gene Huntley to San Diego, January 18-20, 1956.
		Carl W. Jordan to Missoula, Montana, January 14-15, 1956.
		NINTH NW TRAFFIC ENGINEERING CONFERENCE. Oregon State College. May 8-9, 1956. Participation of Highway Department as a sponsor approved.
		TRAVEL INFORMATION DEPARTMENT. Advisory Committee. Appointment of Charles V. Stanton to fill vacancy of Arthur O. Waud approved.
25815		PORTLAND-SALEM EXPRESSWAY. Recommendation that hwy. be named "General Charles H. Martin Expressway". Action deferred.
		WASCO COUNTY. Wasco Butte Radio Station. Agreement with Forestry Board re hauling road approved.
		Agreement with Schmidt re access road and shale pit approved.
		LANE COUNTY. Siuslaw Hwy. Big Creek Section. Permit to the Dandys to construct log-hauling access road approved.

Page	Date 1955	Subject
25816	Dec.19	HOSPITAL AND MEDICAL CONTRACTS. NHA and OPS Agreements. Revised agreements effective January 1, 1956, approved.
		COMMISSION MEETING RECESSED at 12:00 noon and reconvened at 2:00 p.m.
		YAMHILL COUNTY. Yamhill-Newberg Secdy. Hwy. Requested improvement planned for next year's construction.
		UNION COUNTY. Old Oregon Trail. La Grande area. Elias property. Request for curb cuts to be investigated.
		MORROW-UMATILLA COUNTIES. Old Oregon Trail. Boardman-Stanfield Jct. Section. Acquisition of access rights discussed.
25817		PERMITS. Resolution adopted re group hwy. listings for use in issuance of permits. See EXHIBIT "M".
		WALLOWA COUNTY. Enterprise-Lewiston Hwy. and Little Sheep Creek Secdy. Hwy. Request for designation to Group I to be investigated.
		COOS COUNTY. Cape Arago Secdy. Hwy. Tarheel Creek Section. Abandonment agreement approved. See EXHIBIT "G-1".
		DOUGLAS COUNTY. Umpqua Hwy. Reedsport-Dean Creek Section. West Unit. Abandonment agreement approved. See EXHIBIT "G-2".
25818		SECRETARY'S REPORT OF PAPERS SIGNED from November 1 to December 14, 1955, approved.
		COMMISSION MEETING DATES set for January 26-27 - regular, and March 8-9, 1956, tentative.
		BENTON-LANE COUNTIES. Alsea-Deadwood Secdy. Hwy. Improvements urged. No funds.
		DELEGATION PROBLEMS discussed. No action taken.
		DOUGLAS COUNTY. Coos Bay-Roseburg Hwy. Camas State Park. 10-year lease for oil, gas and sulphur to Mr. Adair approved.
25819		AASHO. New Orleans, Louisiana. W. W. Stiffler presents statement of AASHO policy re hwy. construction.
		OREGON-WASHINGTON BOUNDARY COMMITTEE. Rudie Wilhelm, Jr., Chairman. Location of boundary line between States to be investigated.
		CATTLE PASSES ON FREEWAYS. No fixed policy re construction. Each request treated on individual merits.
		CONTRACTS. Award of contracts publicly announced.
25821		AGREEMENTS and other papers signed.
25824	Dec.20	BIDS received on construction projects.
25826		KLAMATH COUNTY. Klamath Falls. South 6th St. Grade Separation. Total cost of project discussed.
25827		LOG HAULING. Lane County. Alsea-Deadwood Secdy. Hwy. Request to haul short logs to be investigated.
		LINCOLN COUNTY. Siletz Secdy. Hwy. Siletz-Kernville Section. Oiling deferred due to replacement of bridge.
25828		TILLAMOOK COUNTY. Oregon Coast Hwy. Bay City-Garibaldi Section. Reconnaissance survey and economic analysis authorized.
		MULTNOMAH COUNTY. Interstate Bridge. Columbia River. Status of plans for bridge construction discussed.

Page	Date 1955	Subject
25829	Dec.20	MARION COUNTY. Pacific Hwy. Salem north. Safeway Stores property. Request for additional access to be studied.
25830		MORROW-UMATILLA COUNTIES. Old Oregon Trail. Stanfield Jct.-Boardman Section (old route). Designation as by-pass route denied.
		UMATILLA COUNTY. Havana-Helix Secdy. Hwy. Wild Horse Creek north. Reconnaissance survey approved re elimination of two curves.
25831		COMMISSION MEETING recessed at 12:00 noon to reconvene at 2:00 p.m.
		MULTNOMAH COUNTY. Pacific Hwy. North Portland. Kernan property. Request for release of slope easement denied. Request for access for southbound traffic to be investigated.
		UMATILLA COUNTY. Pendleton-John Day Hwy. Park property leased to Lumber Co.,to be advertised for sale. See EXHIBIT "J".
25832		UMATILLA COUNTY. Oregon-Washington Hwy. Pendleton. RR Overcrossing. Request for better clearance approved.
		STATUS OF PROPERTY ACQUISITION for projects for January letting. R/W Engineer gave report.
25833		MULTNOMAH COUNTY. Banfield Expressway. Superbilt case. Trial planned for February. New appraisals are being secured.
		MULTNOMAH COUNTY. Banfield Expressway. Burnside Bridge-12th Ave. SE Section. Agreement with SP&S RR Company approved and signed.
		LINN-LANE COUNTIES. Pacific Hwy. East. Albany-Eugene Section. Realignment survey nearing completion.
		CONTRACTS. Award of contracts publicly announced.
25834		COMMISSION MEETING adjourned at 3:15 p.m.
25835		EXHIBIT "A". Real property acquisition.
25875		EXHIBITS "B-1" through "B-3". Sale of 3 parcels of real property.
25878		EXHIBIT "C". Transfer of property. Washington County. Tualatin Valley Hwy. Reedsville-Beaverton Section.
25880		EXHIBIT "D". Multnomah County. Interstate Bridge (old). Portland. Federal Government to pay 50% of cost.
25882		EXHIBIT "E". State Tax Street Funds.
25884		EXHIBIT "F". Contracts completed and accepted.
25887		EXHIBIT "G-1". Coos County. Cape Arago Secdy. Hwy. Tarheel Section. Abandonment agreement approved.
25889		EXHIBIT "G-2". Douglas County. Umpqua Hwy. Reedsport-Dean Creek Section. West Unit. Abandonment agreement.
25891		EXHIBITS "H-1" through "H-3". Speed zones established.
25897		EXHIBITS "I-1" through "I-3". No shoulder parking zones established.
25901		EXHIBIT "J". Umatilla County. Pendleton-John Day Hwy. Park property leased to Lumber Co. to be advertised for sale.
25902		EXHIBIT "K". Jackson County. Eagle Point. "C" St.-Main St. Jct. Flashing beacon and 4-way stop approved.
25904		EXHIBITS "L-1" - "L-2". Surveys adopted.
25909		EXHIBIT "M". Permits. Group hwy. listings for use in issuance of permits.
25930		EXHIBIT "N". Real property. Purchase of property not previously authorized.
25933		EXHIBITS "O-1" through "O-12". Condemnations.

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25963	Jan.26	BIDS received on construction projects.
25967		COMMISSION MEETING MINUTES approved for November 3-4, and December 19-20, 1955.
		PARKS SUPT. reports on following matters:
		Multnomah County. Columbia Gorge. Report re purchase of lands approved. Purchase of 19-acre tract authorized.
		Coos County. Maria C. Jackson State Park entrance. Negotiations with BLM re road construction approved.
		State Park facilities. Schedule of fees for 1956 presented and approved. See EXHIBIT "K".
25970		CURRY COUNTY. Wedderburn north. Lloyd Corporation land for park use. Action deferred.
		REAL PROPERTY. Acquisition approved. See EXHIBIT "A".
		RIGHT OF WAY ACQUISITION. Status discussed:
		Yamhill-Polk Counties. Salmon River Hwy. Valley Jct.-Sheridan Section. Acquisition of r/w discussed.
		Josephine County. Redwood Hwy. Illinois River Bridge. Cost of property for realignment explained.
		Umatilla County. Ukiah. Acquisition of property discussed.
		REAL PROPERTY. Purchase of property not previously authorized.
25971		SALE OF MISCELLANEOUS PROPERTIES report approved.
		RENTED PROPERTIES AND LEASES. Supplemental report on rental receipts and termination of leases presented.
		UNION COUNTY. Wallowa Lake Hwy. Island City. Lease extension for use of oil storage location approved.
		SALE OF STATE HIGHWAY PROPERTY authorized as follows:
		Washington County. Pacific Hwy. West. Tigard-Newberg Section. Gaarde property. See EXHIBIT "B-1".
25972		Lane County. Pacific Hwy. Goshen-Divide Section. Creswell Interchange. See EXHIBIT "B-2".
		Malheur County. Old Oregon Trail Hwy. Olds Ferry-Ontario Section. Cook property. See EXHIBIT "B-3".
		Columbia County. Columbia River Hwy. Goble-St. Helens Section. Larson property.
		MULTNOMAH COUNTY. Old Columbia River Hwy. Sundial Section. Sale of 0.51 acre to Mr. Eckelman approved.
		PROPERTY MANAGER'S REPORT for 1955. Rentals and sales income during 1955. Report accepted.
		ACCESS CHANGES on two properties approved.
25973		LANE COUNTY. Eugene. Gunderson property. Access problem to be discussed in conference following day.
		CONDEMNATION OF REAL PROPERTY APPROVED. See EXHIBITS "C-1" through "C-11".
25977		CONDEMNATION CASES tried. Counsel's report approved.

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25978	Jan.26	LANE COUNTY. Siuslaw Hwy. Low Pass-Summit Section. Natt McDougall case. Appeal of case approved.
25979		CONDEMNATION CASES settled. Counsel's report approved.
		CONDEMNATION CASES. Offers for property approved.
25981		PUC MATTERS re Hwy. Commission. Counsel reports: Marion County. Salem Grade Crossing. Klamath County. The Dalles-California Hwy. Chemult Overcrossing.
25982		Tillamook County. Wilson River Hwy. Tillamook. RR Undercrossing. Umatilla County. Havana-Helix Secdy. Hwy. Havana area. Douglas County. Sutherlin. Central Street RR Crossing. Multnomah County. Portland. NE 82nd Avenue Track Crossing. Columbia County. County Road #574 Grade Crossing. Washington County. Tualatin Valley Hwy. Beaverton. Oregon Electric Rwy. Grade Crossing. Lane County. Eugene. 1st Avenue West-Seneca Road Jct. Grade Crossing. Multnomah County. Portland. Banfield Expressway. NE 33rd Avenue. Morrow County. Columbia River Hwy. Messner Overcrossing.
25983		Multnomah County. North Portland. Suttle Road Grade Crossing.
		LEGAL DEPARTMENT. Employment of Gale K. Powell as attorney approved.
		LEASEHOLD INTERESTS in Property for Storage Purposes. Counsel authorized to accept assignments of leasehold property.
		MULTNOMAH COUNTY. Portland. Union Avenue. Donaca property. Settlement of damage claim due to drainage water approved.
25984		ABANDONED CLAIMS. Counsel's report approved on 5 claims.
		UMATILLA COUNTY. Old Oregon Trail. Stanfield Jct.-Pendleton Section. Counsel to settle with Ramsey Signs re lease termination.
25985		MALHEUR COUNTY. Old Oregon Trail. Olds Ferry-Ontario Section. Easement from US Department of Interior approved.
		MARION COUNTY. Pacific Hwy. East. Salem By-Pass-Jefferson Jct. Section. Byrkit property. Payment for sawdust bunker approved.
		TRAVEL - OUT OF STATE approved for: C. W. Enfield to Seattle, February 20-21, 1956. Charles Peterson to Seattle, January 30-31, and February 1, 1956.
		COOS COUNTY. Oregon Coast Hwy. Oyster-bed condemnation cases. Counsel reports cases will come to trial within 6 weeks.
		DESCHUTES COUNTY. Century Drive Secdy. Hwy. Bend. Duncan L. McKay case. Counsel to file demurrer.
25986		LANE COUNTY. Siuslaw Hwy. Swisshome. Elmer Ballard case. Hwy. Department attorneys to represent Engineer in case.
		PERMITS. Payment of cost to relocate public utility facilities. Policy adopted. Counsel to present new form of permit.
		SALARIES. Increases for attorneys approved.
25987		OVERSIZE AND OVERWEIGHT VEHICLES. Counsel reports re suspension of statuatory fines by Justices of the Peace.
25988		UMATILLA COUNTY. Columbia River Hwy. Umatilla east. Knox damage suit. Counsel's report accepted.
		AWARD OF CONTRACTS. Engineer reports satisfaction of conditions.

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25989	Jan.26	LOAD LIMITS placed and/or removed.
25990		HARNEY COUNTY. Central Oregon Hwy. Burns-Hines Section. Hearing to be held re relocation of hwy.
		JACKSON COUNTY. Pacific Hwy. Gold Hill. Request by the Lees for compensation of loss of possessions due to hwy. flooding denied.
		LOG HAULING. Lane County. Alsea-Deadwood Secdy. Hwy. Permit to Mr. Chowning to haul short logs approved.
		STORM DAMAGE to highways. 9 projects to be submitted to BPR for Federal Aid Funds.
25991		MARION COUNTY. Salem. 12th Street. Bellevue St.-Summer St. Section. Improvement of 12th Street discussed.
25992		UNFINISHED BUSINESS MATTERS discussed:
		HOOD RIVER COUNTY. Hood River Valley. Request for signs on scenic drive deferred pending inspection.
		CURRY COUNTY. Oregon Coast Hwy. Wedderburn north. Lloyd Corp. proposed gift of land for park purposes deferred.
		LOG HAULERS. Fines and suspended sentences.
		MULTNOMAH-CLACKAMAS COUNTIES. 82nd Avenue. Glencoe Road-Flavel Street. Report to be presented at next meeting.
		LANE COUNTY. Alsea-Deadwood Secdy. Hwy. Permit to Mr. Chowning to haul short logs.
		MARION COUNTY. Pacific Hwy. Salem north. Request for 2 additional accesses to Safeway Stores' property.
25993		UMATILLA COUNTY. Havana-Helix Secdy. Hwy. Request for improvement of 2 bad curves to be reported on next meeting.
		MULTNOMAH COUNTY. Pacific Hwy. North Portland. Kernan property. Access for southbound traffic report for next meeting.
		UNION COUNTY. Old Oregon Trail. La Grande east. Mr. Elias' request for curb cuts denied.
		LINN COUNTY. Santiam Hwy. Sweet Home. M St.-18th Ave. Jct. Request for traffic signal approved on 50-50 basis.
		LINN COUNTY. Pacific Hwy. East. Albany east. Queen Avenue Jct. Installation of traffic signal approved on 50-50 basis.
25994		MARION COUNTY. Cascade Secdy. Hwy. Abiqua Creek Road Jct. Silverton north. Installation of flashing beacon approved.
		LINCOLN COUNTY. Oregon Coast Hwy. Newport. Request for traffic signals at 2 intersections approved on 50-50 basis.
		SURVEYS approved for:
		Clatsop County. Fishhawk Falls Secdy. Hwy. Vine Maple Bridge Section. See EXHIBIT "J-2".
		Coos County. Oregon Coast Hwy. Davis Creek-Bethel Creek Section. See EXHIBIT "J-1".
		Coos County. Powers Secdy. Hwy. Yellow Creek Section. See EXHIBIT "J-2".

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25995	Jan.26	Coos County. Coos River Secdy. Hwy. Catching Slough-Chandler Bridge Section. See EXHIBIT "J-2".
		Curry County. Oregon Coast Hwy. Harris Beach-Brookings Section. See EXHIBIT "J-1".
		Coos County. Coos Bay-Roseburg Hwy. Rink Creek-Myrtle Point Section. See EXHIBIT "J-2".
		Yamhill-Marion Counties. Hillsboro-Silverton Secdy. Hwy. Newberg-Gerin Corner Section. See EXHIBIT "J-2".
		COOS COUNTY. Oregon Coast Hwy. and Seven Devils Road. Opening of Coast Hwy. and better maintenance urged.
		MARION COUNTY. Salem. State Highway Building. Partioning of rooms 212-213-215-116 approved.
		HOOD RIVER COUNTY. Hood River. Second Avenue Bridge. Illumination approved.
		DESCHUTES COUNTY. The Dalles-California Hwy. Bend. 3rd St.-Franklin St. Jct. Improvement of intersection approved.
25996		CROOK COUNTY. Forest Hwy. Route 27 (Ochoco Hwy.). Third Modification of a Cooperative Agreement with BPR approved.
		COUNTY-FEDERAL-AID SECONDARY FUNDS. Status report of 1956-57 funds. Projects approved for Clatsop-Columbia-Marion Counties.
		MARION-LINCOLN-TILLAMOOK-POLK COUNTIES. Div. II Oiling Project. Contract #4410. Contractor declared in default.
25997		LANE-DESCHUTES COUNTIES. McKenzie Hwy. Letters urging elimination of danger spots submitted. Engineer to investigate.
		MARION COUNTY. Pacific Hwy. East. Labish Village-Labish School Section. Footpath construction approved.
		DOUGLAS COUNTY. Tiller-Trail Secdy. Hwy. Tiller. Request for footpath construction approved.
		SPECIAL STATE TAX STREET FUND. July 1-December 31, 1955. Allocation of funds to cities approved. See EXHIBIT "D".
25998		STATE TAX STREET FUNDS. Plans approved. See EXHIBIT "E".
		EXTENSIONS OF TIME to complete contracts granted.
26001		CONTRACTS completed and accepted. See EXHIBIT "F".
		LAKE COUNTY. Fremont Hwy. Contract #4434. Contractor protests assessment re non-completion of contract in time.
26002		YAMHILL-POLK COUNTIES. Salmon River Hwy. Wallace Bridge-Sheridan Section. Throughway Agreements approved.
		MULTNOMAH COUNTY. Banfield Expressway. County Juvenile Home. Maintenance agreement for adjacent landscaped areas approved.
		SPEED ZONES as follows:
		Clackamas County. Clackamas Secdy. Hwy. Barton area. Request for speed zone denied.
		Benton County. Pacific Hwy. West. Corvallis-Keiger Island Road. Speed zone approved. See EXHIBIT "I-1".
		Linn County. Pacific Hwy. East. Tangent. MP 0.49 - MP 0.26. Speed zone approved. See EXHIBIT "I-2".

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26003	Jan.26	TRAVEL - OUT OF STATE approved for: Gordon Beecroft to Dallas, Texas, February 14-17, 1956. R. H. Baldock to Seattle, February 20-21, 1956, and to Pullman, Wn.,March 7-9, 1956. WASHO-American Road Builders' Association-AASHO. Payment of membership dues approved. GRANT COUNTY. Austin Maintenance Headquarters - US Forest Service. Agreement for improvement to water system approved. MARION COUNTY. Detroit Reservoir Maintenance Buildings. Transfer of buildings to the State discussed.
26004		COLUMBIA COUNTY. Columbia River Hwy. Clatskanie-Delena Section. Abandonment resolution approved. See EXHIBIT "G-1". UNION COUNTY. Ukiah-Hilgard Secdy. Hwy. Starkey Connection. Abandonment resolution approved. See EXHIBIT "G-2". DOUGLAS COUNTY. Pacific Hwy. Anlauf-Roseburg New Section. Redesignation of following: (See EXHIBIT "L"). Anlauf-Drain Section designated extension of Umpqua Hwy. #45. Drain-Yoncalla south Section designated Drain-Yoncalla Secdy. Hwy. Oakland north-Shady Point south Section designated as Oakland-Shady Secdy. Hwy. #234. UNION COUNTY. Route No. ORE237 assigned to Cove Secdy. Hwy.
26005		UMATILLA COUNTY. Route No. ORE32 assigned to section of Columbia River Hwy. and Stanfield-Umatilla Section. HIGHWAY ROUTE CHANGES. ORE52 assigned to Vale area. ORE216 extended. LOG HAULING. Request for permission to haul logs on November 11, approved. MULTNOMAH COUNTY. Sunset Hwy. Humphrey Blvd. area. Deeding of excess property to County approved. See EXHIBIT "H".
26006		INSURANCE. California-Western States Life Insurance Company. Policy #399380. Two riders approved. SECRETARY'S REPORT ON PAPERS SIGNED December 14, 1955-January 24, 1956, approved. COMMISSION MEETING DATES set for February 29-March 1-2 regular, and April 19-20 tentative. COMMISSION MEETING RECESSED at 12:00 noon and reconvened at 2:00 p.m. CLATSOP COUNTY. Fort Stevens Secdy. Hwy. Test run with 60' truck and trailer successful. Classified as Group I. COOS COUNTY. Oregon Coast Hwy. (new & old). Hauser south. Mr. Clarno's request for access to connecting road denied. WASHO CONFERENCE. Phoenix, Arizona. April 10-13, 1956. Personnel to attend approved.
26007		MULTNOMAH COUNTY. Portland. Aerial maps for urban areas discussed. Bids to be called at next meeting for aerial survey.

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26007	Jan.26	YAMHILL COUNTY. Yamhill-Newberg Secdy. Hwy. Completion of survey authorized.
		JOSEPHINE COUNTY. Pacific Hwy. Grants Pass. Improvement requested. Action deferred.
		CURRY COUNTY. Oregon Coast Hwy. Humbug Mt. Park. Contract #4317. Final payment delayed. Engineer to investigate.
		NEW HIGHWAY PROGRAM. Engineer to formulate two programs.
		LINN-LANE COUNTIES. Pacific Hwy. East. Albany-Eugene Section. Completion of relocation survey and report for next meeting.
26008		AGREEMENTS and other papers signed.
26009		CONTRACTS. Award of contracts publicly announced.
26011		COMMISSION MEETING ADJOURNED at 3:40 p.m.
	Jan.27	BIDS received on construction projects.
26014		BID LETTINGS. Request that bid lettings be held more frequently. referred to Engineer.
26015		COOS COUNTY. Coos Bay-Roseburg Hwy. Request for hwy. improvements or a new hwy. No action.
		BENTON COUNTY. Benton County Chamber of Commerce. Delegation requests improvements on several hwys.
26016		MARION COUNTY. Mt. Angel-Silverton delegation. Request for improvement on Hillsboro-Silverton Secdy. Hwy. to be investigated.
26017		BAKER COUNTY. Richland-Robinette-Homestead-Halfway roads discussed due to Snake River dam construction. Engineer to investigate.
26018		COMMISSION MEETING RECESSED at 12:00 noon and reconvened at 2:00 p.m.
26019		LANE COUNTY. Siuslaw Hwy. Triangle Lake. Request to reroute hwy. on south side of Lake. Reconnaissance survey authorized.
26020		JACKSON COUNTY. Pacific Hwy. Medford. Lee's damage claim denied.
		COOS COUNTY. North Bend. Virginia-Broadway Streets. Improvement of streets approved on cooperative basis.
26021		MARION COUNTY. Salem. 12th Street. Improvement of Street approved in 3-way cooperative agreement.
26022		KLAMATH COUNTY. Klamath Falls. South 6th Street Overcrossing. Easement and construction agreements with SP RR Co. approved.
		LANE COUNTY. Big "Y" Super Market, Inc., Eugene. Request for assignment of lease approved.
		CONTRACTS. Award of contracts publicly announced.
26024		COMMISSION MEETING ADJOURNED at 3:40 p.m.

26025		EXHIBIT "A". Real property acquisition.
26073		EXHIBITS "B-1" through "B-3". Sale of hwy. property.
26076		EXHIBITS "C-1" through "C-11". Condemnations.
26105		EXHIBIT "D". Special State Tax Street Fund.
26117		EXHIBIT "E". State Tax Street Funds.
26119		EXHIBIT "F". Contracts completed and accepted.
26121		EXHIBIT "G-1". Columbia County. Columbia River Hwy. Clatskanie-Delena Section. Abandonment agreement.
26124		EXHIBIT "G-4". Union County. Ukiah-Hilgard Secdy. Hwy. Starkey Connection. Abandonment agreement.

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26125	Jan.27	EXHIBIT "H". Multnomah County. Sunset Hwy. Humphrey Blvd. area. Deeding of excess property to County.
26127		EXHIBITS "I-1" - "I-2". Speed zones established.
26131		EXHIBITS "J-1" - "J-2". Surveys approved.
26136		EXHIBIT "K". State parks facilities. Schedule of fees for 1956.
26140		EXHIBIT "L". Douglas County. Pacific Hwy. Anlauf-Roseburg Section (new). Portions redesignated.
26142	Mar. 1	BIDS RECEIVED on construction projects.
26146		PARKS SUPT. report on following matters:
		Lane County. McKenzie Hwy. Springfield-Walterville Section. Deed for wayside area near Hendricks Bridge accepted.
		Sale of down and dead timber in Carpenterville-Brookings Wayside, Joaquin Miller Wayside and Van Duzer Corridor, authorized.
		Umatilla County. Hat Rock State Park north. Kik property. Donation of ½ acre of land declined.
		Silver Falls Park. Marion County. Youth Camp. Construction of swimming pool by YMCA approved conditionally.
26147		Tillamook-Clatsop Counties. Short Sand Beach State Park. Name changed to Oswald West State Park. See EXHIBIT "C".
		Malheur County. Owyhee Reservoir. Gordon Gulch and Cherry Creek Road. Construction discussed.
		Nehalem Sand Spit State Park. Tillamook County. Request that park be named in honor of Sergeant Ahearn denied.
26148		State Parks Advisory Committee. Report of hearing discussed.
		Multnomah County. Columbia River Gorge. Report on acquisition of land accepted.
26149		REAL PROPERTY. Acquisition approved. See EXHIBIT "A".
		REAL PROPERTY. Purchase of property not previously authorized.
		SALE OF MISCELLANEOUS PROPERTIES report approved.
		SUPPLEMENTAL RENTAL REPORT accepted.
		Legal and R/W Reports to be submitted to Commission at an earlier date.
26150		LINN COUNTY. Pacific Hwy. East. SP Overcrossing-Lane County Line Section. Garrett property. Release of obligations approved.
		SALE OF STATE HIGHWAY PROPERTY authorized as follows:
		Columbia County. Columbia River Hwy. Goble-St. Helens Section. See EXHIBIT "B-1".
		Polk County. Pacific Hwy. West. Orr Corner-Monmouth Section. See EXHIBIT "B-3".
		Lake County. Lakeview. Walters Second Addition. Lots 10-11. See EXHIBIT "B-2".
		Douglas County. Old Pacific Hwy. Roseburg south. 0.86 acre. Sale to the Boniols approved at $250.
26151		Marion County. Portland-Salem Expressway. Gervais-Hayesville Section. See EXHIBIT "B-4".

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26151	Mar. 1	ACCESS CHANGES on four properties approved.
		WASHINGTON COUNTY. Tualatin Valley Hwy. Hillsboro. Purchase of r/w for sidewalk construction approved.
		UMATILLA-UNION COUNTIES. Ukiah-Hilgard Secdy. Hwy. Ukiah-Forest Boundary Section. Phone line relocation approved.
26152		DOUGLAS COUNTY. Pacific Hwy. Roseburg Veterans Hospital area. Authority granted to bid for property for park purposes.
		CONDEMNATION OF REAL PROPERTY APPROVED. See EXHIBITS "L-1" through "L-9".
26158		CONDEMNATION CASES tried. Counsel's report approved.
		CONDEMNATION CASES settled. Counsel's report approved.
26160		CONDEMNATION CASES. Offers for property approved.
26161		PUC MATTERS re Hwy. Commission. Counsel reports:
		Multnomah County. Portland. SE 82nd Avenue. Kendall Crossing signals.
		Wallowa County. Wallowa Lake Hwy. Minam. RR Grade Crossing.
		Morrow County. Columbia River Hwy. Messner RR Overcrossing.
		Train speeds within limits of incorporated cities.
		Coos County. North Bend. RR Grade Crossings on city streets.
		MULTNOMAH COUNTY. Portland. NE Broadway Court and NE 71st Avenue. Vacation of streets approved.
26162		CLAIMS. Abandonment of three damage claims approved.
		CURRY COUNTY. Oregon Coast Hwy. Carpenterville-Brookings Forest Wayside. Collection of damages for removal of timber authorized.
		TRAVEL - OUT OF STATE approved for:
		C. W. Enfield and S. N. Mayhew to Houston, Texas, June 14-17, 1956.
		CURRY COUNTY. Port Orford. Annexation of property to City authorized.
		WASHINGTON COUNTY. Sunset Hwy. Barnes Road-Multnomah County Line Section. Cedar Hills Co. sewer line agreement approved.
26163		JACKSON COUNTY. Sams Valley Secdy. Hwy. Ramsey Canyon-Crater Lake Section. Abandonment agreement approved. See EXHIBIT "D".
		WASHINGTON COUNTY. Tualatin Valley Hwy. Reedsville-Beaverton Section. Kinnesswood Acreage. Sale of land authorized. See EXHIBIT "B-5".
		LEGAL DEPARTMENT. Employment of William H. Winslow as assistant attorney approved.
		ADVERTISING SIGNS. Limiting advertising right on excess property along hwys. See EXHIBIT "E".
26164		AWARD OF CONTRACTS. Engineer reports satisfaction of conditions.
26165		USED EQUIPMENT AND SCRAP MATERIALS. Sale approved.
		Sale of used equipment to governmental agencies discussed.
		SPEED ZONE. Douglas County. Umpqua Hwy. MP 1.5 to MP 3.9 Section. Speed zone established.
		LAKE COUNTY. Fremont Hwy. Valley Falls & Salt Creek-Lakeview Section. Contract #4434. Assessment against F. L. Somers reapproved.

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26166	Mar. 1	LOAD LIMITS placed on nine hwy. sections.
26167		LANE COUNTY. McKenzie Hwy. MP 38 to MP 40. Improvement and transfer of funds approved for project.
		MULTNOMAH COUNTY. Beaverton-Hillsdale Hwy. Maplewood Water District. Agreement re water mains approved.
		CLACKAMAS COUNTY. Cascade Secdy. Hwy. (82nd Ave.) Glencoe Road-Flavel St. Section. Sidewalk construction approved.
		MULTNOMAH COUNTY. Cascade Secdy. Hwy. Airport Road Connection. Problem discussed and location survey authorized.
26168		MULTNOMAH COUNTY. Pacific Hwy. Denver Avenue. Kernan property. Request for access to southbound traffic lane approved.
		UMATILLA COUNTY. Havana-Helix Secdy. Hwy. Improvement of two curves denied.
		UNFINISHED BUSINESS MATTERS discussed:
		HOOD RIVER COUNTY. Hood River Valley. Request for signs on scenic drive deferred pending inspection.
		CURRY COUNTY. Oregon Coast Hwy. Wedderburn north. Lloyd Corp. proposed gift of land for park purposes.
		CLACKAMAS COUNTY. Cascade Secdy. Hwy. (82nd Ave.) Glencoe Road-Flavel St. Section. Sidewalk construction approved.
26169		MARION COUNTY. Pacific Hwy. Salem north. Safeway Stores' property. 2 additional accesses approved.
		UMATILLA COUNTY. Havana-Helix Secdy. Hwy. Removal of curves.
		MULTNOMAH COUNTY. Pacific Hwy. North Portland. Kernan property.
		PERMITS. Installation of utility facilities on hwy. Permit form to be ready for next meeting.
		HEARINGS discussed as follows:
		Pacific Hwy. Albany-Eugene Section Proposed by-pass.
		Pacific Hwy. Central Point-Ashland Section. Proposed city by-passes.
		Harney County. Central Oregon Hwy. Burns-Hines Section. Relocation of hwy.
		LANE COUNTY. McKenzie Hwy. MP 38 - MP 40 Section. Reported on earlier.
26170		LAKE COUNTY. Fremont Hwy. Valley Falls & Salt Creek-Lakeview Section. Contract #4434.
		MARION COUNTY. Hillsboro-Silverton Secdy. Hwy. Mt. Angel-Silverton Section. Report not ready.
		BAKER COUNTY. Robinette-Brownlee area. Snake River Dams. Relocation and improvement of roads requested.
		LANE COUNTY. Pacific Hwy. Eugene north. Request for illumination deferred pending cooperation of city officials.
		YAMHILL COUNTY. Pacific Hwy. West. Newberg NE entrance. Request for illumination approved on 50-50 basis.
26171		CROOK-WHEELER COUNTIES. Ochoco Hwy. Ochoco Mt. Section. Request for guardrail rehabilitation at BPR's expense approved.
		COOS COUNTY. Coos Bay-Roseburg Hwy. Myrtle Point-Pacific Hwy. Jct. Request for hwy. improvements. No action.

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26171	Mar. 1	COOS BAY-ROSEBURG-CASCADE LAKES HWY. JCT. HIGHWAY (Proposed). Request for survey on this route. No action.
		ACCIDENT ANALYSIS AGREEMENT. Three party agreement. Extension to December 31, 1957, approved.
		HOOD RIVER COUNTY. Columbia River Hwy. Hood River. Request for access to Hwy. denied.
		KLAMATH COUNTY. Klamath Lake Secdy. Hwy. Lake of the Woods Jct.-Fort Klamath Section. Temporary improvement approved.
26172		MULTNOMAH COUNTY. Portland. Harbor Drive. Hooker Street-Pennoyer Street. Request for chain-link fence approved.
		FOREST HIGHWAY PROGRAM. Douglas County. Umpqua Hwy. Reedsport east. Embankment construction change approved.
		STATE HIGHWAY BUILDING. Salem. Mailing Room. Changes in partitions approved.
		JOSEPHINE COUNTY. Grants Pass. Resolutions submitted by County Court and City re Project #1 and Project #7. No action.
26173		INCREASE IN PROJECT AUTHORIZATIONS approved for: Marion County. Detroit Lake State Park. Contract #4512. Curry County. Humbug Mt. State Park. Contract #4317.
		STATE TAX STREET FUNDS. Plans approved. See EXHIBIT "F".
		EXTENSIONS OF TIME to complete contracts granted.
26175		CONTRACTS completed and accepted. See EXHIBIT "G".
		WASHINGTON COUNTY. Tualatin Valley Hwy. Cornelius. One-way couplet. Agreement with City approved.
		TILLAMOOK COUNTY. Wilson River Hwy. Tillamook Undercrossing. Easement agreement with SP Company approved.
		COMMISSION MEETING recessed at 12:00 noon and reconvened at 2:00 p.m.
26176		SPEED ZONE requests as follows: Marion County. Willamina-Salem Hwy. Salem. Cascade Drive-West City limits. Speed zone established. See EXHIBIT "H-1". Sherman County. Columbia River Hwy. Rufus. Request for speed zone denied. Polk County. Willamina-Salem Hwy. Derry area. Request for speed zone denied. Multnomah County. Pacific Hwy. West (SW Barbur Blvd.) Portland. Speed zone established. See EXHIBIT "H-2". SW 55th Avenue Jct. Left-turn movements approved. Jackson County. Medford-Provolt Secdy. Hwy. Medford. Revised speed zones established. See EXHIBIT "H-3". Installation of overhead illuminated crosswalk sign approved.
26177		TRAVEL - OUT OF STATE approved for: Forrest Cooper to Chicago, March 6-7, 1956. C. H. Maison & George LeTourneux to Sacramento, March 19-22,1956. Carl W. Jordan, to Los Angeles, April 11-23, 1956. Dennis D. Clarke, to Dallas, Texas, March 31-April 8, 1956. W. C. Williams, to Washington, D.C.,March 14-15, 1956.
		RADIO STATIONS. Four Engineers authorized to sign applications pertaining to radio stations. See EXHIBIT "J".

Page	Date 1956	Subject
26178	Mar. 1	TILLAMOOK COUNTY. Little Nestucca Secdy. Hwy. Old Meda Bridge to be turned over to County when new bridge is completed.
		DOUGLAS COUNTY. Canyonville. Sale of 60' steel truss to School Board approved.
		COLUMBIA RIVER EXPRESSWAY. Suggestion from Lewis and Clark College to rename Expressway "Lewis and Clark Trail" denied.
		SECRETARY'S REPORT approved for papers signed from January 24 to February 29, 1956.
		COMMISSION MEETING DATES set for April 26-27, 1956, regular, and May 31-June 1, 1956, tentative.
		DELEGATION PROBLEMS discussed. No action taken.
		TILLAMOOK COUNTY. Wilson River Hwy. Tillamook. First and Second Streets. 1-way street couplet agreement approved.
26179		LANE COUNTY. "Q" Street Route. Eugene-Springfield Section. Agreement re survey and designation as state hwy. approved.
		WALLOWA COUNTY. Wallowa County Road. Werst Corner-Wallowa Section. Agreement approved re permit for temporary RR crossing.
		AASHO TEST ROAD. Hwy. Research Board. W. C. Williams to represent WASHO at Washington, D.C., March 14-15, 1956.
		WASHINGTON COUNTY. Sunset Hwy. Gardner Ranch-Berger Section. Stucki-Berger properties. Buildings to be removed.
26180		LANE COUNTY. Pacific Hwy. Eugene. "Big Y" area. Sale of adjacent land for street construction discussed. No action. Counsel to seek dedication of street on state property.
		STATE HIGHWAY CONSTRUCTION PROGRAMS. Inquiry re progress of program.
		LANE COUNTY. "Q" Street Route. Eugene end. Inquiry re revised location. Map presented showing route.
		CURRY COUNTY. Oregon Coast Hwy. Port Orford-Gold Beach Section. Donation of property for Boy Scout Project denied.
		UNION COUNTY. Old Oregon Trail. La Grande. Hospital area. Engineer to investigate dangerous intersection.
		CLATSOP COUNTY. Oregon Coast Hwy. Youngs Bay Bridge Section. Engineer reported survey 50% complete.
26181		MULTNOMAH COUNTY. Pacific Hwy. Interstate Bridge Project: Washington and Oregon officials discussed bids received. Award of contract to low bidder, Guy F. Atkinson Company. Statement pertaining to award of this contract. Resolution pertaining to sale of bonds to finance bridge. Low bid accepted.
26182		CONTRACTS. Award of contracts publicly announced.
26184		AGREEMENTS and other papers signed.
26187	Mar. 2	BIDS received on construction projects.
26191		CLACKAMAS COUNTY. Portland-Salem Expressway. Oregon City delegation urges explicit signs at intersections. Engineer to investigate.

Page	Date 1956	Subject
26192	Mar. 2	COOS COUNTY. Coos Bay-Roseburg Hwy. Myrtle Point-Roseburg Section. Delegation urges improvements. No action.
		SHERMAN COUNTY. Delegation requests: Wasco-Heppner Secdy. Hwy. Improvement urged. The Dalles-California Hwy. Miller area. Realignment requested. Engineer to examine project.
26193		MULTNOMAH COUNTY. Columbia River Hwy. Troutdale area. Martin property. Acquisition of r/w and access approved. See EXHIBITS "I-1" through "I-3".
26194		MULTNOMAH COUNTY. Portland. Interstate Bridge. Resolution and bond sale approved.
26195		Engineer to advise Washington Authority after bond bids received.
		WASCO COUNTY. Columbia River Hwy. Wink Auction Yard. Settlement for acquisition of property approved.
26196		CLATSOP-TILLAMOOK COUNTIES. Short Sand Beach State Park as Oswald West State Park. Telegram of thanks from Mr. West read aloud.
		COMMISSION MEETING RECESSED at 12:00 noon and reconvened at 2:00 p.m.
		BAKER COUNTY. Baker-Homestead Hwy. Brownlee-Robinette Section. Snake River Dams. Hwy. relocation and proposed Stagecoach Road discussed.
		CONTRACTS COMPLETED. Inquiry re length of time in reporting contracts completed and final payment. Engineer explained.
		"FREEDOM OF THE AMERICAN ROAD". Ford Motor Company. R. H. Baldock complimented for recognition. See EXHIBIT "K".
		CONTRACTS. Award of contracts publicly announced.
26198		CLATSOP COUNTY. Astoria Ferry slip. Navy truck damage. Ferry insurance information to be provided Federal Attorney.
		COMMISSION MEETING ADJOURNED at 3:15 p.m.
26199		EXHIBIT "A". Real property acquisition.
26237		EXHIBITS "B-1" through "B-5". Sale of hwy. property.
26243		EXHIBIT "C". Tillamook County. Short Sand Beach State Park name changed to Oswald West State Park.
26245		EXHIBIT "D". Jackson County. Sams Valley Secdy. Hwy. Ramsey Canyon-Crater Lake Section. Abandonment agreement.
26246		EXHIBIT "E". Limiting advertising signs on excess property along hwys.
26247		EXHIBIT "F". State Tax Street Funds.
26249		EXHIBIT "G". Contracts completed and accepted.
26251		EXHIBITS "H-1" through "H-3". Speed zones established.
26257		EXHIBITS "I-1" through "I-3". Multnomah County. Columbia River Hwy. Troutdale area. Martin property. Acquisition of r/w and access.
26265		EXHIBIT "J". Radio Stations. 4 Engineers authorized to sign applications pertaining to radio stations.
26266		EXHIBIT "K". "Freedom of the American Road". Ford Motor Company. R. H. Baldock complimented for recognition.
26267		EXHIBITS "L-1" through "L-9". Condemnations.

Portland, Oregon
December 19, 1955

The Oregon State Highway Commission met in regular session at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
W. C. Williams, Deputy State Highway Engineer
W. W. Stiffler, Assistant State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
Robert L. May, Jr., Assistant Chief Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

Mr. R. H. Baldock, State Highway Engineer, and Mr. C. W. Enfield, Chief Counsel, were excused on vacation leave.

The Commission approved the minutes of September 22 and 23, 1955.

The State Parks Superintendent reported on the following state park matters:

1. Proposed development of the former Seufert property, opposite The Dalles Dam between the railroad and the river, for park purposes: The State Parks Superintendent stated that in his investigation of this matter it was found that Wasco County is also making a study of the area for park development. The work, he said, should not be duplicated and he recommended that no study be made at this time. His recommendation was accepted by the Commission.

2. Request of Lee H. Manes for renewal of his lease to operate a horse concession in Wallowa Lake State Park: The present lease, the Parks Superintendent reported, expires December 31, 1955 and Mr. Manes wishes to renew it for one year. He pointed out that the concession, which furnishes about 30 horses, is within the limits of the state park and near overnight and day camping areas. Mr. Manes, he stated has not cooperated in sanitary measures at the concession and is also in arrears in his payments. Patrons of the park have made numerous objections to the flies and the odors emanating from the vicinity of the concession. He also pointed out that there are other concessions nearby which furnish horses and that Mr. Manes might locate his business outside of the park area. Because of the unsanitary conditions in the existing concession and the lack of cooperation by Mr. Manes, he recommended that the concession be discontinued. The Commission approved his recommendation.

3. Request of Mr. Jesse H. Miller, Jr., and others, for development of an area under the Willamette-Springfield Bridge as a state park: This request, the Parks Superintendent stated, has been investigated and although the area does have recreational value, its use is expected to be largely local inasmuch as it lies within the boundaries of the City of Springfield. He recalled that it has been the Commission's policy that areas in or close to towns or cities should be developed locally and he recommended, therefore, that the request be denied. The Commission denied the request.

4. Report pertaining to acquisition of lands in the Columbia River Gorge for the preservation of scenic values: All of the areas proposed by the Columbia Gorge Commission have been investigated, the Parks Superintendent stated. He also said that negotiations have been exhausted on nine of the areas as agreement could not be reached on price or the owners do not wish to sell. Negotiations are pending on seven areas and are being handled by the Gorge Commission on two additional areas. Also, there are four areas which are impossible to obtain and one area, the Dobing property, has been recommended for purchase. It was his hope that negotiations on the seven pending areas could be completed before the January meeting. The Commission accepted the report.

5. Request of J. L. Campbell for a one-year extension of his restaurant concession lease at Silver Falls State Park: The Parks Superintendent explained that the present lease expires December 31, 1955 and that Mr. Campbell wishes it extended for one year, ending December 31, 1956. Although the receipts from the concession are relatively small, being $618.53 for the year 1955, he recommended that the lease be extended as it provides a necessary service for park patrons. The Commission approved extension of the lease as recommended.

6. Report on boat-launching facilities in connection with state parks: The Parks Superintendent pointed out that during the last few years there has been an ever increasing demand for boat-launching facilities and inasmuch as a number of the state parks are adjacent to lakes, rivers, or bays, a study was made over the state of launching facilities which have been installed by other agencies. The purpose of this study, he said, is to provide a background of facts and information to be used when boat-launching facilities are constructed in state parks. The Commission accepted the report.

7. Preparation of plans and specifications for leasing the Depoe Bay Concession Building on the Oregon Coast Highway in Lincoln County: The Parks Superintendent reported that completion of the building is expected in May or June. He asked the Commission for authority to prepare a form of agreement so bids for the concession privileges can be advertised when the building is ready for occupation. The Commission granted the authority.

The Right of Way Engineer presented for consideration options secured for acquisition of real property that is needed for state highway improvements and for other purposes. After careful consideration of each item, the Commission unanimously approved closing of the options at the prices mentioned therein by adopting the attached resolution relative thereto, marked EXHIBIT "A", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The Right of Way Engineer stated that in order to construct necessary improvements to highways it is necessary to purchase some parcels of real property for which the Commission has not previously granted authority to acquire. He recommended that he be granted authority to negotiate purchase of the following parcels of property:

COUNTY AND SECTION	FILE NO. AND NAME	PURPOSE	AREA	HIGHWAY
Benton Corvallis-Philomath	24235-Neer	Right of Way	(1) 28.55 ac. (2) 1.08 ac. (3) 7000 sq. ft. (4) 0.55 ac.	Corvallis-Newport
Clackamas East Portland-Oregon City	21270-USA	Addition to division office ground	(1) 11.16 ac.	Pacific East
" " "	" "	Right of way on which to construct a frontage road	(2) 1.75 ac.	" "

The Commission approved the request and thereupon adopted the attached resolution with respect to the property required from the United States of America (File 21270) marked EXHIBIT "N", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

A written report was presented by the Right of Way Engineer listing sales of miscellaneous property that has been made since the November Commission meeting. The Commission approved the sales as reported.

(For details, see Miscellaneous Sales Report, dated December 19 and 20, 1955, signed by Mr. C. W. Parker, Property Manager, in the Highway Commission files in Salem.)

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Also presented by the Right of Way Engineer was a supplemental rental report showing newly rented properties and property terminations that have been effected since the date of his last report. The report was accepted by the Commission.

(For details, see supplemental rental report, October 15 to December 10, 1955, signed by Mr. C. W. Parker, Property Manager, in the Highway Commission files in Salem).

A report concerning the status of right of way acquisition for the Adams Street route for US99W couplet in McMinnville was considered. The Right of Way Engineer explained briefly that there are 38 parcels of property required in this project, of which 33 have been acquired. Of the remaining five, it appears that two of the properties will have to be condemned. The Commission accepted the report.

Execution of a "Release of Easement" covering the use of property owned by W. H. Morley on the Salem By-Pass (US99) at Center Street was presented by the Right of Way Engineer. He explained that the easement was obtained for a detour during construction of the Center Street overcrossing but no longer is needed inasmuch as the structure is completed. He recommended that the release be granted. The Commission approved his recommendation.

The Right of Way Engineer presented for Commission consideration a number of changes in points of access to properties adjoining state highways. He explained that in no instance is additional access being granted and that only changes in location are requested for reasons of safety or to better serve the property owners without detriment to the traveling public. Upon his favorable recommendation, the Commission approved such changes of access as follows:

a. Robert M. and Dorothy D. Knox, on the Greggs Creek-Wedderburn Section of the Oregon Coast Highway in Curry County, File L-2325.

b. Joe Silvers and Katherine J. Eismann property, on the Mt. Vernon-John Day Section of the John Day Highway in Grant County, File No. 20196.

c. Coos Bay Pulp Corporation property on the Elbow Lake-Gardiner Section of the Oregon Coast Highway in Douglas County, File 19654.

d. Ray L. and Daisy D. Jenkins property on the Newport-Toledo Section of the Corvallis-Newport Highway in Lincoln County, File 18714.

e. W. P. and Sadie Frances McBee property on the Newport-Toledo Section of the Corvallis-Newport Highway in Lincoln County, File L-1846 and R/W 18545.

f. Huida M. Stratton property on the S. E. Flavel Street-Southern Pacific Overcrossing Section of the Cascade Secondary Highway in Clackamas County, File 22678.

Authority was requested by the Right of Way Engineer to sell at public auction several parcels of real property which no longer are needed for highway purposes. The Commission authorized sale of such properties as follows, by adopting the attached resolutions relative thereto, marked EXHIBITS "B-1", "B-2" and "B-3", which resolutions by this reference are made a part hereof, with like effect as though extended in full herein.

1. 0.35 acre on the Bear Creek-Talent Section of the Pacific Highway in Jackson County at a minimum price of $2,500, with two commercial points of access, File 4559. See EXHIBIT "B-1".

2. 3.13 acres on the Willamette River-Hayesville Section of the Portland-Salem Expressway in Marion County, at a minimum price of $6,000 and without access to the Portland-Salem Expressway, File 20840. See EXHIBIT "B-2".

3. 1,575 square feet of land on the Front Street-Coos Bay Section of the Oregon Coast Highway in Coos County, for not less than $1,600 and with unrestricted access to the Oregon Coast Highway, File 13770. See EXHIBIT "B-3".

The Right of Way Engineer reported that after due advertising of a parcel of excess land consisting of 0.10 acre on the Viento-Hood River Section of the Columbia River Highway, a lone bid was received from the Edward Hines Lumber Company in the sum of $500. No access is provided to the Columbia River Highway but access is provided to the outer highway. Upon his favorable recommendation, the Commission approved the sale to the Company at the price mentioned.

Approval was requested for the sale to Mr. and Mrs. Anton Meyer of 0.63 acre of excess property on the Goshen-Divide Section of the Pacific Highway in Lane County. This property, the Right of Way Engineer stated, was offered for public sale after due advertising and Mr. Anton Meyer submitted the only bid at the minimum price of $150 with no access to the highway. He recommended that the sale be approved as the price received is full value for the property. The Commission approved the sale as recommended.

The granting of an easement to Mr. William Knuttila for maintaining his non-commercial garage on the edge of the right of way of the Luder Creek-Reedsport Section of the Umpqua Highway was discussed. The Right of Way Engineer explained that a like easement has been received from the State Forestry Department so that Mr. Knuttila's garage can be moved from its present location, which is in the way of highway construction. The Commission approved the easement.

Consideration was given to the matter of paying expenses incurred by right of way agents who attend the "Appraisal II Course" offered by the American Institute of Real Estate Appraisers and the University of Oregon, January 16 through 28, 1956. The Right of Way Engineer explained that such a course is of considerable value to right of way agents and to the State and he recommended that their personal expenses be paid for this period, approximating $90 per person, with the understanding that each of the right of way agents attending shall pay his own tuition which amounts to approximately $85. The Commission approved payment of the expenses as presented.

Transfer of 4.69 acres of land to Klamath County was discussed. The Right of Way Engineer explained that this property consists of a county road known as Altamont Drive acquired by the State at government expense during World War II for use as an access road to the Klamath County Airport; also, that the property is not on the state highway system and has no value for State purposes. He recommended that it be conveyed to Klamath County for a consideration of $1.00. The Commission adopted the recommendation.

Sale of timber located on the Ferry Street Bridge-Mohawk Road Section of the "Q" Street Route between Eugene and Springfield was considered. The Right of Way Engineer stated that the timber has been appraised at $2,200. He requested that authority be granted to offer the timber for sale at a minimum price of $2,200. The Commission granted the request.

The Assistant Chief Counsel requested authority to acquire by condemnation if necessary the following properties that are needed as right of way in connection with various highway improvements or for other purposes and to tender offers for the same in conformity with instructions given him by the Commission in its resolution dated December 20, 1951:

Valley Junction-Sheridan Section of the Salmon River Highway

R-24103- John G. Cerny and Alta S. Cerny
Right of Way (Polk)
25.59 acres

R-24104- Portland General Electric Company
Right of Way (Polk)
0.34 acres

Valley Junction-Sheridan Section of the Salmon River Highway-Cont.

R-24105- William Schulz and Katherine Schulz
Right of Way (Polk)
15.67 acres

R-24106- N. S. Nelson
Right of Way (Polk)
15.47 acres

R-24107- H. I. Black and Marian E. Black
Right of Way (Polk)
10.88 acres

R-24108- M. R. Jole and Inga Jole
Right of Way (Polk)
1.24 acres

R-24109- Elmer Yoder and Hazel Yoder
Right of Way (Polk)
7.75 acres

R-24110- Iloff B. Harris and Helene Harris
Right of Way (Yamhill)
2.86 acres

R-24111- Bertyl D. Harris
Right of Way (Yamhill)
3.98 acres

R-24112- John E. Rogers and Gertha Rogers
Right of Way (Yamhill)
4.92 acres

R-24113- George W. Daley and Birdie Daley
(Yamhill)
Parcel No. 1: 7.1 acres for Right of Way
Parcel No. 2: 0.17 acre for Right of Way
Parcel No. 3: 0.9 acre for Excess Property

R-24114- Kenneth N. Knutson and Barbara R. Knutson
Right of Way (Yamhill)
Parcel No. 1: 0.36 acre
Parcel No. 2: 0.12 acre

R-24135- William H. Brandt and Manila H. Brandt
Right of Way (Yamhill)
Parcel No. 1: 2.82 acres
Parcel No. 2: 0.13 acre

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Valley Junction-Sheridan Section of the Salmon River Highway-Cont.

R-24136- Sherman L. Wertz and Mildred Wertz
Right of Way (Yamhill)
Parcel No. 1: 12.5 acres
Parcel No. 2: 0.13 acre

R-24137- O. F. Daniels and Leotia Daniels
Right of Way (Yamhill)
Parcel No. 1: 11.9 acres
Parcel No. 2: 0.35 acre

R-24138- Elston P. Bell and Ione C. Bell
Right of Way (Yamhill)
0.06 acre

R-24143- Robert L. Cummins
Right of Way (Yamhill)
Parcel No. 1: 8.95 acres
Parcel No. 2: 0.32 acre

R-24144- Glen W. Dickey, Jr. and Phillis J. Dickey
Right of Way (Yamhill)
4.1 acres

R-24145- Jack W. Eden and Wilma D. Eden
(Yamhill)
Parcel No. 1: 3.64 acres for Right of Way
Parcel No. 2: 6.5 acres for Excess Property

R-24146- Reinhold Kruger and Sophia Kruger
Right of Way (Yamhill)
Parcel No. 1: 7.91 acres
Parcel No. 2: 0.21 acre

R-24149- Ed Roth and Anna Roth
(Yamhill)
Parcel No. 1: 13.62 acres for Right of Way
Parcel No. 2: 4.85 acres for Right of Way
Parcel No. 3: 0.45 acre for Right of Way
Parcel No. 4: 0.11 acre for Temporary Easement for Detour Road

R-24152- Cordell Ray Papstein
Right of Way (Yamhill)
2.50 acres

R-24153- Wayne V. Sparks and Kathleen L. Sparks
Right of Way (Yamhill)
1.78 acres

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Valley Junction-Sheridan Section of the Salmon River Highway- Cont.

R-24154- City of Sheridan
Right of Way (Yamhill)
0.02 acre

R-24155- Loda Early and Glennie Mae Early
Right of Way (Yamhill)
2.73 acres

R-24157- Otto P. Brandt, et ux.
(Yamhill)
2.55 acres for Right of Way
1.25 acres for Excess Property

R-24158- Jessie Harty, legal owner; George Schulz and
Dorothy Schulz, unrecorded contract purchasers
Right of Way (Yamhill)
0.3 acre

R-24159- J. T. Thompson
(Yamhill)
Parcel No. 1: 3.45 acres for Right of Way
Parcel No. 2: 0.96 acre for Right of Way
Parcel No. 3: 1.85 acres for Excess Property

R-24161- Wayne Lash
Right of Way (Yamhill)
1.74 acres

R-24163- Leila K. Scudder
Right of Way (Yamhill)
1.75 acres

R-24164- Martin L. Grosser and Florence Mae Grosser
Right of Way (Yamhill)
0.75 acre

R-24208- Frank H. Fawk and Esther M. Fawk
Right of Way (Yamhill)
Parcel No. 1: 4.31 acres
Parcel No. 2: 5.69 acres

R-24319- Milo H. Elliott and Clara M. Elliott
Right of Way (Yamhill)
2.01 acres

R-24320- Glen C. Grauer
Right of Way (Yamhill)
0.72 acre

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Valley Junction-Sheridan Section of the Salmon River Highway-Cont.

R-24321- George H. Belton, et ux.
Right of Way (Yamhill)
0.16 acre

R-24457- Iloff B. Harris, Bertyl B. Harris and L. A. Harris
Right of Way (Yamhill)
1.95 acres

Boulder Gorge Section of the Sumpter Valley Highway

R-23830- Mack Estate
Roadbuilding materials (Baker)
7.35 acres

Sisters-Deschutes River Section of the McKenzie Highway

R-24173- James I. Ahern and Ida L. Ahern
Right of Way (Deschutes)
7.93 acres

Media Bridge Section of the Little Nestucca Highway

R-24190- John Clarence Dunn
Right of Way (Tillamook)
0.18 acre

R-24191- Ralph Darius Dunn or Roy C. Dunn
(Tillamook)
Parcel No. 1: 0.25 acre for Right of Way
Parcel No. 2: 0.18 acre for Right of Way
Parcel No. 3: 0.60 acre for Roadbuilding materials

R-24192- Clem Joseph Hurliman
Right of Way (Tillamook)
0.4 acre

R-24193- J. L. Craven and Bessie Craven
Right of Way (Tillamook)
0.40 acre

Forest Boundary-Burns Section of the John Day-Burns Highway

R-23836- Otto Meindl and Olive Meindl
Right of Way (Harney)
0.6 acre

Pacific Highway West and Denver Ave.-Union Ave. Intersection of the Pacific Highway West and Pacific Highway East

R-23806- Joel J. Westerlund and Alfred J. Westerlund
Right of Way (Multnomah)
7,670 square feet

R-23603- William Koltsch and Leora Koltsch
Right of Way (Multnomah)
160 square feet

R-23604- Kernan Livestock Farms, Inc.
Right of Way (Multnomah)
Parcel No. 1: 12,877 square feet
Parcel No. 2: 7,424 square feet

Odell Butte-The Dalles-California Highway Junction of the Willamette Highway

R-24178- Ivory Pine Company
Right of Way (Klamath)
Parcel No. 1: 2.4 acres
Parcel No. 2: 8.83 acres

R-24180- Herbert A. Gavin and Ruth Gavin
Right of Way (Klamath)
0.14 acre

R-24182- R. T. Renner
Right of Way (Klamath)
Parcel No. 1: 15.7 acres
Parcel No. 2: 36.9 acres

Pendleton-Pilot Rock Section of the Pendleton-John Day Highway

R-24243- Edwin Y. Shaw
Roadbuilding materials (Umatilla)
10.08 acres

Klamath Falls, West Side By-Pass Section of The Dalles-California Highway

R-23059- William R. Smith and Dorothy Smith
Right of Way (Klamath)
.26 acre

R-23061- Ralph Smith and Alice F. Smith
Right of Way (Klamath)
.27 acre

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Klamath Falls, West Side By-Pass Section of The Dalles-California Highway -Cont.

R-23063- Wendell A. Smith and William R. Smith
Right of Way (Klamath)
1,071 square feet

R-23766- R. T. Nichols and Pamelia Nichols
Right of Way (Klamath)
.06 acre

Jumpoff Joe Creek-Grants Pass Section of the Pacific Highway

R-23319- Grants Pass Drive-In Theatre, Inc.
Right of Way (Josephine)
Parcel No. 1: 5.87 acres
Parcel No. 2: 1.4 acres
Parcel No. 3: .32 acre
Parcel No. 4: .29 acre

R-23324- Orlo J. Smith and Mary E. Smith
Right of Way (Josephine)
4.75 acres

Pendleton-Pilot Rock Section of the Pendleton-John Day Highway

R-24218- William Eldridge and Alma Eldridge
Right of Way (Umatilla)
9.9 acres

R-24220- Florence Pearl Male, trustee
Right of Way (Umatilla)
3.65 acres

R-24222- Everett J. Hawke and Eva Giebels
Right of Way (Umatilla)
.9 acre

Dolph Corner-Rickreall Section of the Willamina-Salem Highway

R-24506- Joseph H. Harland
Right of Way (Polk)
.12 acre

L-2424- Howard B. Fleming, et ux.
New resolution required to confirm accesses

Right of Way maps, plans and other data were submitted to the Commission as follows:

Construction plans for the Wallace Bridge-Sheridan Unit of the Valley Junction-Sheridan Section on the Salmon River Highway in Polk and Yamhill Counties.

Sketch map 1R-5-765 for right of way on the Boulder Gorge Section of the Sumpter Valley Highway in Baker County;

Construction plans for the Deep Canyon Section on the McKenzie Highway in Deschutes County;

Construction plans on the Meda Bridge Section of the Little Nestucca Highway in Tillamook County;

Right of way map No. 7B-33-11 on the Forest Boundary-Burns Section of the John Day-Burns Highway, covering the Otto and Olive Meindl property, R-23836, in Harney County;

Drawing No. 1A-8-43 on the Union Avenue-Denver Avenue Intersection of the Pacific Highway East with the Pacific Highway West in Multnomah County;

Construction plans for the East Unit, Crescent Lake Junction-The Dalles-California Junction Section of the Willamette Highway in Klamath County.

The Deputy State Highway Engineer advised that the acquisition of the properties listed is required in order to carry out plans for highway improvements and other projects heretofore authorized by the Commission. After considering the matter in the light of the information and advice submitted, together with the general knowledge of the members of the Commission concerning the various projects and the properties involved, the Commission approved the Assistant Chief Counsel's request by adopting the attached resolutions relative thereto, marked EXHIBIT "O-1" through "O-12 ", which resolutions by this reference are made a part hereof, with like effect as though extended in full herein.

Upon inquiry by Chairman Chandler, the Assistant Chief Counsel stated that Judge Dobson in a few days may submit a decision in the injunction sought by Joe Harland to forestall construction on the Rickreall-Dolph Corner Section of the Willamina-Salem Highway.

The Assistant Chief Counsel presented and the Commission accepted a report of cases which had been tried in court since the last Commission meeting, as follows:

REPORT OF CONDEMNATION CASES TRIED NOVEMBER 2 TO DECEMBER 7, 1955

Case	County	Highway	Section	State's Offer	Defendant's Demands	Verdict
Arnest R-21416	Lane	Pacific	Goshen-Divide	$10,745	$18,100	$15,160

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REPORT OF CONDEMNATION CASES TRIED NOVEMBER 2 TO DECEMBER 7, 1955-Cont.

Case	County	Highway	Section	State's Offer	Defendant's Demands	Verdict
Central Oregon Plywood, Ore. Ltd. R-21490	Lane	Pacific	Goshen-Divide	$ 2,250	$ 8,100	$ 3,050
Woodard Lumber Co. R-21396	Lane	Pacific	Goshen-Divide	$31,400	$65,000	$26,450
Gaska R-21541	Marion	Pacific East	Lana Ave.-Hayesville	$ 4,000	$12,050	$ 4,500
Hite R-19723	Washington	Pacific West	Tualatin R.-Middleton	$ 4,000	$ 6,000	$ 5,200
Metchan R-18638	Washington	Pacific West	Tigard-Newberg	$ 625	$ 625	$ 625

A report was also presented by the Assistant Chief Counsel and accepted by the Commission concerning cases which have been settled out of court since the last Commission meeting, as follows:

REPORT OF CONDEMNATION CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
Herbert F. Juhl R-23757	Douglas	Pacific	Myrtle Creek-Canyonville	$ 2,300 (Partial Taking)	$ 4,290
Cecil A. Holcomb R-23181	Multnomah	Beaverton-Hillsdale	Washington County Line-Hillsdale	$ 250	$ 250

REPORT OF CONDEMNATION CASES SETTLED-Cont.

Case	County	Highway	Section	State's Offer	Amount of Settlement
Jewish Home for the Aged R-23159	Multnomah	Beaverton Hillsdale	Wash. Co. Line-Hillsdale	$ 650	$ 1,500
J. A. Struss R-23764	Deschutes	McKenzie	Deschutes River	$ 1,550	$ 1,300
Sonny Land Company R-16985	Hood River	Columbia River	Viento-Hood River	$ 200	$ 474.50
Bernie B. Moore R-21139	Jackson	Pacific	Blackwell Hill-Medford	$ 2,559*	$ 9,500 *

*Offer was based on an original appraisal of $2559 which later was increased to the sum of $8631.

REPORT OF OTHER CASES SETTLED

Case	Plaintiff	Defendant	County	Cause of Action	Demands of Plaintiff	Settlement
L-2450	State Highway Commission	Tamison H. Moore	Benton	Damages resulting from automobile accident	$53.00	$53.00

(For details of cases settled see the Chief Counsel's letters to the Commission dated December 12 and 15, 1955 in the General Files.)

At 10:00 a.m. bids for highway construction were opened and read aloud by the Secretary, following which he announced that the award of contracts would be made at 3:30 p.m.

December 19, 1955

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COLUMBIA COUNTY
NEHALEM RIVER BRIDGE

Pettijohn Engineering Co., Portland	$130,170.00
Lee Hoffman, Beaverton	143,365.00
Workman & Wilson, Canby*	143,950.00
Schrader Construction Co., Portland	150,845.00

*Bidder will not accept awards for an aggregate total amount in excess of $240,000.00.

HARNEY COUNTY
RECONSTRUCTION OF TWO TIMBER BRIDGES ON CENTRAL OREGON HIGHWAY

Marshall Construction Co., Hermiston	$ 30,487.50
R. H. Jones, Hillsboro	30,715.00
Workman & Wilson, Canby*	33,435.00
P. S. Lord Mechanical Contractors, Portland	34,245.20
Schrader Construction Co., Portland	41,045.00
Orlando C. Bennard, Portland	42,015.00
George E. Berry, Beaverton	42,435.00

*Bidder will not accept awards for an aggregate total amount in excess of $240,000.00.

JACKSON COUNTY
ASHLAND-STATE LINE ROCK PRODUCTION PROJECT ON THE PACIFIC HIGHWAY

M. C. Lininger & Sons, Medford	$ 36,400.00
F. L. Somers, Medford	51,100.00

JACKSON COUNTY
ILLUMINATION OF SIX INTERSECTIONS ON ROCK POINT-MEDFORD SECTION OF PACIFIC HIGHWAY

Steeck Electric Co., Roseburg	$ 12,957.00
Trowbridge & Flynn Electric Co., Medford	15,575.00

KLAMATH COUNTY
GRADE-SEPARATION STRUCTURE OVER SOUTHERN PACIFIC RAILROAD COMPANY TRACKS ON THE DALLES-CALIFORNIA HIGHWAY

R. H. Jones, Hillsboro	$101,735.00
Rogers Construction, Inc., Portland	111,335.00
George E. Berry, Beaverton	125,130.00
P. S. Lord Mechanical Contractors, Portland	128,875.00
Tom Lillebo, Reedsport	132,331.00
Lee Hoffman, Beaverton	132,790.00

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Grade-Separation structure on The Dalles-California Highway-Cont.

Natt McDougall Co., Portland	$138,800.00
West Coast Steel Works, Portland	146,817.50
Workman & Wilson, Canby	148,670.00
Schrader Construction Co., Portland	154,825.00

KLAMATH COUNTY
GENERAL ILLUMINATION OF INTERSECTION OF WILLAMETTE HIGHWAY JUNCTION SECTION OF THE DALLES-CALIFORNIA HIGHWAY AND WILLAMETTE HIGHWAY

Steeck Electric Co., Roseburg	$ 8,147.00
Trowbridge Electric Co., Roseburg	8,860.00

LANE COUNTY
TRAFFIC SIGNAL INSTALLATION ON EAST SPRINGFIELD SECTION OF MCKENZIE HIGHWAY

Trowbridge Electric Co., Roseburg	$ 5,160.00
Steeck Electric Co., Roseburg	6,000.00

LANE COUNTY
TRAFFIC CONTROL SIGNALS ON HUNSACKER LANE-FIR LANE SECTION OF JUNCTION CITY-EUGENE SECONDARY HIGHWAY

Trowbridge Electric Co., Roseburg	$ 8,900.00
Steeck Electric Co., Roseburg	9,733.00

LANE COUNTY
GRADING AND TUNNEL ON KNOWLES CREEK-TURNER CREEK TUNNEL SECTION OF THE MAPLETON-RICHARDSON ROAD EAST OF MAPLETON

Gibbons & Reed Co., Portland	$616,641.00
Gates & Fox Co., Grants Pass	655,664.40
Northwood Construction Co., Ltd., Portland	688,494.00
Lord Bros. Contractors, Portland	694,383.00
Kuckenberg Construction Co., Portland	698,044.80
J. W. Briggs, Bend	701,920.00
Carl M. Halverson, Inc.	736,110.00
J. N. Conley, Portland	765,166.00
Miller & Strong, Inc., Eugene	791,520.00
White Bros. Co., Walla Walla, Washington	793,975.00
Peter Kiewit Sons' Co., Vancouver, Washington	972,592.00
J. Ira McNutt Construction Co., Springfield	973,327.50

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TILLAMOOK COUNTY
MEDA BRIDGE OVER THE LITTLE NESTUCCA RIVER ON THE LITTLE NESTUCCA HIGHWAY

Tom Lillebo, Reedsport	$ 72,675.00
C. J. Eldon, Portland	77,630.50
Orlando C. Bennard, Portland*	79,125.00
P. S. Lord Mechanical Contractors, Portland	84,762.00
Charles E. Wiedeman, Dallas	86,480.00
Workman & Wilson, Canby	88,390.00
R & M Construction, Central Point	89,915.50
Pettijohn Engineering Co., Portland	90,909.00
Lee Hoffman, Beaverton	97,820.00

*Bidder will not accept more than one project.

UMATILLA COUNTY
GRADING, PAVING, ETC. MIDDLE UNIT, PENDLETON-PILOT ROCK SECTION OF THE PENDLETON-JOHN DAY HIGHWAY SOUTH OF PENDLETON

Roy L. Houck & Sons, Salem	$277,333.00
Max J. Kuney Co., Inc., Spokane, Washington	282,972.00
Parker-Schram Co., Portland	298,831.00
Rogers Construction Co., Portland	299,665.00
Central Paving Co., Independence	300,631.00
Warren Northwest, Inc., Portland	303,828.00
Fred H. Slate Co., Ore. Ltd., & E. C. Hall Co., Portland	307,499.50
Vernie Jarl, Gresham	307,928.50
Natt McDougall Co., Portland	309,505.00
Allum Bros., Eugene	319,314.50
J. N. Conley, Portland	319,884.50
Newport Construction Co., Portland	319,885.00
C. R. O'Neil, Creswell	324,205.50
J. Ira McNutt Construction Co., Springfield	349,971.00
Porter W. Yett, Portland	440,969.00

UMATILLA COUNTY
GRADING AND PAVEMENT WIDENING UMATILLA BRIDGE JUNCTION-HERMISTON JUNCTION SECTION OF COLUMBIA RIVER HIGHWAY

Arthur Simonsen & Co., Baker	$ 36,022.20
Marshall Construction Co., Hermiston	39,274.60
Russell Olson Construction Co., Inc., Pendleton	39,359.00

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The Assistant Chief Counsel presented and the Commission accepted offers as follows for the acquisition of real property, which offers were tendered to the owners of the properties prior to the institution of condemnation proceedings in accordance with authority granted by the Commission on December 20, 1951:

McMinnville Airport-Dayton Junction Section of the Three Mile Lane Secondary Highway:

R-23414-Sherry Lorett, et al. 19.99 acres for right of way purposes. Offer of $7,500 approved by Mr. McIver December 8, 1955.

R-23416-Arthur Pearson, et ux. 0.67 acre for right of way purposes. Offer of $2,335 approved by Mr. McIver December 8, 1955.

R-23423-Mabel P. Stegman. 0.08 acre for right of way purposes. Offer of $2,000 approved by Mr. Chandler December 14, 1955.

R-23424-R. S. McGill, et ux. 2.7 acres for right of way purposes and 1.7 acres for material site. Offer of $3,000 approved by Mr. McIver December 8, 1955.

R-23425-Herman T. Louis, et ux. 1.04 acres for right of way purposes and 1.78 acres for material site. Offer of $1,410 approved by Mr. McIver December 8, 1955.

R-23428-J. E. Proffitt. 2.3 acres for right of way purposes and 4.2 acres for the acquisition of roadbuilding materials. Offer of $4,500 approved by Mr. Chandler December 14, 1955.

R-23430-Helen L. McHenry, et al. 1.8 acres for right of way purposes. Offer of $700 approved by Mr. McIver December 8, 1955.

R-23432-Lachlan Docherty, et ux. 0.03 acre for right of way purposes. Offer of $500 approved by Mr. McIver December 8, 1955.

R-23434-Frank Foster. 8.56 acres for right of way purposes. Offer of $10,000 approved by Mr. Chandler December 14, 1955.

R-23437-U. S. Alderman, et ux. 6.23 acres for right of way purposes. Offer of $2,850 approved by Mr. McIver December 8, 1955.

R-23438-Harry M. Gray, et ux. 6.3 acres for right of way purposes. Offer of $3,500 approved by Mr. McIver December 8, 1955.

R-23439-Keith F. Colburn, et al. 10 acres for right of way purposes. Offer of $17,000 approved by Mr. McIver December 8, 1955.

R-23887-Julius Nissen, et al. 4.65 acres for right of way purposes. Offer of $2,182 approved by Mr. McIver December 8, 1955.

Laurel Hill-Still Creek Section of the Mt. Hood Highway:

R-23901-Leroy Briggs, et ux. 0.09 acre for right of way purposes. Offer of $4,860 approved by Mr. McIver December 8, 1955.

R-23904-George Colby Wilson, et ux. 1.74 acres for right of way purposes. Offer of $6,200 approved by Mr. McIver November 21, 1955.

R-23908-Grace Collins Goudy, et vir. 8.62 acres for right of way purposes. Offer of $3,730 approved by Mr. McIver November 21, 1955.

R-24101-Mary L. Wilson, et al. 0.66 acre for right of way purposes. Offer of $15,839 approved by Mr. Reynolds November 23, 1955.

R-24202-Everett L. Darr, et al. 10,000 square feet for right of way purposes. Offer of $2,600 approved by Mr. McIver November 21, 1955.

R-24206-Moshe D. Lenske, et al. 5,000 square feet for right of way purposes. Offer of $1,638 approved by Mr. McIver December 8, 1955.

Ashland Section of the Pacific Highway:

R-23232-Frank G. Dean, et al. 0.17 acre for right of way purposes and 0.04 for slope easement. Offer of $17,500 approved by Mr. Chandler December 14, 1955.

R-23239-Lydia T. McCall, et al. 0.04 acre for right of way purposes and 0.07 acre for slope easement. Offer of $3,238 approved by Mr. Chandler December 14, 1955.

R-23240-Roy W. McNeal, et al. 0.25 acre for right of way purposes and 0.03 acre for slope easement. Offer of $26,338 approved by Mr. Chandler December 14, 1955.

R-23245-Marvin B. Shaw, et al. 0.09 acre for right of way purposes. Offer of $7,500 approved by Mr. Chandler December 14, 1955.

R-23263-Larkin A. Deer, et al. 420 square feet for right of way purposes and 250 square feet for slope easement. Offer of $2,545 approved by Mr. Chandler December 14, 1955.

R-23265-Edith B. Mars, et al. 0.195 acre for right of way purposes, 385 square feet for right of way purposes and 0.03 acre for slope easement. Offer of $15,000 approved by Mr. Chandler December 14, 1955.

Airport Road Junction-Stout Creek Section of the North Santiam Secondary Highway:

R-22357-Roscoe F. Poole, et ux. 4.47 acres for right of way purposes. Offer of $1,250 approved by Mr. McIver November 21, 1955.

Airport Road Junction-Stout Creek Section of the North Santiam Secondary Highway-Cont.

R-22629-Louis E. Hendricks, et ux. 12.88 acres for right of way purposes. Offer of $4,500 approved by Mr. McIver November 21, 1955.

R-22632-Henry E. Miller, et al. 31.47 acres for right of way purposes. Offer of $9,400 approved by Mr. McIver November 21, 1955.

Coquille-Rink Creek Section of the Coos Bay-Roseburg Highway:

R-24044-Ralph Menning, et ux. 662 square feet for right of way purposes. Offer of $2,462 approved by Mr. Reynolds November 23, 1955.

R-24046-Eagles Lodge No. 2196. 0.046 acre for right of way purposes. Offer of $24,150 approved by Mr. Chandler December 1, 1955.

Seufert-Dufur Section of The Dalles-California Highway:

R-7666-Ernest A. Kuck, et ux. 6.15 acres for material site. Offer of $1,000 approved by Mr. McIver November 21, 1955.

South Sixth Street-Klamath Falls Section of the Klamath Falls-Lakeview Highway:

R-23881-Crater Lake Machinery Co. 0.05 acre for right of way purposes. Offer of $280 approved by Mr. McIver November 21, 1955.

Myrtle Creek-Canyonville Section of the Pacific Highway:

R-23759-Stella G. Dodge. 1.2 acres for right of way purposes. Offer of $2,475 approved by Mr. McIver November 21, 1955.

Moro-Grass Valley Section of the Sherman Highway:

R-23873-Etta Moore, et al. 4.39 acres for right of way purposes. Offer of $2,110 approved by Mr. Chandler December 1, 1955.

A report of matters before the Public Utilities Commissioner was presented by the Assistant Chief Counsel and accepted by the Commission, as follows:

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PUX 94: Hudspeth Pine, Inc. Private road crossing on the Service Creek-Mitchell Secondary Highway No. 390, approximately 2.5 miles north of Mitchell: The application of Hudspeth Pine, Inc. involved a crossing of the highway for private truck road purposes. The order of the Commissioner requires the applicant to conform to all requirements proposed by the Highway Commission.

PUX 131: Fifteen private road crossings on county roads in Clackamas County on application of Crown Zellerbach Corporation and Weyerhaeuser Timber Company: This matter covered the legalizing by the Public Utilities Commissioner of 15 crossings previously existing. The only crossing in which the Highway Commission has a direct interest is on County Road No. 548, Wilhoit Road, which is on a county road eligible for improvement by the Highway Commission with Federal funds. The crossing is protected by automatic electric signals which are considered adequate.

PUX 134: Harold Barclay Logging Company Private road crossing of the Wapinitia Highway at M. P. 4.31. The logging company decided to withdraw its application and the Commissioner dismissed the application without prejudice.

PUX 150: Train speeds on Southern Pacific Company's mainlines between Portland and the California line in cities of less than 100,000 population, except the City of Canby: An Oregon Supreme Court decision of March 30, 1955 held that municipalities of less than 100,000 population have no authority to regulate train speeds by ordinance within the municipal limits. The order as issued by the Public Utilities Commissioner, with the exception of Canby, fixed the permissible train speeds at the speeds indicated by Southern Pacific Company's timetable, which speeds conform to the speeds adopted by city ordinances. This order is of interest to the Highway Commission in that it involves train speeds at crossings of city streets over which state highway traffic is routed.

Status of the case of Joseph B. Snyders, et ux. vs. State of Oregon, et al. was discussed. The Assistant Chief Counsel commented that the plaintiffs sought to recover damages in the sum of $5,000 because of a raise in grade in construction on the Clackamas-Boring Highway in Clackamas County. This highway, he stated, is a county road and, under terms of an agreement with Clackamas County work was performed with Federal-aid Secondary funds on the Rock Creek-Damascus Section, within which section the Snyders' property is situated. It appears that any obligation toward the Snyders is that of the County rather than of the State Highway Department, and the County Court is presently negotiating with the Snyders in an effort to reach a settlement. The report was accepted by the Commission.

Abandonment of claims for damages arising from motor vehicle collisions was requested by the Assistant Chief Counsel, as follows:

(1.) On December 31, 1954, a car driven by Thomas Wiggens damaged the west end of the Steel Bridge on the Pacific Highway West. Letters sent to Mr. Wiggens seeking to recover damages in the amount of $48.40 were returned and the whereabouts of Mr. Wiggens is unknown. He recommended that the claim be abandoned as in the best interests of the State. The Commission accepted the report.

(2.) On January 12, 1954, a State Highway Department pull-type grader was struck by a car owned and operated by Mr. O. E. Lionberger on the Pacific Highway approximately three miles south of Cottage Grove. Notice of a claim in the amount of $50 was forwarded to Mr. Lionberger but it appeared later that damages to the grader were extremely minor and had been repaired without preparation of an itemized statement of cost. As no definite demand can be made on Mr. Lionberger, he recommended that the claim be abandoned. The Commission accepted the report.

(3.) On February 18, 1954, a Ford panel truck, owned by Mr. J. D. Milne and Mr. Clyne W. Burklund, doing business as the AAA Auto Wrecking Company, struck and damaged a State owned snow plow on the Mt. Hood Highway, approximately one mile east of Timberline Junction. Cost of repairing the damage was $50.24. All efforts to determine the whereabouts and financial status of Mr. Milne and Mr. Burklund have been unsuccessful but it was found that the AAA Auto Wrecking Company went out of business sometime ago, leaving a number of unpaid bills. He recommended that the claim be abandoned. The Commission accepted the recommendation.

Authority to issue a land-use permit to Mr. Larry F. Nunnenkamp was requested by the Assistant Chief Counsel. He explained that in constructing the Forest Boundary-Hauser Section of the Oregon Coast Highway within which the Nunnenkamp property is located, the Bureau of Public Roads installed a pipe leading from the well which serves the defendants' remaining property. However, it has now been determined that the defendants have no legal right to maintain the pipe in its location or to go upon the right of way to repair the facilities. Granting of a land-use permit, he stated, will not be detrimental to highway usage and the defendants are entitled to such protection as a formal land-use permit would afford. He recommended that such permit be granted. The Commission accepted his recommendation.

Confirmation was requested by the Assistant Chief Counsel for the employment of witnesses in connection with the Superbilt Manufacturing Co., Inc. condemnation case. The Assistant Chief Counsel stated that one of the men is Mr. E. Sigurd Johnson, a professor of furniture manufacturing at North Carolina State College, whose knowledge and experience should make him a very effective witness. The other is Mr. William Broersma of Grand Rapids, Michigan, who is a member of the Appraisal Institute and is highly recommended by the Michigan State Highway Department. Mr. Johnson's fee for his services in appraising the property is

$1,000 plus expenses of approximately $303. Mr. Broersma's fee for appraisal is $100 per day plus expenses, including his plane fare, which is approximately $235. The Commission confirmed the employment of these two witnesses.

At the Assistant Chief Counsel's request, the Commission confirmed authorization for out-of-state travel for James B. Scott, Geologist, to go to Seattle, November 30 and December 1, 1955, in connection with the case of the State vs. Arnold, at an estimated cost of $40.

Payment of $2,100 to Mr. Randall Dickenson for damages to his irrigation ditch was discussed. The Assistant Chief Counsel explained that in acquiring a gravel pit in connection with reconstruction of the Baker-Unity Highway, a short distance south of Baker, it was necessary to relocate Mr. Dickenson's irrigation ditch, which work was performed by the State, and a diversion dam was constructed immediately below the intake to the new ditch. Operations in the gravel pit lowered the stream bed which, in turn, lessened the amount of water flowing into the irrigation ditch. After careful consideration of the factors in this matter, it was apparent that the State was obligated to Mr. Dickenson and a proposal was made that the State pay for construction of approximately 4,800 feet of irrigation ditch upstream from the State's gravel pit to a new intake at Powder River. The cost of this project, he stated, is $2,100, and he recommended that such amount be paid to Mr. Dickenson in full settlement of any damages which may have been caused by the State. The Commission approved the payment as recommended.

The Assistant Chief Counsel requested and the Commission authorized institutuion of legal proceedings to require specific performance of option obligations in the following cases:

Albert L. Duyck, R-19827, for 3.15 acres of land on the Washburn-North Plains Section of the Wilson River Highway in Washington County.

Peter H. and Irma M. Gourley, R-21199, for 0.78 acre of land on the Rice Hill-Chenoweth Park Section on the Pacific Highway in Douglas County.

Vacation of a portion of "G" Street adjacent to the Highway Department Maintenance Headquarters in Reedsport was recommended by the Assistant Chief Counsel. He explained that at present both Seventh Street and "G" Street intersect the Oregon Coast Highway at points near the northerly corner of the State Highway Department's property, creating a hazardous traffic situation. It is proposed to eliminate the situation by routing the two streets into a single intersection. If these streets are rerouted as proposed, the vacated portion of "G" Street can be vacated as a public street and title to the same will revert to the State Highway Commission as it owns all of the abutting real property. The City of Reedsport,

he stated, is willing to vacate this portion of "G" Street but has requested that the State Highway Commission submit an official request. The Commission accepted the Assistant Chief Counsel's recommendation and authorized him to send a letter to the Reedsport City Council requesting vacation of the street area concerned.

The Commission considered conveyance of a parcel of real property to Raymond R. Mathis in connection with the condemnation case of State vs. Mathis involving property located on the Reedsville-Beaverton Section of the Tualatin Valley Highway in Washington County. The Assistant Chief Counsel explained that under present conditions Mr. Mathis cannot relocate his septic tank on his own land to serve his remaining property. It is this aspect of the case, he stated, which is one of the prime factors in Mr. Mathis' demand of $50,000 for the property in contrast to the State's offer of $26,625. If the property is transferred to Mr. Mathis and accepted by him, it should reduce materially the amount of damages that he claims. However, there is no assurance that Mr. Mathis will accept the property. The Commission accepted the Assistant Chief Counsel's recommendation to transfer the property to Mr. Mathis by adopting the attached resolution relative thereto, marked EXHIBIT "C", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

A resolution was presented by the Assistant Chief Counsel concerning apportionment of the cost of reconstructing the existing bridge across the Columbia River between Portland and Vancouver, and signifying the Commission's intent to comply in all respects with the agreement entered into under date of April 27, 1955 with the State of Washington Highway Commission and the Washington Toll Bridge Authority. He explained that cooperation has now been secured from the Federal Government under the Truman-Hobbs Act by which 50 per cent of the cost of reconstructing the bridge will be paid by the Federal Government and 50 per cent by the Oregon State Highway Commission, the Washington State Highway Commission and the Washington Toll Bridge Authority. He pointed out that the portion of the money to be put up by the two States will come from the sale of bonds, provision for which already has been made. He also commented that the State of Washington authorities will adopt a similar resolution. He recommended that the Commission adopt the resolution as presented. The Commission accepted the recommendation by adopting the attached resolution relative thereto, marked EXHIBIT "D", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

In answer to an inquiry from Chairman Chandler, the Deputy State Highway Engineer stated that the cost to reconstruct the bridge is estimated at $2,000,000, and such reconstruction will eliminate approximately 95 per cent of the drawbridge openings to accommodate river traffic.

Commissioner Reynolds called attention to a newspaper article pertaining to the suspension of fines assessed against log haulers in the Prineville area. The Assistant Chief Counsel stated that of 32 cases that have been called to his attention fines were suspended by the Justice of Peace in 21 instances. However, only three of the fines were levied for overloads as the arrests were made because of poor equipment. He also pointed out that most, if not all, of the fines assessed for overloads in this court had been suspended. The Commission instructed him to follow up on the matter to see what can be done to correct the situation.

The Deputy State Highway Engineer reported that as previously authorized by the Commission he has awarded the following contracts referred to him by the Commission with power to award when certain conditions were satisfied:

1. Construction of Dayton Bridge over Yamhill River, Yamhill County. Bids received September 23, 1955. Conditions of award satisfied November 4, 1955. Hamilton & Thoms, Eugene, contractor.

2. Grading and paving and construction of a reinforced concrete deck girder bridge on Burrell-Vale Section of Central Oregon Highway, Malheur County. Bids received September 22, 1955. Conditions of award satisfied November 4, 1955. T. W. Thomas, Portland, contractor.

3. Grading Fords Bridge Unit, Myrtle Creek-Canyonville Section of Pacific Highway, Douglas County. Bids received September 23, 1955. Conditions of award satisfied November 4, 1955. R. A. Heintz Construction Co., Portland, contractor.

4. Grading and paving Beaverton (Highway Junction-12th Street) Section of Beaverton-Aurora Highway, Washington County. Bids received September 23, 1955. Conditions of award satisfied November 4, 1955. Porter W. Yett, Portland, contractor.

5. Grading and paving Washington County Line-Hillsdale Section of Beaverton-Hillsdale Highway, Multnomah County. Bids received September 22, 1955. Conditions of award satisfied November 4, 1955. Porter W. Yett, Portland, contractor.

6. Grading Dolph Corner-Rickreall Section of Willamina-Salem Highway, Polk County. Bids received September 22, 1955. Conditions of award satisfied November 9, 1955. Babler Bros., Inc., Portland, contractor.

7. Surfacing and oiling on Westside-Dry Creek Section of Westside County Road, Lake County. Bids received November 3, 1955. Conditions of award satisfied November 10, 1955. Allum Bros., Eugene, contractor.

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8. Oiling Emerson Loop Section of Emerson Loop County Road, Wasco County. Bids received November 4, 1955. Conditions of award satisfied November 14, 1955. Babler Bros., Inc., Portland, contractor.

9. Construction of Millicoma River Bridge on Coos River Highway, Coos County. Bids received November 3, 1955. Conditions of award satisfied December 13, 1955. Sig Andersson, North Bend, contractor.

10. Grading, paving and furnishing crushed material in stock pile on Moro-Grass Valley Section of Sherman Highway, Sherman County. Bids received November 3, 1955. Conditions of award satisfied December 16, 1955. Roy L. Houck & Sons, Salem, contractor.

11. Columbia River-Dufur Rock Production Project on The Dalles-California Highway, Wasco County. Bids received November 3, 1955. Conditions of award satisfied December 16, 1955. C & W Crushing Co., Seaside, contractor.

12. Medford Traffic Signals at Riverside Avenue and Pacific Highway, Jackson County. Bids received November 3, 1955. Conditions of award satisfied December 16, 1955. Steeck Electric Co., Roseburg, contractor.

13. Grading and oiling East Unit, McMinnville Airport-Dayton Junction Section of Three Mile Lane Secondary Highway, Yamhill County. Bids received November 3, 1955. Conditions of award satisfied December 16, 1955. Roy L. Houck & Sons, Salem, contractor.

14. Grading the Sublimity Gun Club-Stout Creek Section of North Santiam Highway, Marion County. Bids received November 4, 1955. Conditions of award satisfied December 16, 1955. Durbin Bros., Eugene, contractor.

The Commission considered a request from Mr. T. R. Williams, Manager of the Astoria Navigation Company, that he be compensated, for additional salary differentials brought about by requirements of the U. S. Coast Guard for operation of the Astoria-Megler Ferry. The Engineer recalled that this matter was considered several months ago, prior to which time the U. S. Coast Guard required the ferry contractor to employ an additional first-class pilot but permitted him to lay off one deck hand. The union, however, demanded that the contractor pay the deck hand his salary even though laid off. Mr. Williams then asked the Commission to

allow him the salary of the deck hand as well as that of the additional first-class pilot. At that time the Commission advised Mr. Williams that the salary of the deck hand could not be paid but that when the matter had been resolved legally consideration would be given the matter of additional salary of the first-class pilot over and above the salary paid the deck hand. The Circuit Court of Clatsop County, he continued, has ruled that the ferry operator is not required to pay the salary of the deck hand. The difference between the salary of the deck hand that of a first-class pilot plus payroll taxes, insurance, vacation and sick leave, etc. will be approximately $1,886 as of June 1, 1956. He pointed out that in 1952 the Coast Guard required a similar change in manning requirements and in that instance the State reimbursed the contractor for the extra cost. He recommended that the additional cost be paid in this instance as required by the Coast Guard but only after an appropriate agreement has been executed. The Commission approved the payment as outlined.

In discussing the operation of the ferry at Astoria, Commissioner Reynolds inquired if any changes in operation have been considered when the present contract expires on June 1. Mr. Stiffler, Assistant State Highway Engineer, replied that some consideration had been given to operating the ferry service with state forces but no definite conclusion has yet been reached. Chairman Chandler commented that the deficit in the operation of the ferry for 1955 appeared to be about $100,000.

The Commission gave attention to items of unfinished business as they appeared on the Secretary's Summary, dated November 4, 1955, as follows:

1. Request for signs on scenic drive in Hood River Valley: Action on this matter was again deferred as the Commission has not had an opportunity since the July trip to view the matter. This item is to remain on the list of unfinished business.

2. Proposed access to Banfield Expressway at 12th Street involving Lloyd Corporation property: The Engineer reported that right of way descriptions are being prepared as previously instructed. The item was ordered deleted from the list of unfinished business.

3. Proposed gift of land by the Lloyd Corporation for park purposes on the Oregon Coast Highway, north of Wedderburn: The Parks Superintendent reported that pursuant to instructions given by the Commission November 4, 1955, appraisals of the property had been secured and forwarded to the Lloyd Corporation, but action thereon has not yet been taken. This item is to remain on the list of unfinished business.

4. Request of Harney County for an extension of the Frenchglen State Secondary Highway southerly to Denio: The Engineer stated that as previously authorized a reconnaissance survey will be made to determine feasibility and cost, as soon as weather conditions permit. The item was ordered deleted from the list of unfinished business.

5. Lostine By-pass project on Wallowa Lake Highway: This project, the Engineer stated, will be included among those to be considered by the Commission in formulating its next construction program. The item was ordered deleted from the list of unfinished business.

A request was considered from Don Ashpole, Mayor of the town of Eagle Point, for installation of traffic signals at the intersection of "C" Street and Main Street in that town. "C" Street, the Deputy Engineer commented, is the route of the Little Butte State Secondary Highway. This four-way intersection, he added, has been investigated several times and the latest investigation shows an almost equal volume of traffic from entering streets; also, the pedestrian movement is quite heavy. In view of these facts, he recommended that the intersection be made a four-way stop, and that a flashing beacon be installed as a Minor Betterment project at an estimated cost of $600, the same to be paid entirely by the State, with the understanding that the City shall maintain the signal and furnish the electrical energy needed for its operation. The Commission accepted the recommendations and thereupon adopted the attached resolution relative to the four-way stop, marked EXHIBIT "K", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

Also considered was a proposal from the City of La Grande for installation of a flashing beacon instead of a fixed-time signal at the intersection of Hemlock Street and Adams Avenue (US30). The Deputy Engineer explained that this intersection is the easterly terminus of the recently designated truck route. Originally the City requested installation of a traffic signal but as a result of further studies they decided that a fixed-time signal is not necessary. He recommended that a flashing beacon be installed as proposed by the City under terms of an agreement whereby the Highway Department pays for the signal and the cost of installation and the City assumes maintenance of the signal and furnishes electrical energy to operate it. The Commission approved the installation as recommended.

In discussing this matter Commissioner Reynolds called attention to a letter written by a member of the highway department to the City of La Grande indicating that the highway department would install the flashing beacon. Commitments for the expenditure of funds, he stated, should be made only by the Highway Commission--not the Engineers.

The Deputy Engineer requested authority to install a flashing beacon at the intersection of the Pacific Highway West and the Tualatin Valley Highway, a short distance north of McMinnville. This intersection, he stated, has been the subject of several investigations, disclosing that approximately one-third of the traffic approaching this intersection from the south makes turns left off US99W. It was also found that from May 1, 1953

to June 30, 1955, 14 accidents were reported at this intersection. As this is a major junction, complicated by the merging movement on US99W and by the relatively heavy left-turn movement from US99W to the Tualatin Valley Highway, he recommended that a flashing beacon be installed at the intersection at an estimated cost of $600. The Commission accepted the recommendation.

The Commission considered approval of a number of surveys in regard to relocating and reconstructing various sections of state highways throughout the state. The Deputy Engineer exhibited maps showing the proposed locations and explained details. He pointed out that careful engineering analysis has been made of each of the proposed sections and it has been found that the revised highway sections when constructed will provide the greatest benefit for the greatest number of people, commensurate with the cost of construction. He recommended adoption of surveys for the following highway sections:

1. West Fork, Illinois River Bridge and East Fork, Illinois River Bridge Sections of the Redwood Highway in Josephine County.

2. Meadowbrook Bridge Unit, Molalla-Colton Section of the Woodburn-Estacada Secondary Highway in Clackamas County.

3. Willamette River (Springfield) Bridge Section of the McKenzie Highway in Lane County.

4. Neskowin-Salmon River Section of the Oregon Coast Highway in Tillamook County.

5. Pendleton-Pilot Rock Section of the Pendleton-John Day Highway in Umatilla County.

6. Meda Bridge Section of the Little Nestucca Secondary Highway in Tillamook County.

7. South Sixth Street (Klamath Falls) Railroad Overcrossing Section of the Klamath Falls-Lakeview Highway in Klamath County.

8. Cornelius-Hillsboro Unit of the Forest Grove-Hillsboro Section of the Tualatin Valley Highway in Washington County.

After careful consideration, the Commission approved the surveys as presented by adopting the attached resolutions relative thereto, marked EXHIBITS "L-1" through "L-8", which resolutions by this reference are made a part hereof, with like effect as though extended in full herein.

An agreement concerning maintenance of the Drew-Elk Creek Section of the Tiller-Trail Secondary Highway was discussed. This section

of road, the Deputy Engineer explained, is still under the jurisdiction of the Bureau of Public Roads having been recently improved. The Bureau does not have facilities for maintenance and has asked the State to maintain the section, consisting of 3.95 miles, for a period of one year from July 27, 1955 to July 26, 1956, inclusive. The Bureau of Public Roads, he stated, is to pay for all costs of maintenance, except snow removal, up to an amount of $10,000. The Commission approved the agreement.

A petition from residents of Flora and vicinity in Wallowa County that the State resume maintenance of the "Flora Spur" was discussed. The Deputy Engineer recalled that in 1954 the Wallowa County Court asked the Commission to extend the Joseph-Wallowa Lake Secondary Highway and in exchange agreed to take over full responsibility for the "Flora Spur". The Joseph-Wallowa Lake Secondary Highway, he said, was extended and the 1955 Legislature eliminated the "Flora Spur" as a part of the Enterprise-Lewiston Highway. He recommended that the request be denied and that the petitioners be advised as to the reasons for denying it. The Commission accepted his recommendation.

The Deputy Engineer presented a report on results of a reconnaissance survey of the Netarts Secondary Highway west of Tillamook, between the Tillamook River and the north branch of the Trask River. He recalled that the Stillwell Drainage District previously requested cooperation from the Commission in a project involving the Netarts Secondary Highway as planned by the U. S. Corps of Engineers. It is the Engineer's plan to raise the grade of all dikes in the Drainage District and to protect them with rock riprap. The Netarts Secondary Highway immediately east of the Tillamook River now forms a portion of the existing protective dike. He presented a sketch map showing proposed improvements, including a new bridge, the total cost of which is estimated at $250,000, for consideration at a future date. However, he pointed out, it would be possible to construct a portion of the route involving the south branch of the Trask River immediately east of the Tillamook River between points E and F, as shown on the map, at an estimated cost of $20,000. As such improvement would improve the alignment of the highway and coincide with the plans of the Army Engineers, he recommended that the project be approved in the State Construction Budget for 1956. The Commission approved the project.

A report was presented by the Deputy Engineer on the allocation of Special City Allotment Funds for 1956 amounting to $250,000, as set up by the Legislature. He commented briefly that applications were received from 45 cities for the funds available of which 19 projects are being recommended for approval. The report, he added, contains an explanation for each project that was requested and the reasons for approval or nonapproval of each application. He recommended that the report be adopted and allocations approved for the following Cities:

25801

SUMMARY

APPLICATIONS RECOMMENDED FOR APPROVAL — 1956 FUND

Application Number	City	Division	Estimated Cost State	City	Total
3	Hermiston	V	$ 15,000	$--	$ 15,000
7	Florence	III	14,300	--	14,300
10	Vale	V	15,000	4,800	19,800
12	Glendale	III	10,200	--	10,200
13	Cornelius	I	14,300	--	14,300
15	Reedsport	III	15,000	5,500	20,500
20	Empire	III	15,000	3,000	18,000
26	Lexington	V	15,000	--	15,000
27	Culver	IV	14,000	--	14,000
28	Sutherlin	III	15,000	3,800	18,800
29	Amity	II	6,200	--	6,200
31	Coquille	III	15,000	5,700	20,700
32	Brookings	III	15,000	1,000	16,000
33	Mill City	II	14,700	--	14,700
36	Oakland	III	15,000	1,600	16,600
39	Rockaway	II	14,700	--	14,700
41	Riddle	III	15,000	5,200	20,200
42	Yoncalla	III	15,000	10,700	25,700
43	Taft	II	15,000	1,500	16,500
TO-19	Recommended for Approval		$268,400	$42,800	$311,200
TALS	Estimated Transfer from 1955 Fund.....		10,000		
	Estimated Total 1956 Fund.....		$278,400		

NOTE: After actual costs have been determined, all State costs in excess of $250,000 will be transferred to the 1957 fund.

The Commission adopted the program report.

(For details, see Program Report, Special City Allotment Fund, 1956, in the General Files).

December 19, 1955

The Deputy Engineer requested authority to construct approximately fifteen miles of asphaltic concrete pavement on the I.O.N. Secondary Highway in Malheur County. He explained that $225,000 in Federal Lands Funds is available to apply toward the costs involved, but that it will require approximately $75,000 of State funds to finance construction across state or privately owned lands, and an approximate amount of $25,000 for rock production, making a total of $325,000. He pointed out that this improvement will complete a gap of 8.28 miles from the Nevada state line north to the end of the recently completed project, and a 7-mile section north of the completed improvement. As a portion of this project lies outside government lands, it will be necessary to use approximately $100,000 of State funds. He recommended approval of the project, with authority to prepare plans for contract letting. The Commission approved the project as recommended.

Confirmation of an agreement with the University of Oregon and the City of Eugene covering a traffic survey of 13th Avenue, which runs through the University campus in Eugene, was requested. The Deputy Engineer explained that the proposed closure of a section of 13th Avenue within the confines of the campus will throw an additional traffic load on 11th Avenue and might possibly force construction of a one-way couplet, utilizing 10th and 11th Avenues. However, to accurately determine these factors it will be necessary to conduct a traffic survey. The City of Eugene and the University of Oregon have each agreed to pay one-third of the total cost of the survey, estimated at $2,100, provided that the City shall not be required to pay more than a total of $770. Upon his favorable recommendation, the Commission confirmed the agreement with funds to be obtained from the Planning Survey Budget.

The Deputy Engineer requested an increase of $8,000 in project authorization for grading and oiling the Beals Corner-Dougherty Corner Section of the Woodworth County Road in Hood River County, Contract No. 4273. He explained that the overrun was caused almost entirely by raising a fill across a low swampy area which required borrowing of rock materials. The Commission approved such increase.

A request from the Joint Board of Directors of the "West End Chamber of Commerce " of Umatilla County for designation of the old route of U.S. 30 from Stanfield Junction through Stanfield, Hermiston, McNary Dam, Umatilla, Irrigon and Boardman Junction as a by-pass route for U.S. 30 was considered. The Deputy Engineer commented briefly that the suggested route does not qualify as a by-pass because it is 8 miles longer than the present route and takes traffic through the business districts of several towns. Action on the matter was deferred by the Commission pending appearance of a delegation on the following day. The Commission took no action on the Chamber of Commerce additional request for improvement of U.S. 730 between Umatilla and Boardman.

(The delegation which appeared before the Commission on the following day, was informed that the Commission cannot grant the request for a by-pass designation).

The Deputy Engineer reported that the following cities and towns have satisfied the legal requirements with respect to the expenditure of State Tax Street Funds accrued to them during the first half of 1954, the second half of 1954, and the first half of 1955, and that the plans for the projects proposed to be financed with such funds have been examined and found satisfactory:

From Funds Accrued First Half, 1954:

Haines	$ 914.04
Halfway	888.41
Juntura	304.68
Mitchell	1,181.70

From Funds Accrued Second Half, 1954:

Haines	$ 1,128.98
Idanha	1,554.54

From Funds Accrued First Half, 1955:

Corvallis	$48,915.09
Dufur	1,273.66
Mosier	781.70
North Powder	1,216.31
Prescott	359.16

He recommended approval of the plans. The Commission approved the plans by adopting the attached resolution relative thereto, marked EXHIBIT "E", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The Commission gave attention to a number of requests submitted by the Clackamas County Federation of Community Clubs and others for sidewalk construction on 82nd Avenue (Cascade Secondary Highway) between S. E. Glencoe Road and S. E. Flavel Street near Portland. The Deputy Engineer explained that the right of way width is only 60 feet and the highway has been widened to a width of 56 feet between curbs, which leaves an amount insufficient to construct a satisfactory sidewalk. The section is outside the city limits of Portland and footpath construction could be performed in conformance with the Commission's policy of constructing such

facilities in rural areas where there is a warrant for the same. Upon Chairman Chandler's inquiry as to the Commission's legal obligation in the matter, the Assistant Chief Counsel replied that the Commission may build a sidewalk if it is deemed necessary but is not obligated to do so. The Deputy Engineer pointed out that about two-thirds of the property owners had offered to donate sufficient right of way to provide a sidewalk but he hesitated to accept such offers and called attention to the long delays where construction of the sidewalk had been dependent upon donation of the right of way in the section north of Corvallis, between Independence and Monmouth, and north of Eugene. The Assistant Chief Counsel also observed that there is considerable doubt if the Commission has authority to condemn right of way for construction of a sidewalk. Commissioner McIver commented that there is a large volume of traffic on this section of highway and many business establishments, and consequently a large number of pedestrians walk along and across the roadway. If someone is killed or injured, he stated, the Highway Commission will get the blame. If it is not feasible to construct a sidewalk within the existing right of way limits, he suggested that consideration be given to eliminating parking on one side of the highway and using this space for a sidewalk. The Commission instructed the Deputy Engineer to investigate the matter carefully as to cost and feasibility to construct a sidewalk and purchase necessary right of way.

Attention was also given to a letter from the Cascade Ski Club and others pointing out hazards to skiers in the Government Camp area that will result when the proposed by-pass highway has been constructed at this place. They suggest construction of a pedestrian overpass for the safety and convenience of people who will have to cross the new highway. The Deputy Engineer reported that the matter has been discussed with the Bureau of Public Roads and the U. S. Forest Service, and that a study is now being made as to the feasibility of constructing an overpass. The crossing of the new highway at grade, he stated, would be very hazardous and it appears that a grade separation should be constructed and the cost of the overhead crossing should be included in the Forest Highway Project. He requested authority to negotiate for necessary right of way if the U. S. Forest Service decides that a structure is needed. The Commission approved purchase of the right of way if the Federal authorities will include the grade separation structure in its Forest Highway contract and ordered that the Cascade Ski Club be advised that the matter is favored by the Commission and is being given careful study.

Requests were presented from Jefferson, Klamath, and Washington Counties for additions to the Federal-aid Secondary Highway Road System in each county. The Deputy Engineer recommended approval of the additions, described as follows:

Jefferson County, FAS 687-4.4 miles long, extending from the existing FAS Route 546 west of Gateway, westerly and southerly to a connection with the Warm Springs Highway at a point approximately 4.5 miles northwest of Madras.

Jefferson County, FAS 688-7.6 miles long, extending southerly from the existing FAS Route 546 to a connection with the Warm Springs Highway at a point approximately 1.5 miles northwest of Madras.

Klamath County, FAS 685-6.8 miles long, extending from the Klamath Falls-Malin Highway at a point approximately 1 mile north of Henley, easterly, southerly and westerly to a connection with the Klamath Falls-Malin Highway at Dehlinger.

Klamath County, FAS 686-2.5 miles long, extending from the Klamath Falls-Lakeview Highway at a point approximately 1.5 miles east of the easterly city limits of Klamath Falls, southerly, easterly and northerly to a junction with the same highway at a point approximately 2 miles east of the easterly city limits of Klamath Falls.

Washington County, FAS 684-1.8 miles long, extending southeasterly from FAS 632 north of Orenco, through Orenco to a connection with FAS 676.

The Deputy Engineer pointed out that all of the existing federal-aid secondary routes in these counties have been improved to at least minimum AASHO standards. The Commission approved the additions as requested.

The Deputy Engineer presented a tabulation showing the status of 1956-57 County Federal-aid Secondary Funds as of December 1, 1955. He pointed out that additional projects have been requested by several of the counties totalling $275,000, but to offset these a cancellation has been requested by Klamath County for a project that is estimated to cost $102,000, resulting in an additional $173,000 of County Federal-aid Secondary Funds to be programmed. He stated that there is an unprogrammed balance of $300,000 as of this date and he recommended approval of the following additional projects requested by Hood River, Jefferson, Klamath, Wasco, and Washington Counties:

ADDITIONAL PROPOSED 1956 & 1957 COUNTY FAS PROJECTS 12/12/55

County	FAS Hwy. No.	Section & Description	Programmed Amount
Hood River	663	Windmaster Corner-Brookside Drive Section. 0.9 mile. Grade, surface, and oil.	$25,000
Jefferson	546	Adams Road-Warm Springs Highway Section. 6.3 miles. Oil mat.	$45,000
	687	Boise Road-Warm Springs Highway Section. 4.4 miles. Oil mat	30,000

Additional Proposed 1956 & 1957 County FAS Projects (cont)

County	FAS Hwy. No.	Section & Description	Programmed Amount
Jefferson	688	Fir Lane-Warm Springs Highway Section. 1.5 miles. Oil mat.	$ 10,000
		Subtotal, Jefferson County:	$ 85,000
Klamath	685	Wilson Dam Bridge over Lost River. Structure only.	$ 35,000
	686	Two bridges over Main Canal. Structures (2) only.	40,000
		Subtotal, Klamath County:	$ 75,000
Wasco	310	Boyd Junction-Dufur Section. 4.3 miles. Oil mat.	$ 34,000
Washington	684	Rock Creek Bridge. Structure only.	$ 56,000
		SUBTOTAL, ADDITIONAL PROJECTS:	$275,000
Less Previously Approved Project Proposed to be Canceled:			
Klamath	432	Keno-Worden. 7.7 miles. Surface and oil. (Project approved 10/28/54. Proposed to be canceled as county performed work with county forces during 1955 construction season. $75,000 of funds transferred to bridge projects listed above leaving an unprogrammed balance of $27,000.)	$-102,000
		TOTAL ADDITIONAL 1956 & 1957 COUNTY FAS FUNDS PROPOSED FOR PROGRAMMING:	$173,000

SUMMARY, FISCAL YEARS 1956 & 1957 FUNDS

Available Funds	$6,200,000
Previously Approved*	5,727,000*
Unprogrammed Balance*	$ 473,000*
Proposed Projects 12/12/55	173,000
Unprogrammed Balance:	$ 300,000

*These are revised totals from "Status, 1956 & 1957 County FAS Funds" tabulation dated December 1, 1955.

December 19, 1955

The Commission approved the additional projects and the cancellation of the project in Klamath County as recommended by the Engineer.

Proposed alternate approaches from Hines into the City of Burns on the Central Oregon Highway were discussed. The Deputy Engineer stated that two routes were considered - one being approximately the existing route which is estimated to cost $163,000; the other a new route south of the existing highway extending from Jameson Street in Hines to a connection with the old highway in the City of Burns at the intersection of North Broadway and West Monroe Street, which route is estimated to cost $153,000. The new line, he stated, will afford much better alignment than revision of the old highway, will allow better access control, and will better serve traffic. He pointed out that there probably will be considerable opposition to the new line, particularly from business interests along the existing route. He also said that under recent State law it may be necessary to hold a public hearing on the proposed change. He suggested that the Cities of Burns and Hines be notified that the new line is considered a preferable route. Commissioner Reynolds moved that both Cities be notified that the new route appears to be the most feasible and that the Commission contemplates adopting the new line as the approach from Hines into the City of Burns, and that such notice be given by the Secretary of the Highway Commission in accordance with the terms of Chapter 447, Oregon Laws 1955, so that the Cities can request a public hearing on the matter, if they feel it desirable. The motion was adopted unanimously.

The Commission considered and upon recommendation of the Deputy Engineer, approved the following requests for extensions of time within which to complete state highway contracts.

1. P. A. Shoat Co., Contract No. 4489, for paving Gladstone Section (Clackamas Boulevard) in Clackamas County, requested an extension of time from September 30, 1955 to October 31, 1955. Extension approved as requested without penalty.

2. Parker-Schram Co., Contract No. 4185 for grading and paving the Tide Creek-St. Helens Unit of the Goble-St. Helens Section on the Lower Columbia River in Columbia County, requested an extension of time from November 15, 1954 to October 15, 1955. Extension approved as requested without penalty.

3. Arthur Simonsen & Co., Contract No. 4348, for La Grande-North Powder and Medical Springs Rock Production Project in Union and Baker Counties, requested an additional extension of time from October 31, 1955 to November 10, 1955. Extension approved without penalty to November 3, 1955, the actual completion date of the contract.

4. Warren Northwest, Inc., Contract No. 4493, for grading and paving Church and College Streets at Mt. Angel in Marion County, requested an extension of time from September 30, 1955 to November 10, 1955. Extension approved as requested without penalty.

5. Funderburk Construction Co. and Stoen Construction Co., Contract No. 3805, for grading and paving the Depoe Bay-Miner Creek Unit of the Siletz Bay-Miner Creek Section of the Oregon Coast Highway in Lincoln County, requested an additional extension of time from August 1, 1955 to October 15, 1955. Extension approved as requested, with engineering penalty to be assessed from December 31, 1954 to the completion of the project, provided, however, the cost of the paving inspectors be not charged to the contractor.

6. Fred J. Stubbert, Contract No. 4482, for construction of a guardrail on the Willamette River-Hayesville Section of the Portland-Salem Expressway in Marion and Clackamas Counties, requested an extension of time from October 31, 1955 to July 1, 1956. Extension approved as requested without penalty.

7. M. C. Lininger & Sons, Contract No. 4433, for Jackson County Line-Keno Rock Production Project on the Green Springs Highway in Klamath County, requested an extension of time from September 30, 1955 to October 30, 1955. Extension approved as requested without penalty.

8. W. H. Shields Construction Company, Contract No. 4342, for construction of three structures on the Coast Fork Willamette River-Divide Unit in Lane County, requested an extension of time from October 31, 1955 to June 30, 1956. Extension approved as requested without penalty.

9. A. H. Saxton & Son, Contract No. 4337, for construction of the Boomer Hill Road Overcrossing of the Shady-Canyonville Section on the Pacific Highway in Douglas County, requested an extension of time from October 31, 1955 to November 30, 1955. Extension approved as requested without penalty.

10. N. A. Toole Construction Company, Contract No. 4443, for oiling and rock production on the Rome-Maintenance Station on the I.O.N. and Crane-Scotts Butte Highways in Malheur County, requested an extension of time from August 31, 1955 to October 19, 1955. Extension approved as requested without penalty.

11. Glen Ousley, Contract No. 4522, for Brush Creek Relief Channel Project on the Brush Creek-Greggs Creek Section of the Oregon Coast Highway in Curry County, requested an extension of time from October 31, 1955 to November 30, 1955. Extension approved without penalty to November 15, 1955, the actual completion date of the contract.

12. C. C. Meisel, Contract No. 4379, for paving the Gaston Section of the Tualatin Valley Highway in Washington County, requested an extension of time from August 31, 1955 to October 28, 1955. Extension approved as requested without penalty.

13. F. L. Somers, Contract No. 4434, for stone base and oiling the Valley Falls and Salt Creek-Lakeview Section of the Fremont Highway in Lake County, requested an extension of time from August 31, 1955 to November 4, 1955. Extension approved with engineering costs assessed from September 1, 1955 to the completion date of the contract.

14. Petersen Construction Company, Contract No. 4441, for construction of an addition to Beverly Beach on the Oregon Coast Highway in Lincoln County, requested an extension of time from October 31, 1955 to December 31, 1955. Extension approved subject to the usual engineering penalty.

15. Trowbridge Electric Company, Contract No. 4500, for installation of a traffic signal on the Palatine Road-Briarwood Road Section of the Oswego Highway in Clackamas and Multnomah Counties, requested an extension of time from November 30, 1955 to January 15, 1956. Extension approved as requested without penalty.

16. Tom Lillebo, Contract No. 4462, for construction of Mill Creek and Pen Annex Bridges and 0.23 mile of roadbed on the Salem-Turner-Aumsville Road in Marion County, requested an extension of time from October 31, 1955 to February 1, 1956. Extension approved as requested without penalty.

17. Electric Corp., Contract No. 4444 for illumination of the Hayesville, Woodburn, and Hubbard Interchanges on the Portland-Salem Expressway in Marion County, requested an extension of time from October 31, 1955 to August 31, 1956. Extension approved as requested without penalty.

18. Donald W. Thompson, Contract No. 4431, for construction of a maintenance building at Reedsport in Douglas County, requested an extension of time from September 30, 1955 to November 4, 1955. Extension approved as requested without penalty.

19. Lord Brothers, Contract No. 4331, for bridge construction on the 42nd Avenue Ramp Section of the T. H. Banfield Expressway in Multnomah County, requested an additional extension of time from October 31, 1955 to November 30, 1955. Extension approved as requested without penalty.

20. Tom Lillebo, Contract No. 4276, for construction of the Coos City Bridge over Isthmus Slough in Coos County, requested an extension of time from August 31, 1955 to November 23, 1955. Extension approved as requested without penalty.

21. Logan Taylor and Co., Contract No. 4450, for grading and paving the Flavel Street-Clackamas Overcrossing Section of the Cascade Highway in Clackamas and Multnomah Counties, requested an extension of time from October 15, 1955 to November 15, 1955. Extension approved without penalty to November 10, 1955, the actual completion date of the contract.

22. E. H. Itschner Co., Contract No. 4394, for Burns Rock Production project on the Central Oregon, John Day-Burns and Burns-Crane Highways in Harney County, requested an extension of time from July 31, 1955 to November 30, 1955. Extension approved as requested without penalty.

23. Roy L. Houck & Son, Contract No. 4075, for grading the Gervais-Hayesville Unit, Willamette River-Hayesville Section of the Portland-Salem Expressway in Marion County, requested an extension of time from June 30, 1955 to November 30, 1955. Extension approved without penalty to and including November 18, 1955, the actual completion date of the contract.

24. Whittenburg Construction Co. and Q. L. Rufener, Contract No. 4273, for grading, oiling and construction of bridges on the Beals Corner-Dougherty Corner Section of the Woodworth County Road in Hood River County, requested an additional extension of time from September 20, 1955 to September 30, 1955. Extension approved with the usual engineering penalties assessed.

25. Warren Northwest, Inc., Contract No. 4437, for grading and paving the Queen Avenue (Albany) Section of the Corvallis-Eastside Highway in Linn County, requested an extension of time from October 15, 1955 to December 1, 1955. Extension approved as requested without penalty.

26. Morrison and Lamping, Contract No. 4447, for grading, oil mat surfacing and construction of a bridge on the Wallowa Lake Lodge-Power House Section of the Joseph-Wallowa Lake Highway in Wallowa County, requested an extension of time from August 15, 1955 to September 13, 1955. Extension approved as requested without penalty.

27. Tri-State Painting Company, Contract No. 4430, for cleaning and painting structural steel and handrail on the North Fork Quartz Creek and Necarney Creek Bridges on the Sunset and Oregon Coast Highways in Clatsop and Tillamook Counties, requested an extension of time from October 31, 1955 to June 30, 1956. Extension approved as requested without penalty.

28. Hampton C. Platt, Contract No. 4282, for construction of a maintenance building at Lakeview on the Klamath Falls-Lakeview Highway in Lake County, requested an additional extension of time from June 30, 1955 to December 31, 1955. Extension approved as requested without penalty.

29. Johnson and Amens, Contract No. 4380, for construction of the Gales Creek Bridges on the Wilson River Highway in Washington County, requested an extension of time from October 31, 1955 to December 31, 1955. Extension approved as requested without penalty.

30. Kuckenberg Construction Co., Contract No. 4392, for slide removal on the Anlauf-Rice Hill Section of the Pacific Highway in Douglas County, requested an extension of time from July 31, 1955 to October 31, 1955. Extension approved as requested without penalty.

31. Stevenson Construction Company, Contract No. 4415, for grading and paving the Hess Creek (Newberg) Section of Pacific Highway West in Yamhill County, requested an extension of time from October 15, 1955 to November 9, 1955. Extension approved as requested without penalty.

FOOTNOTE: The action taken by the State Highway Commission upon the extensions of time within which to complete the highway contracts listed above was based upon the recommendation of the Deputy Highway Engineer and his reports which considered but did not necessarily adopt either or any of the reasons given by the contractors in their requests for such extensions of time. For details regarding these extensions of time, see copies of the contractors' requests and the Deputy Engineer's recommendations on file in the respective contracts in the Secretary's office.

The Deputy Engineer reported that Contract Nos. 4056, 4269, 4276, 4283, 4301, 4344, 4348, 4379, 4392, 4399, 4421, 4431, 4433, 4437, 4443, 4447, 4448, 4461, 4464, 4484, 4486, 4489, 4493, 4503, and 4522 for state highway construction have been completed according to the requirements of the contracts or modifications thereof and that said contracts are now ready for acceptance by the Commission. After due consideration the Commission accepted said contracts by adopting the attached resolution relative thereto, marked EXHIBIT "F", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

Chairman Chandler inquired as to how many contracts had been completed and accepted by the Commission in 1955. The Auditor replied that according to his records 235 contracts were completed and accepted during that period.

The Commission considered and approved a revised agreement with the City of Coquille concerning improvement of the Coquille-Rink Creek Section of the Coos Bay-Roseburg Highway. The Deputy Engineer explained that the original agreement was revised to facilitate highway construction within the city in connection with moving and relocation of utilities and the establishment of one-way traffic on certain streets, prohibition of parking, and other matters.

A proposed form of agreement, involving the State Highway Department, the City of The Dalles, Port of The Dalles, and Wasco County, providing for a traffic and by-pass study of the Columbia River Highway as

it affects The Dalles was considered. The Deputy Engineer explained that the survey is estimated to cost $10,000, of which amount $7,600 represents the cost of the traffic study and $2,400 is the estimated cost of the US30 by-pass survey and analysis. The County, the City and the Port of The Dalles, he said, have jointly agreed to pay one-half the cost, or $5,000, divided as follows: $2,500 by Wasco County; $1,666 by the City of The Dalles; and $834 by the Port of The Dalles. He stated that it is desirable to make this survey even though construction may be several years away and he recommended approval of the project at an estimated cost of $5,000 to the State. The Commission approved the project and instructed that an appropriate agreement be prepared covering the arrangement.

Consideration was given to a request from the Empire-Charleston Chamber of Commerce for a reduced speed zone on the Cape Arago Secondary Highway between Empire and Charleston. An investigation was conducted, the Deputy Engineer stated, and it was determined that because of the slightly higher than average accident rate, the volume of traffic, and the alignment of the highway, a reduced speed zone should be established. He recommended, therefore, that a 40-mile per hour speed zone be established between the south city limits of Empire, at M.P. 4.54, and a point 350 feet west of the center of the South Slough Bridge, at M.P. 8.49. The Commission approved such speed zone designation by adopting the attached resolution relative thereto, marked EXHIBIT "H-1", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

Also considered was a memo from Private Duane A. Pankratz of the Department of State Police, recommending establishment of a speed zone on the Hermiston Highway No. 333, northeast of Hermiston. The Deputy Engineer reported that an investigation was made and it was found that there is considerable residential culture along the highway at this location and that some vehicles travel at speeds as high as 65 miles per hour. He recommended that a 50-mile per hour speed zone be established on this highway from a point 2.81 miles northeast of 4th Street in Hermiston, at M.P. 4.24, to a point 1.9 miles northeast of 4th Street, at M.P. 5.15. The Commission approved such speed zone designation by adopting the attached resolution relative thereto, marked EXHIBIT "H-2", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The Deputy Engineer called attention to the fact that on August 11, 1955 the Commission approved a 20-mile per hour speed zone on the Pacific Highway in front of the School in the town of Shedd, this being within the limits of a 45-mile per hour speed zone throughout the community of Shedd. Since that time, he said, the school authorities have established a school crossing some distance south of the school zone and have given assurance that no children will be allowed to cross the highway in front of the school. They also state that there is no need for the existing 20-mile per hour speed zone at the designated point but there is need for

such a zone at the newly established school crossing. He recommended, in view thereof, that the Commission's action of August 11, 1955 be rescinded and that a 45-mile per hour speed zone be established between a point 0.32 mile north of Shedd, at M.P. 90.28, and a point 0.44 mile south of the road to Plainview, at M.P. 91.01, except that between M.P. 90.55 and 90.72 the indicated speed shall be 20 miles per hour during the hours of school crossings. The Commission accepted the recommendation by adopting the attached resolution relative thereto, marked EXHIBIT "H-3", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The Commission gave attention to a request from Mr. Robert W. Leufquist, Secretary of the South Tillamook Coast Road Association, Cloverdale, Oregon, for prohibition of shoulder parking on the Oregon Coast Highway in the vicinity of the Little Nestucca River Bridge. This matter, the Deputy Engineer explained, was investigated by the Traffic Engineer and it was found that many fishermen park their cars on the highway shoulders at both ends of this bridge. The vehicles, he said, constitute a definite hazard to highway traffic, and he recommended that shoulder parking be prohibited on both sides of this highway between a point 500 feet north of the Little Nestucca River Bridge, at M.P. 103.76, and a point 500 feet south of the Little Nestucca River Bridge, at M.P. 104.02. The Commission approved his recommendation by adopting the attached resolution relative thereto, marked EXHIBIT "I-1", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

Elimination of shoulder parking on the Pacific Highway East, a short distance south of Salem, was requested in a communication submitted by Mr. S. H. Donsted, owner of the South Salem Motel. The Deputy Engineer stated that the motel is located across the highway from a restaurant and during peak business hours there is an overflow of customers from the restaurant's off-street parking facilities who park their cars on the highway shoulders and often block the driveway to Mr. Donsted's motel. Such shoulder parking on the crest of a curve constitutes a hazard to the traveling public, and he recommended that such parking be prohibited on both sides of the highway between a point 50 feet south of Marys Avenue, at M.P. 54.77, and Harris Road, at M.P. 54.90. The Commission approved the recommendation by adopting the attached resolution relative thereto, marked EXHIBIT "I-2", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

A protest from Mr. Frank Miller, 10905 S. E. Powell Boulevard, Portland, concerning the parking of vehicles on the highway shoulders in front of his used car lot was considered. The Deputy Engineer reported that an investigation disclosed that there is a restaurant a short distance west of Mr. Miller's place and patrons of the restaurant park their cars in front of Mr. Miller's property, blocking access to his business and creating a hazard to the traveling public. He recommended that shoulder parking be prohibited on the northerly side of the Mt. Hood Highway

(Powell Boulevard) between M.P. 6.57 (Engineer's Station 72+71) and M.P. 6.61 (Engineer's Station 74+81). The Commission accepted the recommendation by adopting the attached resolution relative thereto marked EXHIBIT "I-3", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Out-of-state travel expenses were recommended by the Deputy Engineer for the following highway department personnel:

1. Dennis D. Clark, Assistant Director of Travel Information Division, to attend the annual San Francisco Automobile Show in San Francisco, California, January 5-16, 1956, at an estimated cost of $221.00.

2. W. H. Kosesan, Agronomist, to attend conference on weed control, in Sacramento, California, February 15-17, 1956, at an estimated cost of $110.00.

3. Gene Huntley, Personnel Director, to attend Sixth Annual Conference of Western College Placement Association in San Diego, California, January 18-20, 1956, at an estimated cost of $160.00.

4. Carl W. Jordan, Director of Travel Information Division, to attend the annual meeting of the Board of Directors of the Pacific Northwest Travel Association, in Missoula, Montana, January 14-15, 1956, at an estimated cost of $90.00.

The Deputy Engineer explained that these trips will be of benefit to the State of Oregon in keeping up to date with developments and trends in other parts of the country. The Commission approved the out-of-state travel as recommended.

Participation by the State Highway Department as one of the sponsors of the Ninth Northwest Traffic Engineering Conference to be held at Oregon State College, May 8-9, 1956, was brought up for discussion by the Deputy Engineer. He pointed out that the other sponsors are the Civil Engineering Department of Oregon State College, the Western Section of the Institute of Traffic Engineers, and the State of Washington Highway Department. He pointed out that the expense to the State would be slight, consisting principally of postage, multilithing and other services. Several men from the Oregon Highway Department, he said, will present papers and give talks at this conference, which will be attended by engineers from Oregon and Washington as well as public officials from cities and counties of the two states. The Commission approved the Department acting as a co-sponsor upon recommendation of the Deputy Engineer.

Appointment of Mr. Charles V. Stanton, Editor of the Roseburg News-Review, Roseburg, as a member of the Travel Advisory Committee

to fill the vacancy caused by the resignation of Mr. Arthur O. Waud, Tillamook, was discussed. A letter was presented from the Assistant Director of the Travel and Information Department advising that at a meeting in Portland on October 14, 1955 the Advisory Committee recommended appointment of Mr. Stanton. Commissioner Reynolds recommended adoption of the recommendation. Commissioner McIver seconded the motion and it was declared unanimous by Chairman Chandler. The Secretary was instructed to inform Mr. Stanton of the action taken and to obtain his reaction thereto. (Mr. Stanton later accepted the appointment by letter.)

Letters were presented from Willamette Heights Post #102, American Legion, Portland, and others recommending that the new highway between Portland and Salem be named "General Charles H. Martin Expressway" in honor of the late General Martin, former Governor of Oregon and Congressman, who rendered valuable service to this State and who took an active interest in highway matters, including this particular road. It was the feeling of the Commission that the time is not propitious to change the name of this highway; accordingly, the matter was deferred for future consideration.

A cooperative agreement with the State Board of Forestry concerning improvement and maintenance of a hauling road and one small building in connection with a radio repeater station on Wasco Butte, about six miles southwest of The Dalles, was considered by the Commission. The Deputy Engineer recalled that at the November meeting the Commission approved a service agreement with the Wasco Electrical Cooperative for furnishing electrical energy to serve this station. The agreement now under discussion, he said, outlines the obligations of the State Highway Department and the State Board of Forestry relative to the road that leads to the radio station, and the building housing it. Upon his favorable recommendation, the Commission approved the agreement for a period of 25 years, beginning September 1, 1955, with the understanding that the agreement may be terminated by either party upon 90 days' written notice.

In connection with the operation of the radio station on Wasco Butte, the Commission also gave attention to a proposed agreement with Mr. M.M. Schmidt by which Mr. Schmidt grants to the State a 99-year easement for the use of the existing access road to the Wasco Butte site and gives the State permission to take material, free of charge, from a shale pit or pits, to be designated by the owner. The Commission approved this agreement upon favorable recommendation by the Deputy Engineer.

An agreement with W. H. and Eliza Dandy in the form of a permit authorizing them to construct a log-hauling access road at the southerly edge of the Big Creek Section of the Siuslaw Highway, about four miles west of Cheshire, was discussed. The Deputy Engineer advised that the grade of the highway was materially raised during reconstruction, thereby interfer-

ing with the maneuvering of loaded log trucks entering the log dump at the old access at Station 508+20. Construction of the access road as proposed, he said, will allow the loaded log trucks to leave the highway at Station 520+00 and will permit them to enter the highway without encroaching on the opposing traffic lane. He recommended that the agreement permit be approved. The Commission accepted the recommendation.

Revised agreements with the National Hospital Association and with the Oregon Physicians' Service, providing medical and hospital benefits for state employees, were discussed by the Commission. The Deputy Engineer pointed out that three plans have been presented by the National Hospital Association and one plan by the Oregon Physicians' Service. He recommended approval of the agreements, effective January 1, 1956, and that authority be granted to make pay-roll deductions for those employees who wish to carry the coverage. The Commission approved the recommendation. (See copies of the agreements in the safe in the Secretary's office.)

The meeting recessed at 12:00 noon and reconvened at 2:00 p.m. in the same room, with the same persons present and participating.

The Secretary presented a letter from Mr. Geo. S. Zimmerman, Chairman, Road Committee, Yamhill Chamber of Commerce, requesting improvement of the Yamhill-Newberg Highway, particularly near Yamhill. The Deputy Engineer stated that no funds are immediately available to finance such improvement but the project is being considered for next year's construction program, if Federal funds are provided. The Commission instructed the Secretary to so inform Mr. Zimmerman.

Consideration was given to an inquiry from Mr. E. L. Elias, Ontario, as to the possibility of obtaining curb cuts with right of ingress and egress to the Old Oregon Trail from property located about 3/4 mile east of the city of La Grande. The Deputy Engineer pointed out that when the right of way was purchased in 1951 all rights of access were acquired with it, and paid for, with the exception of a 20-foot approach at Station 21+80, which was left for ordinary travel and was not to be used for any commercial purpose. To grant accesses now for commercial purposes, he said, would be a violation of the Commission's access control principle, and he recommended that the request be denied. Commissioner Reynolds expressed a desire to know exactly what use Mr. Elias wants to make of the property before an answer is given. The Deputy Engineer was thereupon instructed to ascertain the facts and report the findings.

Inquiry was made by Commissioner Reynolds as to when access rights are going to be acquired on US30 between Stanfield Junction and Boardman. He pointed out that new businesses are being established along the right of way and it will become increasingly expensive to restrict ac-

cess as time progresses. The Deputy Engineer stated that presently funds are not available to acquire the access rights but if the Federal Government provides additional money, funds could probably be obtained from that source. The survey on this section, he stated, will be completed and ready for Commission consideration probably at the March meeting.

The Deputy Engineer asked the Commission to adopt a resolution establishing group highway listings for use in issuance of permits. He exhibited a State Highway Department Permit Division map showing the desired listings, a Group I Highway list, a Group I Special Highway list and a Group II Highway list, and he recommended approval of such highway group listings for the year 1956. The Commission approved the recommendation by adopting the attached resolution relative thereto, marked EXHIBIT "M", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

Commissioner Reynolds stated that truck haulers have inquired whether or not the Enterprise-Lewiston Highway and the Little Sheep Creek Secondary Highway can be designated as Group I Highways. The Deputy Engineer stated that as soon as the Bureau of Public Roads has finished construction on the Enterprise-Lewiston Highway, that highway probably could be so designated. Mr. W. W. Stiffler, Assistant State Highway Engineer, stated that highways are not specially classified unless requests are made by the users and then only when test runs have been made with equipment furnished by those desiring the classification. No requests have been received in his office up to the present time, he stated, for a Group I classification of either of these two highways. Commissioner Reynolds gave as his opinion that highways should be classified when the roadway permits the classification rather than wait for demands from road users. Mr. Stiffler was instructed to investigate the matter of classifying the Enterprise-Lewiston Highway.

Abandonment of the old right of way on the Tarheel Creek Section of the Cape Arago Secondary Highway in Coos County was discussed. The Deputy Engineer stated that the newly constructed section has been completed and opened to public travel, and, in compliance with an agreement previously entered into with Coos County, it now is in order to abandon the old section in favor of Coos County. He recommended appropriate action at this time. The Commission accepted the recommendation by adopting the attached resolution relative thereto, marked EXHIBIT "G-1", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The Deputy Engineer reported that reconstruction of the West Unit, Reedsport-Dean Creek Section of the Umpqua Highway in Douglas County has been completed and is now open to public travel. He pointed out that under terms of an agreement previously executed with Douglas County,

the County agreed to take over and maintain certain portions of the old section of highway when the new section had been completed. He recommended that the old portions be formally abandoned to the County. The Commission approved the recommendation by adopting the attached resolution relative thereto, marked EXHIBIT "G-2", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The Commission approved the Secretary's report of papers that he signed on behalf of the Commission during the period from November 1 to December 14, 1955.

The Commission confirmed Thursday and Friday, January 26 and 27, 1956 as the date for its next regular meeting and set Thursday and Friday, March 8 and 9, 1956 as the tentative date for its next following meeting. The Secretary was instructed to make the usual arrangements for a meeting place in the Imperial Hotel, Portland.

The Commission gave attention to letters from Mr. Raymond W. Wilson, Mrs. E. M. Brainard, Mrs. Luella Coleman, and Mr. Albert Finseth, all of Deadwood, Oregon, protesting the condition of the Alsea-Deadwood Secondary Highway and urging improvements. The Deputy Engineer pointed out that the U. S. Forest Service is constructing a new road along Green Creek between Five Rivers and Mapleton, which, he understands will be opened to travel in the near future and will carry most of the log and lumber trucks that now use the present road. He estimated the cost to improve the present road at $500,000 and he pointed out that no funds are presently available to finance the work; moreover, the traffic volume does not justify the expenditure. The Commission ordered such information conveyed to the protestants and that they also be informed that efforts will be made to maintain the present road in a satisfactory condition.

The Commission discussed with the Deputy Engineer matters that are to be presented by delegations scheduled to appear on the following day but action thereon was deferred pending appearance of the delegations.

The Commission gave attention to a form of Oil, Gas, and Sulphur Lease granting to W. J. Adair the right to drill, prospect for, and remove oil, gas and sulphur from 160 acres of land in Camas State Park situate in the West 1/2 of the N.E. 1/4, and the East 1/2 of the N. W. 1/4 in Section 9, Township 29 South, Range 8 West, W.M., Douglas County, for a period of ten years. Mr. Adair, by the terms of the lease, is to pay $40 per year plus 1/8 of the value of the products removed. The lessee, the Right of Way Engineer explained will have no surface rights and he recommended that the Oil, Gas, and Sulphur Lease be approved. The Commission approved the lease as recommended.

Mr. W. W. Stiffler, Assistant Highway Engineer, reported briefly concerning his trip to New Orleans, Louisiana, to attend the Annual Conference of the American Association of State Highway Officials. He read aloud a statement of policy adopted by the Association, urging Congress to enact legislation at the coming session for an expanded and adequate highway program and to make funds available for apportionment by July, 1956. The statement also favored the following: Administration of the Federal-aid program by the Bureau of Public Roads and construction by the state highway departments; Construction of the interstate system in not more than fifteen years, with progressive increase in federal aid to the secondary, urban, and primary systems, with the initial authorization to be for a period of five years; Matching of funds for construction of the interstate system- 90 per cent federal and 10 per cent state, with the matching on other systems to be continued as at present; Allowance of a 20 per cent transfer provision between secondary, urban and primary allocations to make the highway program flexible; Funds for construction of the interstate system to be initially apportioned on the basis of need, and the apportionment to the other systems to be on the present basis. The reimbursement of the States for moving of utilities, labor relations, and vehicle sizes and weights should be determined at state level. It was also recommended that Congress give consideration to a greater use of the general fund for road construction. To provide additional revenues as may be needed, it was suggested that Congress explore the possibilities of an increase in the present Federal Motor Fuel Tax, a federal tax on items not now taxed by the states, that will serve as a measure of highway use, and the use of short-term credit financing. The Commission stated its approval of the statement of policy as read by Mr. Stiffler and authorized its release to the press.

A letter was discussed from Rudie Wilhelm, Jr., Chairman of the Oregon-Washington Boundary Committee, concerning the location of the boundary line between the States of Oregon and Washington. The letter was referred to the Deputy Engineer, with instructions to investigate the matter and contact Mr. Wilhelm.

Also discussed was a letter from Mr. George Neuner, Attorney, Roseburg, concerning the Commission's policy with respect to the installation of cattle passes on freeways. The Right of Way Engineer pointed out that the present practice is to consider cattle pass construction on an individual merit basis and that no general fixed policy has been established with regard to such matters. The matter was discussed at some length and as a result thereof the Commission ordered that Mr. Neuner be informed that the Commission has no fixed policy regarding cattle pass construction but considers each request for a cattle pass on its individual merits.

The Commission discussed with the Deputy Engineer bids received during the morning session, and at 3:30 p.m., Commissioner McIver publicly announced awards of contracts as follows:

"Construction of Nehalem River Bridge on the Nehalem Bridge in Columbia County: The Commission awarded the contract to the low bidder, Pettijohn Engineering Co., Portland, at their bid price of $130,170.

"Reconstruction of two timber bridges on the Central Oregon Highway west of Burns in Harney County: The Commission awarded the contract to the low bidder Marshall Construction Co., Hermiston, at their bid price of $30,487.50.

"Ashland-State Line Rock Production Project on the Pacific Highway in Jackson County: The Commission awarded the contract to the low bidder, M. C. Lininger & Sons, Medford, at their bid price of $36,400.

"Illumination of six intersections on the Rock Point-Medford Section of the Pacific Highway in Jackson County: The Commission awarded the contract to the low bidder, Steeck Electric Co., Roseburg, at their bid price of $12,957.

"Construction of a concrete grade-separation structure over Southern Pacific Railroad Company tracks on The Dalles-California Highway near Chemult in Klamath County: The Commission elects to accept the bid of R. H. Jones, Hillsboro, in the sum of $101,735 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Illumination of the intersection at the junction of The Dalles-California Highway and Willamette Highway in Klamath County: The Commission awarded the contract to the low bidder Steeck Electric Co., Roseburg, at their bid price of $8,147.

"Installation of a traffic signal on the East Springfield Section of the McKenzie Highway in Lane County: The Commission awarded the contract to the low bidder Trowbridge Electric Co., Roseburg, at their bid price of $5,160.

"Installation of six pedestrian activated traffic control signals on the Hunsacker Lane-Fir Lane Section of Junction City-Eugene Secondary Highway in Lane County: The Commission awarded the contract to the low bidder Trowbridg Electric Co., Roseburg, at their bid price of $8,900.

"Roadway grading and 0.27 mile of tunnel construction on the Knowles Creek-Turner Creek Tunnel Section of the Mapleton-Richardson Road in Lane County: The Commission elects to accept the bid of Gibbons & Reed Co., Portland, in the sum of $616,641 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Lane County is received and the sum of $335,800 is deposited by the County.

"Construction of Meda Bridge over the Little Nestucca River on the Little Nestucca Highway in Tillamook County: The Commission elects to accept the bid of Tom Lillebo, Reedsport, in the sum of $72,675 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired.

"Grading, paving and shoulder oiling the Middle Unit, Pendleton-Pilot Rock Section of the Pendleton-John Day Highway in Umatilla County: The Commission elects to accept the bid of Roy L. Houck & Sons, Salem, in the sum of $277,333 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Grading and pavement widening the Umatilla Bridge Junction-Hermiston Junction Section of the Columbia River Highway in Umatilla County: The Commission elects to accept the bid of Arthur Simonsen & Co., Baker, in the sum of $36,022.20 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired.

The Commission signed the following agreements and other papers:

"Release of Easement" covering W. H. Morley property in connection with detour during construction of Center Street Overcrossing of Salem By-Pass.

"Indentures of Access" re changes in highway access points for the following:

a. Knox property on Greggs Creek-Wedderburn Section of Oregon Coast Highway, Curry County.

b. Silvers and Eismann property on Mt. Vernon-John Day Section of John Day Highway, Grant County.

c. Coos Bay Pulp Corporation property on Elbow Lake-Gardiner Section of Oregon Coast Highway, Douglas County.

d. Jenkins property on Newport-Toledo Section of Corvallis-Newport Highway, Lincoln County.

e. McBee property on Newport-Toledo Section of Corvallis-Newport Highway, Lincoln County.

f. Stratton property on S. E. Flavel Street-S. P. Overcrossing of Cascade Highway, Clackamas County.

"Bargain and Sale Deed" re sale of .10 acre of land to Edward Hines Lumber Company on Viento-Hood River Section of Columbia River Highway, Hood River County, for $500.

"Bargain and Sale Deed" re sale of 0.63 acre of land to Mr. and Mrs. Anton Meyer on Goshen-Divide Section of Pacific Highway, Lane County, for $150.

"Easement for Garage" granting an easement to William Knuttila to maintain a non-commercial garage on state owned property on Reedsport-Luder Creek Section of Umpqua Highway, Douglas County.

"Bargain and Sale Deed" re transfer of 4.69 acres of land to Klamath County situate on Altamont Drive acquired for right of way on an access road to the Klamath County Airport.

"Agreement" with U.S. Bureau of Public Roads re reimbursing the Commission to the extent of $10,000 for actual cost (excepting snow removal) of maintaining (for the Bureau) the Drew-Elk Creek Section of Tiller-Trail Secondary Highway.

"Agreement" with City of Coquille covering Coquille-Rink Section of Coos Bay-Roseburg Highway, Coos County.

"Cooperative Agreement" between Highway Commission and State Board of Forestry re joint obligations for improving and future maintenance of hauling road and one small building in connection with remote-control repeater station on Wasco Butte.

"Agreement" with M. M. Schmidt permitting use of an existing access road to Wasco Butte site and permitting the State to take material from his property for surfacing saidaccess road. Consideration $1.00.

"Permit Agreement" with W. H. and Eliza Dandy re construction of a log-hauling access road 20 ft. wide within limits of southerly edge of state highway right of way on Big Creek Section of Siuslaw Highway, four miles west of Cheshire.

"Contracts" re revised agreements with National Hospital Association and Oregon Physicians' Service.

"Time Extension Agreement" to Willamette National Lumber Co., granting additional time within which to remove its equipment, machinery, etc., from property that was acquired from the Company. (Authorized 9-22-55)

"Cooperative Agreement" with U. S. Forest Service re realignment and improvement of Mt. Hood Forest Highway in vicinity of Government Camp & removal of one dwelling at Summit Ranger Station site. (Authorized 9-22-55)

"Finance and Maintenance Agreement" with Lane County covering Knowles Creek-Turner Creek Section of Mapleton-Richardson Road. FAS 238. (Authorized 8-9-54)

"Resolution" expressing intent and ability of State Highway Commission to share equally with State of Washington in contributing 50% of cost of reconstructing existing interstate bridge across Columbia River between Portland, Oregon and Vancouver, Washington.

"Agreement" with O. W. R. & N. & Union Pacific Railroad Company covering the construction project on N. E. 39th Avenue in City of Portland.

"Supplemental Agreement" with Astoria Navigation Co. re compensation for salary differentials brought about by requirements of U. S. Coast Guard for operation of Astoria-Megler ferry.

"Oil & Gas Lease" to W. M. Adair on property situated in Township 29 South, Range 8 West, Douglas County, Oregon.

"Bargain & Sale Deed" to City of Springfield for a parcel of land in Lots 18, 19, and 20, of Block 61, Washburne's Subdivision of Springfield Investment & Power Company's Addition to Springfield, Lane County.

"Bargain & Sale Deed" to W. E. Wilshire for a parcel of land lying in the Jeremiah-Huntley D. L. C. 56, also lying in Section 13, Township 27 South, Range 6 West, W.M., Douglas County.

"Letter of Proposal" that Oregon State Highway Commission purchase all the rights of the Spokane, Portland and Seattle Railroad Company in Blocks 110, 112, 113, and 151 as shown on record plat of East Portland; Blocks 86, 87, 105, 108, 109, 124 and 129 of Holiday's Addition to East Portland; and also Blocks 69 and 73 in East Portland. Consideration $86,297.

"Agreement with U. of O. and City of Eugene" with respect to the projected survey regarding traffic facilities on the University campus area.

The meeting adjourned at 3:45 p.m. to reconvene at 9:00 a.m. on the following day in the same room.

Portland, Oregon
December 20, 1955

The meeting of the State Highway Commission reconvened at 9:00 a.m. in the Green Room of the Imperial Hotel, with the following persons present and participating:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
W. C. Williams, Deputy State Highway Engineer
W. W. Stiffler, Assistant State Highway Engineer
Robert L. May, Jr., Assistant Chief Counsel
R. L. Porter, Right of Way Engineer
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

R. H. Baldock, State Highway Engineer, and C. W. Enfield, Chief Counsel, were excused as being absent on vacation.

Bids as follows for highway construction were opened and read aloud by the Secretary, who then announced that the awards of contracts would be made in the same room at 3:00 p. m.

BAKER COUNTY
GRADING AND TOPPING BOULDER GORGE SECTION OF SUMPTER VALLEY HIGHWAY

Durbin Bros., Eugene	$ 44,160.00
Arthur Simonsen & Co., Baker	47,155.00
O & K Construction Co., Gresham	52,418.50
Cartwright Construction Co., Durkee	53,625.00
Allum Bros., Eugene	61,891.00
Rogers Construction Co., Portland	64,805.00
Miller & Strong, Inc., Eugene	67,447.00

DESCHUTES COUNTY
GRADING AND OILING DEEP CANYON SECTION OF MCKENZIE HIGHWAY

Allum Bros., Eugene	$349,502.00
Parker-Schram Co., Portland	382,816.00
J. N. Conley, Portland	395,460.00
J. W. Brigge, Bend	422,082.00
Fred H. Slate Co., Ore. Ltd., & E. C. Hall Co., Portland	431,588.00
Natt McDougall Co., Portland	435,443.50
C. R. O'Neil, Creswell	438,764.00
Durbin Bros., Eugene	453,880.50
Miller & Strong, Inc., Eugene	460,314.00
Babler Bros., Inc., Portland	461,509.00
Peter Kiewit Sons' Co., Vancouver, Washington	485,337.00
J. Ira McNutt Co., Springfield	489,721.50

KLAMATH COUNTY
GRADING, PAVING AND SHOULDER OILING EAST UNIT, CRESCENT LAKE JUNCTION-THE DALLES-CALIFORNIA JUNCTION SECTION OF THE WILLAMETTE HIGHWAY

Warren Northwest, Inc., Portland	$364,241.50
Allum Bros., Eugene	367,590.90
J. N. Conley, Portland	368,854.50
Central Paving Co. & Calkins Crushing Co., Independence	373,048.00
The Central Heating Co., Ore. Ltd., Eugene	379,196.50
Rogers Construction, Inc., Portland	397,475.50
Parker-Schram Co., Portland	402,920.00
E. C. Hall Co. & J. C. Compton Co., Portland	413,159.00
The Newport Construction Co., Portland	420,615.00
J. Ira McNutt Construction Co., Springfield	434,267.80
Peter Kiewit Sons' Co., Vancouver, Washington	438,563.00

KLAMATH COUNTY
SOUTHSIXTH STREET(KLAMATH FALLS) GRADE SEPARATION STRUCTURE OVER THE SOUTHERN PACIFIC RAILROAD ON THE KLAMATH FALLS-LAKEVIEW HIGHWAY

Tom Lillebo, Reedsport	$899,964.25
Kuckenberg Construction Co., Portland	935,490.40
Rogers Construction Co., Portland	942,378.50
Peter Kiewit Sons' Co., Vancouver, Washington	963,761.50
Donald M. Drake Co., Portland	983,862.00
Lee Hoffman, Beaverton	995,776.00
Hamilton & Thoms, Eugene	999,021.25

KLAMATH AND LANE COUNTIES
DIVISION NO. 4 GUARDRAIL PROJECT ON THE DALLES-CALIFORNIA AND WILLAMETTE HIGHWAYS

Trussfab, Inc., Portland	$ 11,628.00
Vern Hoaglin, Beaverton	12,954.00
Fred Stubbert, Springfield	13,515.00
R & M Construction Co., Central Point	13,719.00
R & W Construction Co., Auburn, Washington	14,280.00
Barnhardt & Reid Construction Co., Mill City	14,739.00

TILLAMOOK COUNTY
BRIDGE OVER NEHALEM RIVER ON THE MIAMI VALLEY ROAD NEAR MOHLER, OREGON

Workman & Wilson, Canby*	$124,720.00
Tom Lillebo, Reedsport	~~128,410.00~~
Lee Hoffman, Beaverton	134,815.00
Schrader Construction Co., Portland	145,310.00

*Bidder will accept award of only one project at this letting.

December 20, 1955

UMATILLA COUNTY
HIGHWAY ROADBED, STONE BASE, ETC. HINKLE-BOCKS CORNER SECTION OF HERMISTON SECONDARY HIGHWAY

George E. Berry, Beaverton	$101,500.00
Marshall Construction Co., Hermiston	102,564.50
Vernie Jarl, Gresham	104,303.00
White Bros. Co., Walla Walla, Washington	106,689.00
Fred H. Slate Co., Ore. Ltd. & E. C. Hall Co., Portland	107,608.00
Lee Hoffman, Beaverton	110,683.00
J. N. Conley, Portland	121,774.00
Orlando C. Bennard, Portland	122,893.50
J. Bacaloff Co., Portland	124,545.50
West Coast Steel Works, Portland	133,625.30

YAMHILL COUNTY
GRADE SEPARATION STRUCTURE AT INTERSECTION OF LAFAYETTE COUNTY ROAD WITH THREE MILE LANE HIGHWAY

Birkemeier Construction Co., Milwaukie	$108,080.00
Tom Lillebo, Reedsport	111,100.00
Workman & Wilson, Canby	116,450.00
Lockyear & White, Inc., Longview, Washington	120,076.00
Natt McDougall Co., Portland	120,419.50
P. S. Lord Mechancial Contractors, Portland	121,022.00
Hamilton & Thoms, Eugene	122,386.00
George E. Berry, Beaverton	123,560.00
Lee Hoffman, Beaverton	137,647.00
Chas. R. Schmiedeskamp, Portland	141,595.00
Schrader Construction Co., Portland	142,490.00
United Builders, Inc., Beaverton	145,016.00

Chairman Chandler called attention to the amount of the low bid for the South Sixth Street Grade Separation Structure in Klamath Falls as being very close to $1,000,000. He recalled that when the project was first authorized it was thought that the work could be done for about one-half that amount, and he asked the Deputy Engineer to recite the history of the case. Mr. Williams recalled that original plans contemplated a two-lane structure at a cost of approximately $435,000, but later it was deemed advisable to increase the structure to four lanes at an estimated cost of $645,000. However, this figure was determined as too low and the estimated cost increased to approximately $800,000. Later it was found that extensive changes would be required in foundation requirements and

the estimate was again increased to nearly $1,000,000. Commissioner Reynolds inquired as to what agreement had been reached concerning removal of the old structure. The Deputy Engineer replied that the Railroad Company has agreed to pay half the cost of removing the old structure or about $30,000, and that the City will contribute about $10,000 for signals. He estimated the total cost to construct the new structure including right of way at $970,000. Under present plans, he added, traffic will be carried on the old bridge while the new one is being constructed to the south. Commissioner Reynolds inquired if the additional money required in this project will delay appreciably other projects in Division No. 4, particularly the cut-off project on US 197 immediately south of The Dalles. The Deputy Engineer replied that he doubted if there will be any appreciable delay but it will be necessary to re-examine the allocation to Division No. 4. (Later in the day the matter of total cost of the Sixth Street project was again discussed and the Deputy Engineer reported at that time that the cost of the structure plus right of way and other costs would be approximately $1,200,000.)

Mr. Noble H. Chowning, President of the Coquille Valley Lumber Company, Coquille, came before the Commission to request permission to haul short logs not to exceed 20 feet in length, over the Alsea-Deadwood Secondary Highway. He stated that their mill is located on Five Rivers, about 2 miles from the top of the divide, and that they would like to haul logs over the mountain to their mill. The peeler logs, he added, have been hauled to Swisshome. He pointed out that traffic on this road is very light and when in operation the logging trucks would provide about 90 per cent of the total traffic. It was his feeling that it is no more dangerous to haul short logs on a single truck over this road than it is to haul lumber on the same sized truck, which is permitted at present. He stated that there is 1,200,000 feet of timber to be removed on this particular operation and he offered to provide an escort and flagman for the operation, if it was allowed. Mr. Chandler, Chairman, explained that complaints have been received from travelers on this road concerning the danger of meeting log trucks but, he added, there does not appear to be much difference in hazards between a load of logs and a load of lumber. One of the state highway engineers, he stated, will be requested to investigate the request and go over the matter with Mr. Chowning. Assistant Highway Engineer W. W. Stiffler thereupon was instructed to make such investigation.

Mr. John Kosydar, President, and Mr. Matt Miller, member, of the Siletz Highway Improvement Association, Siletz, came before the Commission concerning improvements to the Siletz Secondary Highway between Siletz and Kernville. Mr. Kosydar, who was spokesman, thanked the Commission for the work recently performed on this road and expressed the hope that the Commission could see fit to perform additional work such as oiling the present road without widening or straightening. He pointed out that during the recent storms there had been a considerable amount of water over the road at Bear Creek and asked if this spot could be fixed next summer. The people in this area, he stated, do not intend to complain and are not ungrateful for improvements received but further im-

provements are urgently needed. He urged a survey and temporary improvements during 1956. Chairman Chandler explained that, due to an accident involving a log truck, a bridge on this highway just south of Siletz was destroyed and that it is going to cost approximately $300,000 to replace it, which is considerably more money than the Commission contemplated spending on this highway. Due to this unforeseen occurrence, he said, the Commission feels that the oiling proposed for 1956 north of Siletz will have to be deferred until additional funds become available. This concluded the discussion.

The Hon. O. E. Effenberger, County Judge of Tillamook County; Mr. Charlie Ross, Chairman of the Highway Committee of the Tillamook Chamber of Commerce; and Mr. Verne Tinnerstet, Manager of the Tillamook Chamber of Commerce, came before the Commission to urge improvement of the Bay City-Garibaldi Section on the Oregon Coast Highway. Judge Effenberger, who acted as spokesman, pointed out that this section of highway was built many years ago and still is very crooked and obsolete. He asked the Commission to authorize a survey looking toward modernization of the section and to plan for its improvement as soon as possible. Mr. Ross emphasized the crooked nature of the road and called attention to the many accidents which have occurred on it. It was his feeling that improvement of this section will provide a big saving to the traveling public and he urged a reconnaissance survey now and construction in 1956. The Deputy Engineer stated that a survey from Manzanita to Fisher Point has been authorized but not between Garibaldi and Bay City although it might be possible to conduct such survey this spring or summer if the Commission ordered it. Chairman Chandler explained that the Commission has an adopted policy to accumulate a backlog of surveys so they will be available when there are funds to finance construction. As a result of further discussion the Commission authorized a reconnaissance survey and an economic analysis on the section requested during the summer of 1956.

Commissioner McIver inquired concerning the status of plans for construction of the new bridge across the Columbia River between Portland and Vancouver. The Deputy Engineer replied that it is planned to advertise the project for bids about the middle of January, with bids to be opened in Portland by the Oregon State Highway Commission on March 1; also, that when the bids have been received and the amount of money necessary to finance construction has been determined, the sale of bonds in such amount will be advertised and when sold the contract will be awarded. He gave as his feeling that construction of the bridge can start about May 1, 1956. Construction time for the new bridge, he said, is estimated at two years, and it will take about one year to rebuild the old bridge. In preparing the contract for the new bridge, he stated, it is planned to incorporate the working day time limit and a clause providing for liquidated damages for overrunning the time limit, based on the amount of toll that will be lost due to delay in opening of the bridge to traffic. He commented

that the gross toll is expected to be about $4,000 per day. The State of California, he added, uses the liquidated damages clause in its contracts for bridge structures. Commissioner Reynolds commented that he has noticed in magazine articles that several states are considering this feature, and it appears that contractors generally are in favor of it. The Assistant Chief Counsel gave as his opinion that the contemplated method of assessing liquidated damages is legal.

A delegation from Salem appeared before the Commission requesting additional access to US99 from the Safeway Stores property at the north edge of the City of Salem. The following people composed the group: Mr. Roy Harland, Attorney, Salem; Mr. Urlin Page, Union Title Insurance Co., Salem; Mr. O. R. Blair, Division Realty Manager, Safeway Stores, Portland; Mr. Thorburn Reed, Vice President, Commonwealth, Inc., Portland; and Mr. Ralph Williams, Attorney, Portland.

Mr. Harland acted as spokesman. He explained that the property referred to, development of which is contemplated as a shopping center, is located about 3/4 mile north of the underpass on the east side of the Pacific Highway. The property has a 512-foot frontage, which at present has no direct access to the highway, the only access being at two streets situated at the north and south boundaries of the property. He requested two additional points of access, 50 feet in width, along the 512-foot frontage. He pointed out that, prior to the time Safeway Stores negotiated for the property, Mr. Howard E. Olsen, former owner, relinquished two 60-foot rights of access without consideration, and that granting the rights of access as now requested would place the Commission in no different position than it was when the original rights of access were reserved by Mr. Olsen. He also pointed out that there are 46 property owners in this area each of whom has at least one access, there being a total of 77 accesses in this section, or an average of one every 94 feet. This property, he added, is the only one not having a direct right of access. It was his feeling that the owners of the property are entitled to develop it for its highest and best use, which is for business purposes, and such development could not be made unless the additional access points are granted. It is planned, he said, to divide the property into two parcels, consisting of north and south halves, each with a right of access to the highway, and each parcel providing its own offstreet parking. He exhibited photos of the property. Chairman Chandler stated that his explanation had been very clear but that the Commission would have to study the matter in order to determine all the necessary facts, before making a decision.

After the delegation departed, the Right of Way Engineer commented that, when Mr. Olsen owned the property in 1951, at his request the number of accesses to this property was reduced from 8 to 5, and

later increased to 6, again at Mr. Olsen's request. Still later, at Mr. Olsen's request, the number of access points was reduced to 2, being the present number. He pointed out that no attempt has been made to control access in this area. Chairman Chandler commented that granting the two accesses does not appear to create much of an additional hazard to traffic. Commissioner McIver observed that there had been a great many changes in access to this property and that it might be a good idea to study the matter carefully. The Commission instructed the Deputy Engineer and the Right of Way Engineer to submit a complete report on the matter after Mr. Baldock's return.

Hon. Sam Cook, Umatilla County Judge, Pendleton; Don E. Hurrle, Secretary, West End Chamber of Commerce, Hermiston; and John Gray, Umatilla County Engineer, Pendleton, came before the Commission to urge designation of the old highway route through Stanfield, Hermiston, Umatilla and Boardman Junction as a by-pass route for US 30. Mr. Hurrle acted as spokesman and urged designation of this route as a by-pass in order to direct traffic to the Umatilla Bridge, to encourage visitors to see McNary Dam, and to safeguard investments made by businessmen along this route. The Deputy Engineer explained that U. S. route numbering can be done only after approval of the American Association of State Highway Officials and in this instance the State of Washington would have to agree to such designation, which they previously refused to do. Commissioner Reynolds stated that he felt that tourists who wish to see McNary Dam could find it easily but he did not wish to see traffic directed along a more congested route eight miles longer than the present designated route between Stanfield Junction and Boardman. Mr. Hurrle stated that when the new highway was constructed, the route number was removed from the old highway section. It was his feeling that this section should be given the same consideration that was given to Sandy Boulevard in Portland when the easterly portion of the Banfield Expressway was opened to traffic. He asked the Commmission to erect at Stanfield Junction a sign stating "Portland via McNary Dam." People along this old route, he stated, feel that they have a real cause for complaint, and he requested the Commission's answer in writing. His request was granted. Chairman Chandler stated that the Commission wants the public to use the new and shorter highways as they are constructed and he did not feel that the Commission would be justified in erecting a by-pass sign which might encourage tourists unknowingly to take a route 8 miles longer than the new route. The Commission felt, he stated, that it would have to deny the request. However, a state route number could be assigned to this section.

County Judge Cook also brought up for discussion the elimination of two dangerous curves on the Havana-Helix Secondary Highway north of

the newly constructed section near Wild Horse Creek. He said that necessary right of way will be donated; also, that an extension of the new contract project about 300 yards to the north will remedy this situation. The Deputy Engineer stated that the curves referred to by Judge Cook are hazardous but the present contract cannot be extended to remove them. He suggested a reconnaissance survey to determine the feasibility of the improvement as a separate job and the cost involved. The Commission adopted the suggestion and authorized such survey.

The meeting recessed for luncheon at 12:00 noon and reconvened at 2:00 p.m. in the same room, with the same persons present and participating.

Mr. Frank J. Kernan, Portland, appeared before the Commission to request that the Commission release a slope easement held by the State on his property adjoining the right of way of the Pacific Highway in North Portland. The Deputy Engineer explained that the easement was purchased for fill slope purposes but Mr. Kernan has filled in his property so the easement no longer is required. Mr. Kernan pointed out that he filled in his land with 75,000 cu. yds. of material and the Highway Department is not using the easement area. He also said that he has plans to construct a motel on this property but will be handicapped in so doing if he cannot recover the ground on which the State has the easement. Commissioner McIver commented that in his opinion the easement should not be cancelled and that he can see no reason for relinquishing it without a consideration; also, it might be of advantage to the traveling public to keep developments farther back from the highway at this location. Commissioner Reynolds asked Mr. Kernan why the Highway Commission should give up the easement. Mr. Kernan replied that the land is not being used by the Highway Department, that it stops him from developing his property, and that it was his understanding that when the easement was no longer needed by the State, it would revert to him. After some further discussion, Commissioner McIver stated as the feeling of the Commission that inasmuch as the State paid for the easement, and that it is valuable in order to preserve sight distance, there is no good reason to relinquish it. The Commission thereupon decided not to give up the easement unless Mr. Kernan pays for it.

Mr. Kernan also brought up the matter of allowing access to his property in this same location for southbound traffic only, in connection with the new bridge to be constructed between Portland and Vancouver. The Deputy Engineer stated that it will be necessary to purchase property from Mr. Kernan in construction of the new bridge and its south approach, and his request will have to be studied before he can make a recommendation. The Commission instructed the Deputy Engineer and the Right of Way Engineer to investigate the matter and report later.

The Hon. Lowell Stockman, former U. S. Representative in Congress, came before the Commission concerning a lease granted by the State Highway Commission to the Pilot Rock Lumber Company for the use

of State Park property at the North Fork of the John Day River on the Pendleton-John Day Highway. He explained that when the property was deeded to the State for park purposes, it was anticipated that the Lumber Company would be in business only about 15 years and the lease granted to them appeared adequate. However, conditions have changed and now it appears that the Company may have a perpetual operation. The Company, he stated, is anxious to regain possession of the property and he stated that he had heard that the Commission might wish to extend the lease or sell the property on the basis of competitive bids. Commissioner Reynolds pointed out that the existing lease held by the Pilot Rock Lumber Company does not expire for 19 years and the Commission has decided that it would be unwise to extend it beyond that time but will sell the property outright, subject to the existing lease. Commissioner McIver commented that the Highway Commission prefers to get out of the rental business, and as any one particular Commission serves for only a short time, there would be little point in this Commission extending the lease which still has 19 years to run. Mr. Stockman stated that he had hoped that the lease might be extended to 50 years and the property then be put up for sale. He expressed apprehension that a business competitor might run up the price if the land is put up for bids. After some further discussion, Mr. Stockman stated that it was agreeable with him to advertise the property for sale on competitive bids for a minimum price of $2,000. However, the terms of sale should be so stated as to include the spring which is now being used by the camp as a source of water. The Commission agreed that the spring should be included in the sale, if the State controls it, and authorized the Parks Superintendent to advertise the property for sale at a minimum cost of $2,000 by adopting the attached resolution relative thereto marked EXHIBIT "J", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Mr. Stockman also brought up for discussion an inadequate clearance of a railroad structure over the Oregon-Washington Highway in Pendleton. He explained that to supply wood chips for the mill at Pilot Rock, arrangements have been made to haul some of them from the Milton-Freewater area and that trucks that do the hauling are 4" too high to allow passage beneath the railroad structure. An alternate route, he said, involves use of county roads entailing an additional distance of 26 miles, and also restrictions at certain times of the year on weight limits. The trucks, he stated, have been built to haul 72,000 lbs. and it is not economically feasible to remodel the trucks to a lower height nor to haul a lighter load. He asked the Commission to increase the clearance at this particular structure. The Deputy Engineer stated that this situation has been investigated and it appears feasible to lower the highway about 10" at a cost of $3,000 to $4,000 to provide a standard 14' clearance. The Commission authorized this improvement as soon as weather permits.

At the request of Chairman Chandler the Right of Way Engineer reviewed for the Commission the status of property acquisition for projects proposed for contracting at the January letting.

Inquiry was made by Commissioner McIver concerning the status of the Superbilt case in Portland. Mr. Charles Peterson, Attorney, who was present, replied that it is hoped that the case can be brought to trial in February and that they now are in the process of securing new appraisals of the property.

The Assistant Chief Counsel presented a form of letter agreement with the S. P. & S. Railway Company by which the Highway Commission agrees to purchase all of the rights of the Company, in Blocks 110, 112, 113, and 151, as shown on record plat of East Portland; Blocks 86, 87, 105, 108, 109, 124, and 129 of Holladay's Addition to East Portland; and Blocks 69 and 73 in East Portland; also, covering an easement to the State to construct, maintain and operate a bridge structure across the interests of the Railway Company in Blocks 66, 67 and 68 of East Portland, all for a consideration of $86,297. He explained that this acquisition is to permit further construction of the T. H. Banfield Expressway in Portland between Burnside Bridge and 12th Avenue S.E. The Commission approved and signed the agreement.

Commissioner McIver inquired concerning the survey for realignment of the Pacific Highway East between Albany and Eugene. The Deputy Engineer replied that the survey is nearing completion but right of way descriptions have not yet been prepared. He pointed out that this proposed route will cause a lot of farm severances.

The Commission discussed with the Deputy Engineer bids received in the morning session and at 3:00 p.m. Commissioner McIver publicly announced awards of contracts, as follows:

"Grading and topping the Boulder Gorge Section of the Sumpter Valley Highway south and west of Baker in Baker County: The Commission elects to accept the bid of Durbin Bros., Eugene, in the sum of $44,160 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired.

"Grading and oiling Deep Canyon Section of the McKenzie Highway east of Sisters in Deschutes County: The Commission elects to accept the bid of Allum Bros., Eugene, in the sum of $349,502 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Grading, paving and shoulder oiling the East Unit, Crescent Lake Junction-The Dalles-California Junction Section of the Willamette Highway in Klamath County: The Commission elects to accept the bid of Warren Northwest, Inc., Portland, in the sum of $364,241.50 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Construction of South Sixth Street (Klamath Falls) Grade Separation Structure over the Southern Pacific Railroad on the Klamath Falls-Lakeview Highway in Klamath County: The Commission elects to accept the bid of Tom Lillebo, Reedsport, in the sum of $899,964.25 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Division No. 4 Guardrail Project on The Dalles-California and Willamette Highways in Klamath and Lane Counties: The Commission awarded the contract to the low bidder Trussfab, Inc., Portland, at their bid price of $11,628.

"Construction of a concrete deck girder bridge over Nehalem River on the Miami Valley Road in Tillamook County: The Commission elects to accept the bid of Workman & Wilson, Canby, in the sum of $124,720 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Tillamook County is received and the sum of $28,000 is deposited by the County.

"Construction of a concrete undercrossing of the Union Pacific Railroad Company tracks on the Hinkle-Bocks Corner Section of the Hermiston Secondary Highway in Umatilla County: The Commission elects to accept the bid of George E. Berry, Beaverton, in the sum of $101,500 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired.

"Construction of a concrete grade separation structure west of the Yamhill River on the Three Mile Lane Highway in Yamhill County: The Commission awarded the contract to the low bidder Birkemeier Construction Co., Milwaukie, at their bid price of $108,080.

There being no further business to come before the Commission at this time the meeting was declared adjourned at 3:15 p.m.

Deputy State Highway Engineer

Chairman

Commissioner

Secretary

Commissioner

December 20, 1955

EXHIBITS "A" through "O"

Minutes of the

OREGON STATE HIGHWAY COMMISSION MEETING

held on

December 19 and 20, 1955

EXHIBIT "A"

Minutes of December 19 and 20, 1955

RESOLUTION

WHEREAS, in connection with the future improvement of the highway herein designated, and for the convenience and benefit of the public, it is and has been necessary to acquire property for rights of way, quarry sites, gravel or other material sites, sites for the storage of materials, and properties for other purposes authorized by statute as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed,

NOW, THEREFORE BE IT RESOLVED that the following described properties are hereby declared to be necessary for State highway, park, and other uses under the jurisdiction of the Commission, and that the several options or bases of settlement hereinafter enumerated be, and the same hereby are approved and accepted, and that the attorney for the Commission be, and he hereby is, instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon, by and through its State Highway Commission. The said properties hereby ordered and authorized to be acquired are as follows:

Willamette River to 42nd Avenue-T. H. Banfield Expressway

24123 Wagner, Harr L. and Bessie V. (Grant)
Right of Way
Option expires April 18, 1956

600 sq. ft. at $1.50 per sq. ft.	$ 900.00
Damage	300.00

Amount to be paid owners - chrg to Right of Way $ 1,200.00

Grantors to have 20 days after notice to remove trees, shrubs and plants.

THINGS TO BE DONE BY THE STATE

Construct at own expense a cement sidewalk and curb of

EXHIBIT "A" (cont)

present width along the N. E. Halsey St. side of grantor's remaining property.

Access not controlled- (Halsey St.)

24121 Goss, John D. and Eline W. (Grant)
Right of Way
Option expires May 20, 1956

162 sq. ft. at $1 per sq. ft.	$ 162.00
Remove 6' of building and damage	2,838.00
Amount to be paid owners-chrg to Right of Way	$ 3,000.00

Grantor to remove six feet of building required for r/w purposes 30 days after notification of acceptance.

No vehicular access to building from Halsey St. or 39th Ave.

Access controlled-Halsey St.

Confirmation of telephone approval by Mr. McIver, November 30, 1955.

Clay-Columbia Street Interchange Section-Pacific West Highway

20670 Continental Pacific Lines (Mayhew)
Right of Way
Option expires Feb. 1, 1956

11,000 sq. ft. lease exp. 11-1-57 assigned to State by Manufacturers Engr. Co., Inc. Release	$16,500.00
Amount to be paid owners-chrg to Right of Way	$16,500.00

Grantor to continue to pay rent on a month to month basis.
Grantor may vacate on a 30 days notice.
State to have possession on April 1, 1956.
Land and building purchases subject to lease under Commission approval January 21, 1954.

Entire taking-

Confirmation of phone approval by Mr. McIver November 8, 1955.

EXHIBIT "A" (cont)

Harbor Drive-Barbur Boulevard Section-Portland-Salem Expressway

21010 Dreyer, Agnes J. (Smith)
Right of Way
Option expires April 24,1956

11,170 sq. ft. at $0.25 per sq. ft.	$ 2,792.50	
House, 1,065 sq. ft. at $10.20 per sq. ft.	10,863.00	
Garage	1,522.50	
Patio, 648 sq. ft. at $0.25 per sq. ft.	162.00	
Shrubs, driveway and walks	410.00	
Amount to be paid owner-chrg to Right of Way		$15,750.00
State to share with Grantor 1955-56 taxes Pro-rated as of date of final settlement. Estimate		150.00
GRAND TOTAL		$15,900.00

Grantor to retain wall to wall carpeting
Grantor may occupy property for 90 days after receiving notice of acceptance, without payment of rent, thereafter to rent or vacate property.

Entire taking-

22516 Burfield, Harry C. and Edna C. et al (Smith)
Right of Way
Option expires May 6, 1956

4,750 sq. ft. at $0.18+ per sq. ft.	$ 880.00	
House, 830 sq. ft. at $5.50-per sq. ft.	4,600.00	
Amount to be paid owners-chrg to Right of Way		$ 5,480.00
State to assume last half of 1955-56 taxes. Est.		55.00
GRAND TOTAL (Estimate)-chrg to Right of Way		$ 5,535.00

Grantors to vacate 60 days from notice of acceptance.

Entire taking-

EXHIBIT "A" (cont)

Harbor Drive-Barbur Boulevard-Portland-Salem Expressway

22208 Maitland, Ralph R. and Yvonne D. (Grant)
Right of Way
Option expires May 14, 1956

5,000 sq. ft. at $0.30 per sq. ft.	$ 1,500.00	
House, 774 sq. ft. at $9 per sq. ft.	6,966.00	
Garage, 240 sq. ft. at $3 per sq. ft.	720.00	
Yard improvements	414.00	
Amount to be paid owners-chrg to Right of Way		$ 9,600.00

Entire taking-

Hillsboro One Way Street Section-Tualatin Valley Highway

23840 City of Hillsboro (Black)
Right of Way
Deed signed November 1, 1955

0.17 acre, lump sum	$ 1.00	
Amount to be paid owners-chrg to Right of Way		$ 1.00

Access not controlled-

Tillamook-Donaldson Creek Section-Wilson River Highway

23495 Wiseman, Henry E. and Esther (Benner)
Right of Way
Option expires May 15, 1956

0.54 acre at $1,000 per acre	$ 540.00	
Amount to be paid owners-chrg to Right of Way		$ 540.00

THINGS TO BE DONE BY THE STATE

Fence parcel along right of way line in accordance with area standards.

Access controlled-none allowed-

23501 Tillamook Lodge #94, I.O.O.F. (Benner)
Right of Way
Option expires May 13, 1956

EXHIBIT "A" (cont)

Tillamook-Donaldson Creek Section-Wilson River Highway (Cont)

23501 Tillamook Lodge #94, I.O.O.F. (cont)

0.12 acre at $1,000 per acre $ 120.00

Amount to be paid owners-chrg to Right of Way $ 120.00

THINGS TO BE DONE BY THE STATE

Fence right of way line in conformance with area standards.

Access controlled-none allowed-

23493 Kinnaman, Elsie (Benner)
Right of Way
Option expires June 5, 1956

0.063 acre, encroachment damage, etc., lump sum $ 700.00

Amount to be paid owner-chrg to Right of Way $ 700.00

Access controlled-none allowed-

Wallace Bridge-Sheridan Unit-Valley Junction-Sheridan Section-Salmon River Highway

24151 Jesuit Novitiate of Sheridan (Harrington)
Right of Way
Option expires May 24, 1956

3.80 acres at $250 per acre $ 950.00

Amount to be paid owners-chrg to Right of Way $ 950.00

THINGS TO BE DONE BY THE STATE

Fence right of way.

Access controlled-none allowed-

24162 Wren, Robert Lee and Francesca F. (Harrington)
Right of Way
Option expires May 21, 1956

2.92 acres at $325.68+ per acre $ 951.00

EXHIBIT "A" (cont)

Wallace Bridge-Sheridan Unit-Valley Junction-Sheridan Section-Salmon River Highway (cont)

24162 Wren, Robert Lee and Francesca F. (cont)

House, 930 sq. ft. at $4 per sq. ft.	$ 3,720.00	
Garage and barn, 1,632 sq. ft. at $1/ sq. ft.	1,632.00	
Trees, shrubs, lawn and misc. small buildings	447.00	
Amount to be paid owners-chrg to Right of Way		$ 6,750.00
State to assume last half of 1955-56 taxes. Estimate		35.00
GRAND TOTAL (Estimate)-chrg to Right of Way		$ 6,785.00

Grantors to vacate 60 days from notice of acceptance.

Entire taking-

24321 Belton, George H. and Gloria (Harrington)
Right of Way
Option expires June 6, 1956

0.16 acre, lump sum	$ 50.00	
Amount to be paid owners-chrg to Right of Way		$ 50.00

Access to be via frontage road, which will be constructed as part of project.

Access controlled-

24160 Teats, B. A. et al (Harrington)
Right of Way
Option expires May 24, 1956

18.63 acres at $300 per acre	$ 5,589.00	
House, 860 sq. ft. at $7 per sq. ft.	6,020.00	
Barn, 1,696 sq. ft. at $1 per sq. ft.	1,696.00	
Misc. buildings	100.00	
Trees, shrubs, berries and lawn	995.00	
Well and pump house	600.00	
Amount to be paid owners-chrg to Right of Way		$15,000.00

EXHIBIT "A" (cont)

Wallace Bridge-Sheridan Unit-Valley Junction-Sheridan Section-Salmon River Highway (Cont)

24160 Teats, B. A. et al (cont)

State to assume last half of 1955-56 taxes. Estimate $ 75.00

GRAND TOTAL (Estimate)-chrg to Right of Way $15,075.00

Grantors to give possession to State on or before March 1, 1956.

Entire taking-

24319 Elliott, Milo H. and Clara M. (Harrington)
Right of Way
Option expires June 7, 1956

2.01 acres at $300 per acre	$ 603.00
Damages	500.00

Amount to be paid owners-chrg to Right of Way $ 1,103.00

Grantors to remove young trees from right of way.

THINGS TO BE DONE BY THE STATE

Provide adequate drainage between Grantor's remaining land and connecting road. Avoid destruction of Grantor's water supply and pipe line.

Access controlled-previous deed-

24114 Knutson, Kenneth N. and Barbara (Gemmell)
Right of Way
Option expires May 28, 1956

0.48 acre, lump sum	$ 150.00

Amount to be paid owners-chrg to Right of Way $ 150.00

THINGS TO BE DONE BY THE STATE

Fence right of way.

Access controlled-none allowed-

25912

EXHIBIT "A" (cont)

Wallace Bridge-Sheridan Unit-Valley Junction-Sheridan Section-Salmon River Highway (cont)

24147 Harris, N. O. et al (Harrington)
Right of Way
Option expires May 28, 1956

1.39 acres at $600 per acre (farmstead)	$ 834.00
2.54 acres at $400 per acre (frontage)	1,016.00
8.10 acres at $300 per acre	2,430.00
3.97 acres at $250- per acre	990.00
Dwelling, 720 sq. ft. at $6.50 per sq. ft.	4,680.00
Chicken house, 1,400 sq. ft. at $1.25/ sq. ft.	1,750.00
Barn, 1,000 sq. ft., with attached sheds	850.00
Garage, 228 sq. ft.	450.00
Machine shed, 448 sq. ft.	450.00
Shed, 168 sq. ft.	150.00
Lean-to, on house	100.00
2 wells and pumps	580.00
Trees, shrubs, grapes and landscaping	720.00

Amount to be paid owner-chrg to Right of Way $15,000.00

Grantors to vacate by March 1, 1956.

Entire taking-

Salem-Stout Creek Section-North Santiam Highway

22316 Zimmerman, Arnold J. et al (Gemmell)
Right of Way, Quarry and Haul Road
Option expires April 30, 1956

9.33 acres at $250 per acre	$ 2,332.50
19.07 acres at $150 per acre	2,860.50
Severance damage	922.00

Amount to be paid owners-chrg to Right of Way $ 3,097.00

Amount to be paid owners-chrg to Quarry Site 3,018.00

GRAND TOTAL $ 6,115.00

THINGS TO BE DONE BY THE STATE

Fence right of way and install a metal gate 16' wide on each side of Sta. 873+10, and construct approaches.

EXHIBIT "A" (cont)

Salem-Stout Creek Section-North Santiam Highway (cont)

22316 Zimmerman, Arnold J. et al (cont)

Farm crossing at Sta. 873+10.

Access controlled-none allowed-

22633 Laux, Anna M. et al (Gemmell)
Right of Way
Option expires April 30, 1956

19.24 acres at $250+ per acre	$ 5,000.00	
Amount to be paid owners-chrg to Right of Way		$ 5,000.00

Entire taking-

22630 Minden, Anthony M. and Emma (Gemmell)
Right of Way
Option expires May 29, 1956

3 acres at $500 per acre	$ 1,500.00	
5.24 acres at $300+ per acre	1,584.00	
Severance damage to 35 A. + reduction in improvement value	3,416.00	
Amount to be paid owners-chrg to Right of Way		$ 6,500.00

THINGS TO BE DONE BY THE STATE

Fence r/w; install 2" galvanized pipe in interchange leg for irrigation purposes, at approx. Sta. 779+00; construct an approach and install 16' metal gate along Sublimity-Stayton Hwy. off Leg E, at Sta. 787+00.

Access controlled-none allowed-

Mill City-Gates Section-North Santiam Highway

24094 Montag and Sons (Benner)
Scale Site
Option expires May 6, 1956

3.7 acres, 20' x 36' office building, 20' x 22' building, 300' deep well, with pump, lump sum	$ 5,000.00

EXHIBIT "A" (cont)

Mill City-Gates Section-North Santiam Highway (Cont)

24094 Montag and Sons (cont)

Amount to be paid owners-chrg to Misc. Sites $ 5,000.00

Entire taking-

Judkins Point-Goshen Section-Pacific Highway

20117 Konschot, Frederick O. et al (Reeder)
Right of Way
Option expires May 9, 1956

33,977 sq. ft. at $0.0736- per sq. ft.	$ 2,500.00
Severance damage	2,500.00

Amount to be paid owners-chrg to Right of Way $ 5,000.00

THINGS TO BE DONE BY THE STATE

Construct 20 foot road approach on Easterly property line, also, connection road to the proposed revised Judkins road, at approximately Sta. 10+00.

Access controlled-none allowed on Pacific Highway-

17278 Von Ohlen, C. R. et al (Reeder)
Right of Way
Option expires April 18, 1956

.105 acres at $1000 per acre	$ 105.00
Severance damage	45.00

Amount to be paid owners-chrg to Right of Way $ 150.00

THINGS TO BE DONE BY THE STATE

Reconstruct a 25' wide road approach opposite and westerly of center line Sta. 307+17, located on westerly side of frontage road or interchange, during construction period.

Access controlled-none allowed on Pacific Hwy.-

EXHIBIT "A" (cont)

Umpqua Bend-South Umpqua River Unit-Myrtle Creek-Canyonville Section-Pacific Highway

23777 Stonerod, Earl D. and Doris (Morgan)
Right of Way
Option expires May 14, 1956

0.63 acre, lump sum	$ 600.00
Damage	400.00

Amount to be paid owners-chrg to Right of Way $ 1,000.00

Grantor to have unrestricted access to frontage road.

Access controlled-none allowed except to frontage road-

23780 Glassco, Nathan Allen and Juanita Faye (Morgan)
Right of Way
Option expires May 14, 1956

5,000+ sq. ft. at $0.05-	$ 250.00
Damage	500.00

Amount to be paid owners-chrg to Right of Way $ 750.00

THINGS TO BE DONE BY THE STATE

Connect present driveway to frontage road.

Access controlled-none allowed except to frontage road-

Louse Creek-Grants Pass Section-Pacific Highway

23321 Ewers, Mitchell and Ula L. (Morgan)
Right of Way
Option expires May 27, 1956

.89 acre, 219' hwy. frontage	$ 3,000.00
House, 720 sq. ft. at $6.25/ sq. ft.	4,500.00
Chicken house, 12 x 16	250.00
Barn and garage	175.00
Well, 103', with elect. pump	575.00

Amount to be paid owners-chrg to Right of Way $ 8,500.00

EXHIBIT "A" (cont)

Louse Creek-Grants Pass Section-Pacific Highway (cont)

23321 Ewers, Mitchell and Ula L. (cont)

Grantor to vacate within 90 days after acceptance. State or its agents may enter upon Southerly part of property upon payment of purchase price.

Entire taking-

24115 Hopper, Harold J. and Annie J. (Holt)
Right of Way
Option expires June 5, 1956

257 sq. ft., lump sum $ 10.00

Amount to be paid owners-chrg to Right of Way $ 10.00

Access controlled-none allowed, except by frontage road-

24116 Gardner, Roy E. and Martha O. (Holt)
Right of Way
Option expires June 4, 1956

0.04 acre, lump sum $ 50.00

Amount to be paid owners-chrg to Right of Way $ 50.00

Access controlled-none allowed, except by frontage road-

North Bound Route in Ashland Section-Pacific Highway

23262 U. S. National Bank of Portland (Hill)
Right of Way and Slope Easement, Third St.
Option expires May 1, 1956

528 sq. ft. at $1+ per sq. ft.	$ 550.00	
250 sq. ft. at $0.50 per sq. ft. (Sl. eas.)	125.00	
Amount to be paid owners-chrg to Right of Way		$ 675.00
State to assume 1955-56 taxes. Estimate		14.00
GRAND TOTAL (Estimate)-chrg to Right of Way		$ 689.00

THINGS TO BE DONE BY THE STATE
Construct an approach, 20 feet in width, at Sta. 32+88.

Access not controlled-

EXHIBIT "A" (cont)

North Bound Route in Ashland Section-Pacific Highway (cont)

23244 Sheehan, Robert J. et al (Hill)
Right of Way
Option expires April 24, 1956

4,356 sq. ft. at $0.50+ per sq. ft.	$ 2,200.00	
House, lump sum	5,400.00	
Shed	150.00	
Amount to be paid owners-chrg to Right of Way		$ 7,750.00
State to assume 1955-56 taxes. Estimate		155.00
GRAND TOTAL (Estimate)-chrg to Right of Way		$ 7,905.00

Grantors to vacate 60 days from notice of acceptance.

Entire taking-

23231 First Presbyterian Church of Ashland (Hill)
Right of Way
Option expires May 20, 1956

160 sq. ft., lump sum	$ 200.00	
Amount to be paid owners-chrg to Right of Way		$ 200.00

THINGS TO BE DONE BY THE STATE

Salvage and re-construct retaining wall and re-construct existing sidewalk and curb.

Access not controlled-

23235 Litwiller, C. M. and Hattie B. (Hill)
Right of Way and Slope Easement
Option expires May 15, 1956

210 sq. ft. at $0.50-per sq. ft.	$ 100.00	
2,625 sq. ft. at $0.80 per sq. ft.	2,100.00	
Garage, lump sum	500.00	
Severance Damage	300.00	
Amount to be paid owners-chrg to Right of Way		$ 3,000.00

EXHIBIT "A" (cont)

North Bound Route in Ashland Section-Pacific Highway (cont)

23235 Litwiller, C. M. and Hattie B. (cont)

THINGS TO BE DONE BY THE STATE

Re-construct driveway under bridge, connecting same with Water St., with easement being granted for use of same. Driveway to be not less than 20' in width. State may encroach on Grantors' remaining property to remove building.

Access not controlled-

23233 Newbry, Lyndel W. (Hill)
Right of Way and Slope Easement
Option expires May 22, 1956

0.060 A. for R/W and 0.03 A., slope easement, lump sum $ 1.00

Amount to be paid owner-chrg to Right of Way $ 1.00

THINGS TO BE DONE BY THE STATE

Construct an approach over Ashland Creek to Water St. Est. $ 610.00

Access not controlled-

23237 Claycomb, Herschel L. and Isabelle H. (Hill)
Right of Way and Slope Easement
Option expires May 21, 1956

0.08 A., R/W, and 0.10 A., Sl. Eas., lump sum $ 1,500.00

Amount to be paid owners-chrg to Right of Way $ 1,500.00

THINGS TO BE DONE BY THE STATE

Install one 4" pipe line to service fuel tanks; provide adequate drainage to parking lot; convey approx. 5445 sq. ft. excess property acquired from Bertha E. Sawyer #23241, reserving a slope easement, as an exchange part of the settlement upon the grounds and for the reason that the said property, in the opinion of the commission, is no longer needed, required, or useful for highway purposes, and the value of the property to be acquired by the State is not less

EXHIBIT "A" (cont)

North Bound Route in Ashland Section-Pacific Highway (cont)

23237 Claycomb, Herschel L. and Isabelle H. (cont)

than the value of the property to be relinquished by the State, and the cash to be paid by the State.

Access not controlled-

23257 Morgan, W. D. and Doris (Hill)
Right of Way and Slope Easement
Option expires May 28, 1956

450 sq. ft. at $1.50 per sq. ft.	$ 675.00	
250 sq. ft. at $0.50 per sq. ft. (Sl. Eas.)	125.00	
720 sq. ft. comb. garage and show room, lump sum	3,700.00	
Damages	1,500.00	
Amount to be paid owners-chrg to Right of Way		$ 6,000.00

Grantor permits entrance on remaining property to remove building. Vacation date January 1, 1956.

THINGS TO BE DONE BY THE STATE

Construct 20' wide approach at Sta. 30+8. Caution to be used not to cause damage. Easement to be granted across Martin property for approach purposes.

Access not controlled-

23236 Meyer, Annie L. G. (Hill)
Right of Way
Option expires May 18, 1956

363 sq. ft. ±, lump sum	$ 500.00	
Frame building	1,500.00	
Damage	500.00	
Amount to be paid owner-chrg to Right of Way		$ 2,500.00

THINGS TO BE DONE BY THE STATE

State, its agent or contractor may enter upon remaining property to remove building within right of way.

Access not controlled-

EXHIBIT "A" (cont)

North Bound Route in Ashland Section-Pacific Highway (cont)

23251 J. W. Copeland Yards (Hill)
Right of Way
Option expires February 5, 1956

961 sq. ft at $1+ per sq. ft.	$ 1,000.00	
Damages	500.00	
Amount to be paid owners-chrg to Right of Way		$ 1,500.00

Grantor to convey property by special warranty deed.

THINGS TO BE DONE BY THE STATE

Construct approach 20' wide at Sta. 22+87, located on Southerly side of center line. Reconstruct approach on Northerly side of center line to property of Grantor. No change of grade on N. side of center line and change of grade, southerly side of center line limited to a cut 4 to 12 inches below present ground level.

Access not controlled-

Wilderville Jerome Prairie Unit-Hayes Hill-Grants Pass Section-Redwood Highway

23008 Landers, Eunice E. (Morgan)
Right of Way
Option expires May 6, 1956

3.4 acres at $800 per acre	$ 2,720.00	
1, 24 x 60 hen house at $1.25 per sq. ft.	1,800.00	
1, 20 x 20 brooder house at $1.20 per sq. ft.	480.00	
Amount to be paid owner-chrg to Right of Way		$ 5,000.00
State to assume 1955-56 taxes. Estimate		50.00
GRAND TOTAL (Estimate)-chrg to Right of Way		$ 5,050.00

THINGS TO BE DONE BY THE STATE

Fence south right of way line.

Access controlled-none allowed-

EXHIBIT "A" (cont)

East Fork-Illinois River Unit-O'Brien-Cave Junction Section-Relocated Redwood Highway

24211 Dunlap, Howard and Aubrey (Reeder)
Right of Way
Option expires May 20, 1956

0.24 acre, plus allowance, lump sum	$ 25.00	
Amount to be paid owners-chrg to Right of Way		$ 25.00

Entire taking-

24213 Hamilton E. F. et al (Reeder)
Right of Way
Option expires May 21, 1956

7840 sq. ft. at $0.016- per sq. ft.	$ 124.00	
Severance damage	76.00	
Amount to be paid owners-chrg to Right of Way		$ 200.00

Grantor to use access on Hamilotn Avenue, said St. connects to Redwood Hwy., Sta. 665+25, E. side, to be 20' wide, residential or private.

Access controlled-none allowed

Coquille-Rink Creek Section-Coos Bay-Roseburg Highway

24067 Jacobsen, Earl F. and Charlotte (Morgan)
Right of Way
Option expires May 16, 1956

7.4 acres at $1,500 per acre	$11,100.00	
2.26 acres, home site at $930- per acre	2,100.00	
House, 1,130 sq. ft. at $6.50 per sq. ft.	7,345.00	
Garage and cabin	950.00	
Well	500.00	
Graveled driveways and moving of shed	165.00	
160 rids of fencing at $4 per rod	640.00	
Damage	3,700.00	
Amount to be paid owners-chrg to Right of Way		$26,500.00

25852

EXHIBIT "A" (cont)

COQUILLE-RINK CREEK SECTION-COOS BAY-ROSEBURG HIGHWAY (cont)

24067 Jacobsen, Earl F. and Charlotte (cont)

State to assume 1955-56 taxes. Estimate $ 265.00

GRAND TOTAL (Estimate)-chrg to Right of Way $26,765.00

Grantor may remain in residence 90 days after acceptance.

THINGS TO BE DONE BY THE STATE

Construct road approaches as granted.
May enter upon Grantors' remaining land to reconstruct and maintain a drainage culvert on westerly side of Sta. 57+25±. May enter upon property on West side of present hwy. 30 days from acceptance.
Access: 55+00, 74+30, 74+60 and 75+30, Westerly side of hwy., unrestricted.

Access controlled-

24047 Isler, Adolph and Lena, et al (Holt)
Right of Way
Option expires May 11, 1956

6,970 sq. ft. at $1.50 per sq. ft.	$10,455.00	
Store building, 1290 sq. ft. at $3.20+/ sq. ft.	4,137.00	
Sheet metal shop, 2940 sq. ft. at $4.50/ sq. ft.	13,230.00	
Damage	2,178.00	
Amount to be paid legal owners-Adolph Isler et ux		$30,000.00
Amount to be paid lessee-A. C. Reese et ux		1,500.00
GRAND TOTAL-chrg to Right of Way		$31,500.00

Grantors to vacate by Jan. 1, 1956

THINGS TO BE DONE BY THE STATE

Provide 6" sewer line to E. right of way line and construct 25' road approach at Sta. 13+90, E. side. May remove buildings.

Access not controlled-

EXHIBIT "A" (cont)

COQUILLE-RINK CREEK SECTION-COOS BAY-ROSEBURG HIGHWAY
(cont)

24062 F. A. Barton Estate (Holt)
Right of Way
Option expires April 30, 1956

.65 acre at $2,000 per acre	$ 1,300.00
Well	500.00
House, 308 sq. ft.	1,000.00
Amount to be paid owners-chrg to Right of Way	$ 2,800.00

Entire taking-

24064 Bogert, C. H. and Eleanor M. (Holt)
Right of Way
Option expires May 9, 1956

.9 acre at $2,000 per acre	$ 1,800.00
7,035 cubic yds. of fill at $0.45+ / cu. yd.	3,200.00
Amount to be paid owners-chrg to Right of Way	$ 5,000.00

THINGS TO BE DONE BY THE STATE

Construct three approaches on westerly side of hwy. at Stas. 41+40, 35', 47+50, 50', 51+00, 30', unrestricted.

Access controlled-

24065 Detlefsen , Edward L. and Grace R. (Morgan)
Right of Way
Option expires April 30, 1956

1.13 acres at $2,500 per acre	$ 2,825.00
0.3 acre at $1,500 per acre	450.00
House	1,575.00
Damage	1,000.00
Moving bid (by B. H. Mann)	2,950.00
Amount to be paid owners-chrg to Right of Way	$ 8,800.00

THINGS TO BE DONE BY THE STATE

Construct road approaches opposite Stas. 50+75

EXHIBIT "A" (cont)

COQUILLE-RINK CREEK SECTION-COOS BAY-ROSEBURG HIGHWAY (cont)

24065 Detlefsen, Edward L. and Grace R. (cont)

and 46+10 and 44+90, reserving the right to Grantors for an access at Sta. 42+00.
May enter onto Grantors' adjoining land to move house opposite Sta. 45+50 onto Grantors' property.

Access controlled-

(Morgan)

24065 Detlefsen, Edward L. et al
Right of Way
Option expires April 30, 1956

.08 acre, lump sum $ 10.00

Amount to be paid owners-chrg to Right of Way $ 10.00

THINGS TO BE DONE BY THE STATE

Construct road approach opposite Sta. 44+90.

Access controlled-

MILLICOMA BRIDGE UNIT-ENEGREN FERRY-ALLEGANY SECTION-COOS RIVER HIGHWAY

(Morgan)

23568 Weyerhaeuser Timber Co.
Right of Way
Deed in lieu of option

2.12 acres at $100 per acre $ 212.00
Merchantable timber, lump sum 38.40

Amount to be paid owners-chrg to Right of Way $ 250.40

Access not controlled-

Confirmation of approval by Mr. Chandler November 15, 1955.

DELMAR-CHINA CAMP CREEK SECTION-OREGON COAST HIGHWAY

(Reeder)

14099 Chard, George Hiram and Clara Kathrine
Waiver of Access dated November 1, 1955

EXHIBIT "A" (cont)

DELMAR-CHINA CAMP CREEK SECTION-OREGON COAST HIGHWAY

(cont)

14099 Chard, George Hiram and Clara Kathrine (cont)

Waiver of Access $ 50.00

Amount to be paid owners-chrg to Right of Way $ 50.00

Access reserved at Sta. 444+00 and 446+95, Westerly side, 14 feet wide, for farm and residential use.

Access controlled-

14099 Hazzard, Elmer W. and Erma M. (Reeder)
Waiver of Access dated November 5, 1955

Waiver of Access $ 25.00

Amount to be paid owners-chrg to Right of Way $ 25.00

Access reserved at Sta. 444+80, Westerly side, 14 feet wide, for farm and residential use.

Access controlled-

MORO-GRASS VALLEY SECTION-SHERMAN HIGHWAY

23867 Muir, Nellie M. (Bucknum)
Right of Way
Option expires May 16, 1956

.04 acre, lump sum $ 25.00

Amount to be paid owner-chrg to Right of Way $ 25.00

Access Northerly side at Sta. 477+70, private residential use, only.

Access controlled-

24080 French, Giles L. and Lela (Bucknum)
Right of Way
Option expires May 16, 1956

707 sq. ft. at $0.25 per sq. ft. $ 176.75

EXHIBIT "A" (cont)

MORO-GRASS VALLEY SECTION-SHERMAN HIGHWAY (cont)

24080 French, Giles L. and Lela (cont)

5 trees at $25 per tree	$ 125.00	
Hedges, flowers, lawn	198.25	
Amount to be paid owners-chrg to Right of Way		$ 500.00

THINGS TO BE DONE BY THE STATE

Construct curb along S.E. side. No part of property to be disturbed until needed for widening the highway or constructing drainage, therefor.
Access at Sta. 474+48, S.E. side, for private residential use, only.

Access controlled-

24373 King, Frances et al (Bucknum)
Right of Way
Option expires May 24, 1956

0.4 acres at $200 per acre	$ 80.00	
Cost of fence line, seed and fertilizer	20.00	
Amount to be paid owners-chrg to Right of Way		$ 100.00

Right of access, farm crossings and approaches, as set forth in Option 23875.

Access controlled-

DEEP CANYON UNIT-SISTERS-DESCHUTES RIVER SECTION-MCKENZIE HIGHWAY

24175 Gray, Joseph W. (Cozad)
Right of Way
Option expires May 9, 1956

7.8 acres at $10+ per acre	$ 80.00	
Amount to be paid owner-chrg to Right of Way		$ 80.00

Access controlled-none allowed-

EXHIBIT "A" (cont)

DEEP CANYON UNIT -SISTERS-DESCHUTES RIVER SECTION-
MCKENZIE HIGHWAY (cont)

24177 Warren, Edith Pfinster et al (Cozad)
Right of Way
Option expires May 20, 1956

5.4 acres at $15 per acre $ 81.00

Amount to be paid owner-chrg to Right of Way $ 81.00

THINGS TO BE DONE BY THE STATE

Re-establish fence on Southerly side. Est. cost, $250.
Provide farm crossing access 25 feet wide at Sta. 87.

Access controlled-

ODELL BUTTE-THE DALLES-CALIFORNIA JUNCTION SECTION-
WILLAMETTE HIGHWAY

24181 Willey, George R. and Mary V. (Bucknum)
Right of Way
Option expires May 8, 1956

.14 acre, lump sum $ 50.00

Amount to be paid owners-chrg to Right of Way $ 50.00

Access controlled-none allowed-

24179 Halfway House, Inc. (Bucknum)
Right of Way
Option expires May 15, 1956

0.63 acres at $400 per acre $ 252.00
Re-establishing neon sign Gratis

Amount to be paid owners-chrg to Right of Way $ 252.00

Grantor to re-establish neon sign.

THINGS TO BE DONE BY THE STATE

Arrange for re-establishing power pole.
Access on Northerly side to continue as at present.
Access, 50', Sta. 257+98, and Sta. 259+48, S. sides, for operation of motel, store, service station and private residential use, only.

Access controlled-

EXHIBIT "A" (cont)

ODELL BUTTE-THE DALLES-CALIFORNIA JUNCTION SECTION-WILLAMETTE HIGHWAY (cont)

24178 Ivory Pine Company (Bucknum)
Right of Way
Option expires May 28, 1956

11.23 acres at $10 per acre	$ 112.30	
Timber per cruise by Mr. Merriam	207.50	
Amount to be paid owner-chrg to Right of Way		$ 319.80

Access at Sta. 295, both sides, for development, harvesting, and transportation of forest products of the Grantor's remaining land, only.

Access controlled-

HINKLE UNDERPASS-UMATILLA RIVER SECTION-HERMISTON HIGHWAY

24041 Henry, Bruce E. and Marie (Brainerd)
Right of Way
Option expires April 30, 1956

4.86 acres at $400 per acre	$ 1,944.00	
Propane tank and 1,978 sq. ft. apartment house at $5+ per sq. ft.	10,063.75	
Lawn, 2,875 sq. ft. at $0.05 per sq. ft.	143.75	
Well, well house and storage shed, lump sum	1,050.00	
Apartment furnishings, lump sum	800.00	
Amount to be paid owners-chrg to Right of Way		$14,000.00

Entire taking-

MIDDLE UNIT-PENDLETON-PILOT ROCK SECTION-PENDLETON-JOHN DAY HIGHWAY

24217 Hoeft, Edwin and Doris Ellen (Brainerd)
Right of Way
Option expires May 21, 1956

11.8 acres at $150 per acre	$ 1,770.00
6.47 acres at $225 per acre	1,455.75
405 rods fencing at $3 per rod	1,215.00

EXHIBIT "A" (cont)

MIDDLE UNIT-PENDLETON-PILOT ROCK SECTION-PENDLETON-JOHN DAY HIGHWAY (cont)

24217 Hoeft, Edwin and Doris Ellen (cont)

Amount to be paid owners-chrg to Right of Way $ 4,440.75

Grantor to re-establish fencing.

THINGS TO BE DONE BY THE STATE

Protect pipe line crossing near Sta. 512+00.
Access: Hwy. Eng. Sta. 295+40, 336+00, 515+60, 540+60, west side of hwy., 515+60, east side of hwy. for operations of farming activity and private residential use.

Access controlled-

SOUTH UNIT-FOREST BOUNDARY-BURNS SECTION-JOHN DAY-BURNS HIGHWAY

23832 Triska, Frank W. and Hazel (Brainerd)
Right of Way
Option expires May 9, 1956

2.07 acres at $100 per acre	$ 207.00
1.21 acres at $30 per acre	36.30
500 rods fencing at $3.00/rod	1,500.00

Amount to be paid owners-chrg to Right of Way $ 1,743.30

Grantor to re-establish fencing.

THINGS TO BE DONE BY THE STATE

Construct 14' path outside r/w on W. side near Sta. 195+00. (Est. cost $25.00)
Put culvert under road near Sta. 170+00.
Access: 209+00, 180+00 east, 167+90, 251+40 east and west, 209+00, 201+00 west, farming and livestock raising activity.

Access controlled-

23833 Clemens, C. W. and Bessie (Brainerd)
Right of Way
Option expires May 8, 1956

10.07 acres at $35 per acre	$ 352.45
1,678 rods fencing at $3 per rod	5,034.00

EXHIBIT "A" (cont)

SOUTH UNIT-FOREST BOUNDARY-BURNS SECTION-JOHN DAY-BURNS HIGHWAY (cont)

23833 Clemens, C. and Bessie (cont)

Amount to be paid owners-chrg to Right of Way $ 5,386.45

Grantor to re-establish fencing.

THINGS TO BE DONE BY THE STATE

Provide stock water on west side at Sta. 351+00. (Est. cost $300.00).
Access: 294+20, 325+00, 355+00, 411+40, 414+50 west side, 294+20, 325+00 and 415+00 east side for farming and stock raising.

Access controlled-

23834 Solomon, John (Brainerd)
Right of Way
Option expires May 8, 1956

1.2 acres, lump sum $ 25.00

Amount to be paid owner-chrg to Right of Way $ 25.00

THINGS TO BE DONE BY THE STATE

Re-establish fence and stock pond on east side.
(Est. cost, 156 rods fencing at $3.50 per rod-$546.00, stock pond $50.00)

Access: 465+00 east and west side for farming and livestock raising activity and private residential use.

Access controlled-

23835 Tyler, Lester et al (Brainerd)
Right of Way
Option expires May 8, 1956

1.9 acres, lump sum $ 150.00

Amount to be paid owners-chrg to Right of Way $ 150.00

EXHIBIT "A" (cont)

SOUTH UNIT-FOREST BOUNDARY-BURNS SECTION-JOHN DAY-BURNS HIGHWAY (cont)

23835 Tyler, Lester et al. (cont)

THINGS TO BE DONE BY THE STATE

Re-establish fence and irrigation sytem where disturbed by taking. (Est. 242 rods fencing at $3.50/ rod $841.00)
Re-establish stock pond on east side and connect to creek with culvert. (Est. cost $200.00)

Access: 507+00, east and west sides for farming and livestock raising activity.

Access controlled-

SUCKER CREEK-IDAHO LINE SECTION-I. O. N. HIGHWAY

23982 Shea, Neal and Florence (Brainerd)
Quarry Site
Option expires May 2, 1956

13.33 acres at $50 per acre	$ 666.50	
Amount to be paid owners-chrg to Quarry Site		$ 666.50

THINGS TO BE DONE BY THE STATE

Install cattle guard at entrance of haul road with hwy. (Est. cost $300.00)

TILLAMOOK-DONALDSON CREEK-SECTION-WILSON RIVER HIGHWAY

23486 Allen, James Edward (Benner)
Right of Way
Option expires May 27, 1956

576 sq. ft., plus damage, lump sum	$ 2,200.00	
Allowance for removal of portion of building. (Leckington)	1,600.00	
Amount to be paid owner-chrg to Right of Way		$ 3,800.00

EXHIBIT "A" (cont)

TILLAMOOK-DONALDSON CREEK SECTION-WILSON RIVER HIGHWAY (cont)

23486 Allen, James Edward (cont)

Grantor to remove house from r/w by February 1, 1956, or clear that portion extending thereon from said r/w, Sta. 12+40, on or before that date.

Access not controlled-

MCMINNVILLE AIRPORT-DAYTON JUNCTION SECTION-THREE MILE LANE HIGHWAY

23415 Foster, Vernon and Elizabeth (Harrington)
Right of Way
Option expires June 8, 1956

0.48 acres, lump sum	$ 300.00	
Damages and moving of anchor posts	200.00	
Amount to be paid owners-chrg to Right of Way		$ 500.00

Grantor to relocate caneberry posts, off of r/w, acquired herein.

Access controlled-none allowed-

BIRKENFELD BRIDGE SECTION-NEHALEM HIGHWAY

24429 Jepson, Lawrence H. (Benner)
Right of Way
Option expires June 8, 1956

0.74 acre, lump sum	$ 100.00	
Amount to be paid owner-chrg to Right of Way		$ 100.00

Access not controlled-

JUMP OFF JOE CREEK-GRANTS PASS SECTION-PACIFIC HIGHWAY

23339 Smith, Samuel L. and Daisy P. (Holt)
Right of Way
Option expires June 6, 1956

858 sq. ft. at $0.20 per sq. ft.	$ 171.60
Allowance to move shrubs and fence	57.00

EXHIBIT "A" (cont)

JUMP OFF JOE CREEK-GRANTS PASS SECTION-PACIFIC HIGHWAY (cont)

23339 Smith, Samuel L. and Daisy P. (cont)

Amount to be paid owners-chrg to Right of Way $ 228.60

Grantor to move fence and shrubs clear of right of way.

THINGS TO BE DONE BY THE STATE

Reconstruct approach to existing width, and relocate septic tank drain tile, if necessary.

Access not controlled-

VALLEY JUNCTION-SHERIDAN SECTION-SALMON RIVER HIGHWAY

24105 Schulz, William and Katherine (Gemmell)
Right of Way
Option expires June 12, 1956

15.67 acres at $150 per acre	$ 2,350.00
Damage by severance	650.00

Amount to be paid owners-chrg to Right of Way $ 3,000.00

THINGS TO BE DONE BY THE STATE

Fence right of way; install 78" C. M. Pipe as a stockpass for Grantor at Sta. 285+00.

It is also hereby understood that County Road No. 669 shall be constructed, at this time, as a Public grade intersection to the relocated Salmon River Highway.

Access controlled-none allowed-

LAUREL HILL-STILL CREEK SECTION-MT. HOOD HIGHWAY

24101 Wilson, Mary L. and Geo. C. (Stuntz)
Right of Way
Option expires June 11, 1956

0.66 A at $4,500+ per A.	$ 3,000.00
1½ story log house, 1392 sq.ft. at $8.87+/ sq. ft.	12,348.00

EXHIBIT "A" (cont)

LAUREL HILL-STILL CREEK SECTION-MT. HOOD HIGHWAY (cont)

24101 Wilson, Mary L. and Geo. C.

Woodshed, 10 x 12, 120 sq. ft. at $1.80 / sq. ft.	$ 216.00	
Septic tank and plumbing	275.00	
Amount to be paid owners-chrg to Right of Way		$15,839.00

Grantor to vacate by March 1, 1956.

Access reserved at Sta. 20+00, southerly side, 25 feet in width, private residential and development, harvesting and transportation of forest products.

Access controlled-

NORTH BOUND ROUTE IN ASHLAND SECTION-PACIFIC HIGHWAY

(Hill)

23242 Cox, Gertrude G.
Right of Way and Slope Easement
Option expires June 1, 1956

120 sq. ft., lump sum	$ 300.00	
Damage to residence	1,700.00	
Amount to be paid owner-chrg to Right of Way		$ 2,000.00

THINGS TO BE DONE BY THE STATE

Construct driveway at Sta. 18+50. Replace retaining wall, Est. cost, $1,000. Grant easement for driveway.

GRAND TOTAL COST (Estimated)	$ 3,000.00

Access not controlled-

GARDNER RANCH-BERGER RANCH SECTION-SUNSET HIGHWAY

(Stuntz)

6503 Berger, Arnold and Anna
Agreement to clear Right of Way

Allowance to move and re-establish barn, silo, garage, machine shed, etc. by June 6, 1956, per low bid of John Lorsung	$ 8,755.00	
Amount to be paid owners-chrg to Right of Way		$ 8,755.00

EXHIBIT "A" (cont)

GARDNER RANCH-BERGER RANCH SECTION-SUNSET HIGHWAY (cont)

6503 Berger, Arnold and Anna (cont)

Land acquired under option of 6-1-45 and agreement of 11-27-45 allowed certain bldgs to remain for not less than five years, State then to pay cost of moving.

Access previously reserved at Sta. 2769+50 and 2781+50, unrestricted.

Access controlled-

6511 Stucki, Walter F. (Stuntz)
Agreement to clear Right of Way

Purchase of barn	$ 500.00
Allowance to remove house, well-house, garage and appurtenances per low bid, A. C. Baumback	6,225.00
Amount to be paid owner-chrg to Right of Way	$ 6,725.00

Buildings to be removed by June 1, 1956.

Land acquired under option dated April 6, 1945 allowed buildings to remain not less than five years, State then to pay cost of moving.

Access previously reserved at Sta. 2903+50 and 2917+70, unrestricted.

Access controlled-

MEDA BRIDGE SECTION-LITTLE NESTUCCA HIGHWAY

24190 Dunn, John Clarence and Estella (Harrington)
Right of Way
Option expires June 13, 1956

0.18 acre, lump sum	$ 200.00
50 rods fencing at $3 per rod	150.00
Amount to be paid owners-chrg to Right of Way	$ 350.00

THINGS TO BE DONE BY THE STATE

Reconstruct Grantors' existing approach 65+50.

EXHIBIT "A" (cont)

MEDA BRIDGE SECTION-LITTLE NESTUCCA HIGHWAY (cont)

24190 Dunn, John Clarence and Estella (cont)

Make provision for continued operation of Grantors' drainage ditch, along southerly line of above described parcel.

Access not controlled-

SOUTH UMPQUA RIVER-CANYONVILLE UNIT-MYRTLE CREEK-CANYONVILLE SECTION-PACIFIC HIGHWAY

15548 Anderson, Thelma L. (Morgan)
Right of Way
Option expires June 11, 1956

.29 acre, lump sum	$ 500.00	
7,000 sq. ft., lump sum	750.00	
Amount to be paid owner-chrg to Right of Way		$ 1,250.00

Access controlled-none allowed except to frontage road-

TILLAMOOK-DONALDSON CREEK-WILSON RIVER HIGHWAY

23496 Naegeli, John and Anna (Benner)
Right of Way
Option expires June 12, 1956

5.96 acres at $1,000 per acre	$ 5,960.00	
Fencing, 231 rods at $5 per rod	1,155.00	
Severance damage	2,000.00	
Total cost		$ 9,115.00
Less 2.89 acres to be conveyed to Grantors		2,890.00
Amount to be paid owners-chrg to Right of Way		$ 6,225.00

THINGS TO BE DONE BY THE STATE

Install 84" cattle pass at Sta. 76+00, and install 78" cattle pass at Sta. 87+00. Build farm crossing, Sta. 74+00. Convey to Grantors 2.89 acres acquired from John Schimming, (File #23502), as an exchange part of the settlement upon the grounds and for the reason that the said property, in the opinion

EXHIBIT "A" (cont)

TILLAMOOK-DONALDSON CREEK-WILSON RIVER HIGHWAY (cont)

23496 Naegeli, John and Anna (cont)

of the commission, is no longer needed, required, or useful for highway purposes, and the value of the property to be acquired by the State is not less than the value of the property to be relinquished by the State, and the cash to be paid by the State.

Access controlled-none allowed-

WALLACE BRIDGE-SHERIDAN UNIT-VALLEY JUNCTION-SHERIDAN SECTION-SALMON RIVER HIGHWAY

24158 Harty, Jessie et al (Harrington)
Right of Way
Option expires May 30, 1956

0.3 acre, lump sum	$ 150.00
+State to convey 0.3 acre to Grantor	
Amount to be paid owners-chrg to Right of Way	$ 150.00

THINGS TO BE DONE BY THE STATE

Fence right of way.
Convey 0.3 acre being acquired from J. T. Thompson (File #18104) as an exchange part of this settlement upon the grounds and for the reason that the said property, in the opinion of the commission, will not be needed, required or useful for highway purposes, and the value of the property to be acquired by the State is not less than the value of the property to be relinquished by the State, and the cash to be paid by the State.

In the event that the State does not acquire the excess J. T. Thompson property, the State is to pay the grantors an additional $150.00 in lieu of deeding said 0.3 acre.

Access controlled-none allowed-

SALEM-STOUT CREEK SECTION-NORTH SANTIAM HIGHWAY

22642 Kirsch, Augustine J. and Marie (Gemmell)
Right of Way
Option expires June 15, 1956

SALEM-STOUT CREEK SECTION-NORTH SANTIAM HIGHWAY (cont)

22642 Kirsch, Augustine J. and Marie (cont)

1.25 acres, lump sum	$ 526.00	
Amount to be paid owners-chrg to Right of Way		$ 526.00

Access controlled-none allowed-

UNIT ONE-BANFIELD EXPRESSWAY HIGHWAY

17715 Spokane, Portland and Seattle Railway Company (Smith)
Right of Way

Easement-Block 66, 67 and 68		$ 400.00	
Deed -	Block 69 (16,572 sq. ft.)	16,572.00	
Deed -	Block 73 (22,100 sq. ft.)	22,100.00	
Deed -	30 foot strip across Blocks 110, 112, 113, 151, 86, 87, 105, 108, 109, 124 and 129	11,075.00	
	Approximately 3000 feet spur track	36,150.00	
Amount to be paid owner-chrg to Right of Way			$86,297.00

Entire taking-

WALLACE BRIDGE-SHERIDAN UNIT-VALLEY JUNCTION-SHERIDAN SECTION-SALMON RIVER HIGHWAY

24161 Lash, Wayne and Lundina (Harrington)
Right of Way
Option expires June 12, 1956

10.60 acre, at $300 per acre	$ 3,180.00
House, 622 sq. ft. at $5 per sq. ft.	3,110.00
Garage, 320 sq. ft. at $2 per sq. ft.	640.00

EXHIBIT "A" (cont)

WALLACE BRIDGE-SHERIDAN UNIT-VALLEY JUNCTION-SHERIDAN SECTION-SALMON RIVER HIGHWAY (cont)

24161 Lash, Wayne and Lundina (cont)

Barn and lean-to, 1,010 sq. ft. at $1 per sq. ft.	$ 1,010.00	
Chicken house, 640 sq. ft., lump sum	200.00	
Cabin, 160 sq. ft. at $3.50 per sq. ft.	560.00	
40 ft. -6" well	500.00	
Landscape	650.00	
Amount to be paid owners-chrg to Right of Way		$ 9,850.00

Grantor reserves right to harvest crop, now seeded, from that portion of area not needed for construction. Grantor to vacate property by March 1, 1956.

Entire taking-

24159 Thompson, J. F. and Elizabeth R. (Harrington)
Right of Way
Option expires June 15, 1956

8.31 acres at $450+	$ 3,750.00	
House, 636 sq. ft. at $3.50	2,226.00	
Barn, 1056 sq. ft. at $1	1,056.00	
Woodshed, 256 sq. ft., lump sum	200.00	
Shed, 6' x 6'	18.00	
Water System (well, pump and pipe)	500.00	
Trees and Landscape	450.00	
Allowance for crop loss (cultivated)	50.00	
Amount to be paid owners-chrg to Right of Way		$ 8,250.00

Owner agrees to vacate premises by May 1, 1956

Entire taking-

EXHIBIT "A" (cont)

LOST RIVER-HATFIELD JUNCTION-SECTION-KLAMATH FALLS-MALIN HIGHWAY

14510 Rankin, Phyllis J. and George M. (Bucknum)
Right of Way
Option expires June 7, 1956

3,485 sq. ft. at $0.05+	$ 174.45
15 rods fencing at $3.50 per rod	52.50

Amount to be paid owners-chrg to Right of Way $ 226.95

Access not controlled-

24165 Hodges, Delia M. (Bucknum)
Easement for Drainpipe
Option expires June 7, 1956

0.14 acre, lump sum	$ 50.00

Amount to be paid owner-chrg to Right of Way $ 50.00

THINGS TO BE DONE BY THE STATE

Re-establish driveway approach and fence, if disturbed.
Replace gravel surface on driveway.

Access not controlled-

GLENWOOD-NORTH PLAINS SECTION-WILSON RIVER HIGHWAY

24430 Dugdale, Ralph E. and Ethel V. (Black)
Quarry Site, Star Rt.
Option expires June 5, 1956

4.63 acres at $190+ per acre	$ 890.00
Timber 47,000 BF and 17 cords Oak	1,291.00
Damage, lump sum	1,069.00

Amount to be paid owners-chrg to Quarry Site $ 3,250.00

Access not controlled-

EXHIBIT "A" (cont)

LAUREL HILL-STILL CREEK SECTION-MT. HOOD HIGHWAY

23904 Wilson, Geo. C. and Mary L. (Stuntz)
Right of Way
Option expires June 11, 1956

0.4 acre roadway	Gratis
1.34 acre, lump sum	$ 6,200.00

Amount to be paid owners-chrg to Right of Way $ 6,200.00

THINGS TO BE DONE BY THE STATE

Place a 4" conduit under roadbed at approx. Stas. 20+25 and 28+60, and relay existing water line along but outside the southerly right of way line.
Access reserved Sta. 28+80, S. side, private residential & forest products.

Access controlled-

CORVALLIS-PHILOMATH SECTION-CORVALLIS-NEWPORT HIGHWAY

24235 Neer, Thomas E. and Claribel (Benner)
Right of Way and Borrow Pit
Option expires March 20, 1956

22.55 acres at $850 per acre	$19,167.50
6.0 acres, uncleared and creek at $250/A.	1,500.00
3 100' x 100' lots, at $800 each	2,400.00
Lot 3, Blk 3, & Pt. Lot 4, with damage	1,500.00
Parts of Lots 1 & 8, Blk 1, 8,000± sq. ft.	571.00
0.55 acre, lump sum	2,000.00

Amount to be paid owners-chrg to Right of Way $27,138.50

THINGS TO BE DONE BY THE STATE

Establish entrance, or suitable connection at the intersection of South Sunset Dr., at Eng. Sta. 491+80, on S. side of west bound traffic lane, and at Sta. 241+20 on both sides of the east bound lane of the relocated Corvallis-Newport Hwy.

EXHIBIT "A" (cont)

CORVALLIS-PHILOMATH SECTION-CORVALLIS-NEWPORT HIGHWAY (cont)

24235 Neer, Thomas E. and Claribel (cont)

Establish entrance, or suitable connection at intersection of Scott Lane, at Sta. 488+55, on S. side of W. bound traffic lane, and at Sta. 237+60 on both sides of the E. bound lane of relocated Corvallis-Newport Hwy.

Access controlled-

TILLAMOOK-DONALDSON CREEK SECTION-WILSON RIVER HIGHWAY

24474 Wyss, Peter et al (Benner)
Right of Way
Option expires June 12, 1956

4.06 acres at $1,000 per acre	$ 4,060.00
Severance damage	1,800.00
Amount to be paid owners-chrg to Right of Way	$ 5,860.00

THINGS TO BE DONE BY THE STATE

Install 8" sleeve for irrigation pipe at Sta. 218+00.
Construct 10' x 8' concrete box culvert underpass Sta. 221+10.
Construct farm crossing at Sta. 220+85, and install 14' x 50" metal gates. Suitably fence right of way.

Access controlled-none allowed-

NORTH BOUND ROUTE IN ASHLAND-PACIFIC HIGHWAY

23266 Oregon and California Railroad Company (Porter)
Right of Way

2,831 sq. ft. at $1.50	$ 4,246.50
450 sq. ft. at $0.50 per sq. ft. (Sl. eas.)	225.00
Rearrange box and pipe	500.00
Amount to be paid owner-chrg to Right of Way	$ 4,971.50

Access not controlled-

MIDDLE UNIT-PENDLETON-PILOT ROCK SECTION-PENDLETON-JOHN DAY HIGHWAY

24221 Jinkins, Audra E. (Brainerd)
Right of Way
Option expires June 6, 1956

17.5 acres at $150 per acre	$ 2,625.00
532 rods fencing at $3.50/rod	1,862.00
Allowance landed crop, 2.2 acres at $20 per acre	44.00
Severance damage & reduction of area	2,457.00
Balanced to round numbers	12.00
Amount to be paid owner-chrg to Right of Way	$ 7,000.00

Access: Sta. 440+50, W., and Stas. 459+90, and 484+00, 40 feet, both east and west, for operation of ranching activity and private residential use, on grantor's remaining land, only.

Access controlled-

24219 Eldridge, J. L. & Goldie (Brainerd)
Right of Way
Option expires June 6, 1956

12.63 acres at $250 per acre	$ 3,157.50
277 rods of fence at $3 per rod	831.00
Crop loss	252.60
Amount to be paid owners-chrg to Right of Way	$ 4,241.10

Grantors reserve minerals below 50 feet
Private and farm accesses reserved at Stations 376+50 and 396+00 West.

Access controlled-

24216 Sparks, John R. et al (Brainerd)
Right of Way
Option expires June 4, 1956

13.3 acres at $150 per acre	$ 1,995.00
250 rods fencing at $3 per rod	750.00

25871

EXHIBIT "A" (cont)

MIDDLE UNIT PENDLETON-PILOT ROCK SECTION-PENDLETON-JOHN DAY HIGHWAY (cont)

24216 Sparks, John R. et al (cont)

Amount to be paid owners-chrg to Right of Way $ 2,745.00

Grantors reserve minerals below 50 feet.
Access at Sta. 294+75, W., for ranching operations and private residential use.

Access controlled-

24222 Hawke, Everett J. et al (Brainerd)
Right of Way
Option expires June 13, 1956

0.90 acre, lump sum	$ 200.00
35 rods fencing at $3 per rod	105.00

Amount to be paid owners-chrg to Right of Way $ 305.00

Access at Sta. 492+50, East, for ranching operations and private residential use.

Access controlled-

EXHIBIT "B-1"

Minutes of December 19 and 20, 1955

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission is the owner of the parcel of land in the Bear Creek-Talent Section of the Pacific Highway, described as follows:

A parcel of land lying in the southwest quarter of the southeast quarter of Section 23, Township 38 South, Range 1 West, W. M., Jackson County, Oregon, and being a portion of the following described property:
That tract of land which was conveyed by that certain deed to the State of Oregon, by and through its State Highway Commission, recorded in Book 214, Page 251 of Jackson County Record of Deeds.
The said parcel being described as follows: Beginning at the most westerly corner of a tract of land conveyed by the State of Oregon, by and through its State Highway Commission by a deed dated April 24, 1947, said corner being 100 feet northeasterly from (when measured at right angles to) the center line of the Pacific Highway; thence north 37° 14' East 110.2 feet to the northwest corner of said tract; thence East 0.91 feet to the West line of a 20 foot road easement; thence north 50 feet more or less along said easement line to the north line said property described in Book 214, Page 251; thence south 82° 00' West 209 feet more or less along said north line to a line which is parallel to and 100 feet northeasterly of said highway center line; thence south 52° 46' East, parallel to said highway center line to the point of beginning, containing 0.35 acres.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes,

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $2500.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Secretary of the Commission, be and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et Seq.

AND BE IT FURTHER RESOLVED that this Miscellaneous Resolution No. 176 be entered in the minutes and records of the Commission as of the 19th day of December, 1955.

December 19, 1955

25575

EXHIBIT "B-2"

Minutes of December 19 and 20, 1955

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission is the owner of the parcel of land in the Willamette River-Hayesville Section of the Portland-Salem Expressway described as follows:

A parcel of land lying in the Joseph Matte D. L. C. No. 57, also lying in Sections 22 and 23, Township 5 South, Range 2 West, W.M., Marion County, Oregon, and being a portion of that tract of land described in that certain deed to the State of Oregon, by and through its State Highway Commission, recorded in Book 460, Page 68 of Marion County Records of Deeds; the said parcel being that portion of said State of Oregon tract lying Easterly of a line which is parallel to and 100 feet Easterly of the center line of the northbound traffic lane of the Portland-Salem Expressway.

Except that part lying within the right of way of County Road No. 522.

The parcel of land to which this description applies contains 3.13 acres.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes,

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $6,000.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount,

NOW, THEREFORE, BE IT RESOLVED that the Secretary of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et Seq.

AND BE IT FURTHER RESOLVED that this Miscellaneous Resolution No. 177 be entered in the minutes and records of the Commission as of the 19th day of December, 1955.

December 19, 1955

EXHIBIT "B-3"

Minutes of December 19 and 20, 1955

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land on the Front Street, Coos Bay Section of the Oregon Coast Highway described as follows:

> A parcel of land lying in Block 2, Clements Plat of the Town of Marshfield in the City of Coos Bay, Coos County, Oregon, and being a portion of that property described in those deeds to State of Oregon, by and through its State Highway Commission, recorded in Book 190, page 684 and in Book 193, page 437 of Coos County Records of Deeds; the said parcel being that portion of said State property lying easterly of a line which is parallel to and 40 feet easterly of the relocated center line of the Oregon Coast Highway, containing 1575 square feet.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes.

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $1,600.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Secretary of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 et seq.

AND BE IT FURTHER RESOLVED that this Miscellaneous Resolution No. 178 be entered in the Minutes and records of the Commission as of the 19th day of December, 1955.

December 19, 1955

25878

EXHIBIT "C"

Minutes of December 19 and 20, 1955

RESOLUTION

WHEREAS, the State Highway Commission, on the 30th day of June, 1955, by resolution declared the necessity for the acquisition of certain real property from Raymond R. Mathis, et al., File No. R-22862, situated in Lot 19, Kinnesswood Acreage, lying in Section 11, Township 1 South, Range 2 West, W. M., Washington County, Oregon, for right of way purposes for the widening, improvement and maintenance of the Reedsville-Beaverton Section of the Tualatin Valley Highway; and,

WHEREAS, the said Raymond R. Mathis, et al., are using and maintaining a septic tank or tanks and drainfield on that portion of their said property which the State Highway Commission, by said resolution, has declared necessary for right of way for the said widening, improvement, and maintenance of the said Tualatin Valley Highway; and,

WHEREAS, the State Highway Commission has been informed that there is no other available place on the real property remaining to the said Raymond R. Mathis, et al., after the State acquires the said necessary right of way, for the said Raymond R. Mathis, et al., to relocate or re-establish the said septic tank or tanks and drainfield; and,

WHEREAS, the State of Oregon, by and through the State Highway Commission, is the owner of a parcel of land which is more fully described in Volume 371, Page 119, Deed Records of Washington County, Oregon, and which lies immediately Westerly of and contiguous to the said Raymond R. Mathis, et al., property; and,

WHEREAS, it appears to the State Highway Commission that the Northerly 177 feet of the said real property owned by the said State of Oregon, as described in said deed book and page, will not be needed for a public use; and,

WHEREAS, the State Highway Commission is desirous of mitigating, whenever possible, damages, if any, that may accrue to the remaining real property of all property owners from whom it has become necessary to purchase right of way; and,

WHEREAS, it appears to the State Highway Commission that it would be in the best interests of the said Raymond R. Mathis, et al., as well as the State of Oregon, if the State Highway Commission would tender and convey to the said Raymond R. Mathis, et al., the Northerly 177 feet of the real property owned by the State of Oregon, as described in said Volume 371, Page 119, Deed Records of Washington County, Oregon, so that the said Raymond R. Mathis, et al., may have additional and contiguous real property abutting their remaining land, after the said right of way

EXHIBIT "C" (Cont)

acquisition, on which to locate and reestablish a septic tank or tanks and drainfield in order to replace the said septic tank or tanks and drainfield which lies within the boundary of the said right of way which the State Highway Commission is acquiring from the said Raymond R. Mathis, et al.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the Chief Counsel for the State Highway Commission, or his designated representative, is hereby authorized and directed to tender to the said Raymond R. Mathis, et al , and without further or additional consideration, a deed to the Northerly 177 feet of the real property described in Volume 371, Page 119, Deed Records for Washington County, Oregon, and which said real property is owned by the State of Oregon, by and through its State Highway Commission, so that the said Raymond R. Mathis, et al., may, on the said real property to be tendered, have additional remaining real property on which to locate or reestablish a septic tank or tanks and drainfield to replace the said septic tank or tanks and drainfield which will be acquired by the State of Oregon by and through the State Highway Commission as part of the right of way for the improving, widening, and maintaining of the Tualatin Valley Highway. Said deed so tendered shall provide that there shall be no access to, from or between the said parcel and the right of way of the Tualatin Valley Highway.

2. That this said resolution be entered in full in the minutes and records of the Commission, this 19th day of December, 1955, as Resolution No. 180.

EXHIBIT "D"

Minutes of December 19 and 20, 1955

RESOLUTION

WHEREAS, an agreement has heretofore been entered into between the State of Oregon, by and through its State Highway Commission, the State of Washington, by and through its State Highway Commission, and the Washington Toll Bridge Authority, for the construction of a second interstate bridge across the Columbia River between Portland, Oregon and Vancouver, Washington, adjacent to the existing Interstate Bridge, a copy of which agreement is attached hereto and by this reference made a part hereof; and

WHEREAS, the construction of said proposed new bridge in a manner which will adequately accommodate highway traffic but still permit free and unobstructed water navigation upon the Columbia River makes it necessary and desirable that the existing Interstate Bridge be altered or reconstructed; and

WHEREAS, in order to assure the accomplishment of the necessary alteration or reconstruction of said existing bridge each of the parties to said agreement therein pledged its full cooperation toward securing federal assistance and participation under the "Truman-Hobbs Act," and further mutually agreed in said agreement that, in the event federal assistance and participation could not be obtained, the parties would proceed to reconstruct the existing bridge to the same standards as proposed for the new bridge with funds derived from the sale of bonds as provided in said agreement; and

WHEREAS, the Secretary of the Army has now determined that the existing Interstate Bridge is unreasonably obstructive to navigation and should be altered to correspond with approved plans of the new parallel bridge and has further indicated that fifty percent of the cost of such alteration will be borne by the United States; and

WHEREAS, it has been requested that, before personal service of the formal order of the Secretary of State is made, formal assurance be given of the intent and ability of the Oregon State Highway Commission and Washington State Highway Commission to pay fifty percent of the total cost of the alteration of said existing bridge.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively:

1 That it is the intention of this Commission to comply in all respects with its obligations under that certain agreement entered into under date of April 27, 1955, between the State of Oregon, by and through its State Highway Commission, the State of Washington, by and through its State Highway Commission, and the Washington Toll Bridge Authority,

EXHIBIT "D" (Cont)

and pursuant thereto, to join with the parties to said agreement in paying all of the cost of altering or reconstructing said existing Interstate Bridge that may be apportioned to said parties under the "Truman-Hobbs Act," provided said apportionment shall not exceed fifty percent of the total cost of such alteration or reconstruction, exclusive of salvage and expired service life values, out of funds derived from bonds to be issued in accordance with said agreement.

2. That the Secretary forward a certified copy of this Resolution to the District Engineer, Portland, Oregon District, Corps of Engineers, U. S. Army, to the State Highway Commission of the State of Washington, and to the Washington Toll Bridge Authority.

3. That this Resolution be entered in the minutes and records of this Commission this 19th day of December, 1955, as Miscellaneous Resolution No. 174.

OREGON STATE HIGHWAY COMMISSION

/s/ Ben R. Chandler
Chairman

/s/ Chas. H. Reynolds
Member

ATTEST:

/s/ H. B. Glaisyer
Secretary

/s/ M. K. McIver
Member

25882

EXHIBIT "E"

Minutes of December 19 and 20, 1955

RESOLUTION

WHEREAS, pursuant to the provisions of ORS 366.810, there have been by the Oregon State Highway Commission apportioned to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

From Funds Accrued First Half, 1954:

Haines.....	$ 914.04
Halfway.....	888.41
Juntura.....	304.68
Mitchell.....	1,181.70

From Funds Accrued Second Half, 1954:

Haines.....	$1,128.98
Idanha.....	1,554.54

From Funds Accrued First Half, 1955:

Corvallis.....	$48,915.09
Dufur.....	1,273.66
Mosier.....	781.70
North Powder....	1,216.31
Prescott.....	359.16

AND WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefit s thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law

EXHIBIT "E" (Cont)

by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 19th day of December, 1955.

EXHIBIT "F"

Minutes of December 19 and 20, 1955

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of State Highway projects have been completed according to the terms and provisions of said contracts and that said jobs are now ready for acceptance:

"Contract No. 4056 with R. A. Heintz Construction Co. for grading on the Willamette River-Gervais Unit of the Portland-Salem Expressway in Marion and Clackamas Counties, completed August 16, 1955.

"Contract No. 4269 with Kissell & Robinson for fencing on the Willamette River-Hayesville Section of the Portland-Salem Expressway in Marion and Clackamas Counties, completed October 31, 1955.

"Contract No. 4276 with Tom Lillebo for constructing the Coos City Bridge over Isthmus Slough on the Coos City-Sumner County Road in Coos County, completed November 15, 1955.

"Contract No. 4283 with Warren Northwest Inc. for paving on the Lenz Road-Kirk Road Unit, Mazama Junction-Lobert Section of The Dalles-California Highway in Klamath County, completed September 2, 1955.

"Contract No. 4301 with Lebanon & Harrisburg Sand & Gravel Co. for grading and paving on the Bear Creek Section of the Siuslaw Highway in Lane County, completed October 14, 1955.

"Contract No. 4344 with Tom Lillebo for construction of the Illahee Undercrossing on the Pacific Highway East in Marion County, completed October 31, 1955.

"Contract No. 4348 with Arthur Simonsen & Co. for furnishing crushed rock in stock pile on the Union Section of the LaGrande-North Powder and Medical Springs Highways in Union and Baker Counties, completed November 3, 1955.

"Contract No. 4379 with C. C. Meisel for paving on the Gaston Section of the Tualatin Valley Highway in Washington County, completed October 27, 1955.

"Contract No. 4392 with Kuckenberg Construction Co. for slide correction on the Anlauf-Rice Hill Unit, Divide-Rice Hill Section of the Pacific Highway in Douglas County, completed October 24, 1955.

"Contract No. 4399 with Hamilton & Thoms for construction of an overflow bridge replacement on the Goshen-Pleasant Hill Section of the Willamette

Highway in Lane County, completed October 31, 1955.

"Contract No. 4421 with Hamilton & Thoms for constructing the Drews Creek and Lost River Bridges on county roads Nos. FAS 430, 431, 583 and 407 in Klamath and Lake Counties, completed November 30, 1955.

"Contract No. 4431 with Donald W. Thompson for constructing the Reedsport Maintenance Building in Douglas County, completed November 4, 1955.

"Contract No. 4433 with M. C. Lininger & Sons for furnishing crushed materials in stock pile on the Jackson Co. Line-Keno Section of the Green Springs Highway in Klamath County, completed October 28, 1955.

"Contract No. 4437 with Warren Northwest, Inc. for grading and paving on the Queen Avenue (Albany) Section of the Corvallis-East Side Highway in Linn County, completed November 29, 1955.

"Contract No. 4443 with N. A. Toole Construction Co. for oiling and furnishing crushed materials in stock pile on the Rome-Maintenance Station Section of the I. O. N. and Crane-Scotts Butte Highways in Malheur County, completed October 19, 1955.

"Contract No. 4447 with Morrison & Lamping for bridge construction, grading and paving on the Wallowa Lake Lodge-Power House Section of the Joseph-Wallowa Lake Highway in Wallowa County, completed September 13, 1955.

"Contract No. 4448 with Hutton-Kalkhoven for guardrail construction on the Dillon-Rufus Section of the Columbia River Highway in Wasco and Sherman Counties, completed November 1, 1955.

"Contract No. 4461 with Concrete Structures for constructing the Abiqua Creek Bridge on the Meridian County Road (FAS 591) in Marion County, completed November 10, 1955.

"Contract No. 4464 with Central Paving Co. for stone base and oiling on the Chitwood Creek-Siletz Section of the Siletz Highway in Lincoln County, completed September 12, 1955.

"Contract No. 4484 with Gilbert Roberts for constructing the Warm Springs Junction Dwelling and Sand Shed on the Wapinitia Highway in Wasco County, completed November 21, 1955.

"Contract No. 4486 with Babler Bros., Inc. for oiling on the Metolius-Juniper Butte Section of FAS Routes 548 and 547 (County Roads) in Jefferson County, completed September 10, 1955.

"Contract No. 4489 with P. A. Shoat Company for paving on the Gladstone (Clackamas Blvd.) City Street Section in Clackamas County, completed October 26, 1955.

EXHIBIT "F" (Cont)

"Contract No. 4493 with Warren Northwest, Inc. for grading and paving on the Mt. Angel (Church & College Sts.) City Street Section in Marion County, completed November 3, 1955.

"Contract No. 4503 with Gilbert Roberts for constructing the Austin Sand Storage Shed in Grant County, completed November 4, 1955.

"Contract No. 4522 with Glen Ousley for constructing Brush Creek Relief Channel on the Brush Creek-Greggs Creek Section of the Oregon Coast Highway in Curry County, completed November 15, 1955.

THEREFORE, BE IT RESOLVED that the work covered by State Highway Contracts for the construction of said State Highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

BE IT FURTHER RESOLVED that this Contracts Completed Resolution No. 48 shall be entered in the minutes and records of the Commission as of the 19th day of December, 1955.

EXHIBIT "G-1"

Minutes of December 19 and 20, 1955

RESOLUTION

WHEREAS, the section of the Cape Arago Highway, State Secondary Highway No. 240, located in Coos County and known as the Tarheel Creek Section, the northeasterly terminus of which is at Highway Engineer's Station 147+65 on the relocated highway and the southwesterly terminus of which is at Highway Engineer's Station 157+40 on the relocated highway, has been completed and is now open for public travel;

WHEREAS, as a consequence of the relocation of said section of highway, a portion or unit of the old right of way has been eliminated from the boundaries of the relocated highway and is no longer needed for state highway purposes; and

WHEREAS, Coos County and the Highway Commission entered into an agreement under date of September 10, 1954, relating to the disposition to be made of the eliminated portion or unit; and

WHEREAS, the said agreement provided that after the said relocated section was completed and opened to public travel the Commission would notify the County of same by letter and that, effective upon the date of said letter, the eliminated portion or unit, therein and herein referred to as Unit "A", would be abandoned as part of the said highway and would be maintained thereafter by said County as a county road under the jurisdiction and control of said County; and

WHEREAS, Coos County was duly notified by letter dated December 5, 1955, that the said section had been completed and opened to public travel and that as of December 5, 1955, jurisdiction and control over Unit "A" became vested in said County; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon its records the disposition made of the portion or unit of the right of way of said highway affected by reason of said relocation;

NOW, THEREFORE, be it and it hereby is resolved by this Commission as follows:

1. That the portion or unit of the old right of way which by reason of the relocation of the said highway is no longer within the boundaries of the new right of way and which is identified herein as Unit "A" is shown colored in red on the map attached hereto, which is marked Exhibit "A" and by this reference made a part hereof. The location of Unit "A" is more particularly described as follows:*

EXHIBIT "G-1" (Cont)

Unit "A"

Beginning at State Highway Engineer's Station 147+65 on the former route of the Cape Arago Highway in the southwest quarter of the northeast quarter (SW¼ NE¼) of Section 36, Township 25 South, Range 14 West, W. M.; thence southwesterly via the former route of the Cape Arago Highway to State Highway Engineer's Station 157+40 on the former route of the Cape Arago Highway in the southwest quarter of the northeast quarter (SW¼ NE¼) of Section 36, Township 25 South, Range 14 West, W. M.

2. That, pursuant to the aforesaid agreement, Unit "A" is hereby duly abandoned as part of the Cape Arago Highway, State Secondary Highway No. 240, effective as of December 5, 1955, the date of said letter to Coos County, and that all right, title and interest which the State had in the right of way of Unit "A" passed to and vested in the said County as of that date.

3. That the area shown colored in green on the said Exhibit "A" includes right of way acquired for the said relocated section of highway and includes also some parts or areas of the old right of way not now incorporated within the boundaries of the right of way proper. In connection with the area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for right of way and other highway purposes and uses. Therefore, the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said Exhibit "A" shall be retained and held by the State.*

4. That this resolution shall be entered in the minutes and records of this Commission on this 19th day of December, 1955, as Abandonment & Retention Resolution File No. 294, and the Secretary is directed to mail a duly certified copy thereof to the County Court of Coos County.

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*FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 294 under the heading "Abandonment and Retention Resolutions" and said map by this reference is made part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "G-2"

Minutes of December 19 and 20, 1955

RESOLUTION

WHEREAS, the relocated West Unit, Reedsport-Dean Creek Section of the Umpqua Primary Highway No. 45 located in Douglas County, the westerly terminus of which is at Highway Engineer's Survey Station 32+40 and the easterly terminus of which is at Highway Engineer's Survey Station 104+00 on the relocated highway, has been completed and is now open for public travel; and

WHEREAS, due to the relocation of the aforesaid section, a portion of the old right of way is no longer needed for state highway purposes and may be eliminated from the boundaries of the relocated highway; and

WHEREAS, Douglas County, the City of Reedsport, and the State Highway Commission entered into a throughway agreement under date of October 29, 1954, relating, among other things, to the disposition to be made of the portion that may be eliminated, therein and hereinafter referred to as Unit "A"; and

WHEREAS, said agreement provided that Unit "A" would be abandoned to the County by the State Highway Commission as part of the Umpqua Highway; and that Unit "A", being within the city limits of Reedsport, would be relinquished by the County to the City and be maintained thereafter by the City as part of the city street system; and

WHEREAS, it is the judgment of the Highway Commission that certain portions of the former right of way of the West Unit, Reedsport-Dean Creek Section of the Umpqua Highway, together with other real property acquired by the State for roadway right of way and other public purposes, is needed and valuable for right of way purposes and public use; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon its records the disposition made of the portion or unit of the former right of way of said highway referred to herein as Unit "A" as well as all the property affected by reason of the said relocation;

NOW, THEREFORE, based upon the power and authority vested in this Commission by the State of Oregon, IT IS HEREBY ORDERED AND RESOLVED that:

1. The portion of the former right of way, which by reason of the relocation of the West Unit, Reedsport-Dean Creek Section of the Umpqua Highway is no longer within the boundaries of the new right of way, is identified as Unit "A" and described as follows:

EXHIBIT "G-2" (Cont)

Unit "A"

All the land situated within the right of way boundaries of the Umpqua Highway as formerly routed, beginning at the southerly right of way line opposite Highway Engineer's Survey Station 30+90 of said highway as relocated in the northeast quarter of the southwest quarter (NE¼ - SW¼), Section 35, Township 21 South, Range 12 West, W. M.; thence southerly and easterly via said highway as formerly routed to the southerly right of way line opposite Highway Engineer's Survey Station 52+40 of said relocated highway in the southeast quarter of the southeast quarter (SE¼ - SE¼), Section 35, Township 21 South, Range 12 West, W. M.

2. Pursuant to the aforesaid agreement entered into with Douglas County and the City of Reedsport on the 29th day of October, 1954, Unit "A" is hereby duly abandoned as part of the Umpqua Highway and the State Highway System; and all right, title, and interest which the State has in the right of way of Unit "A" herein described hereby passes to and vests in the said Douglas County. Unit "A" is shown colored in red on the map attached hereto marked Exhibit "A" and by this reference made a part hereof. *

3. The right of way of the former and of the relocated West Unit Reedsport-Dean Creek Section of the Umpqua Highway together with the real property acquired by the State for roadway right of way and other public purposes, as indicated on Exhibit "A" attached hereto, shall be retained and held by the State. *

4. This Abandonment and Retention Resolution No. 311 be entered in the minutes and records of the Oregon State Highway Commission as of the 19th day of December, 1955, and the Secretary is ordered to mail a duly certified copy hereof to the Douglas County Court and to the City of Reedsport.

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*FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 311 under the heading "Abandonment and Retention Resolutions" and said map by this reference is made part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "H-1"

Minutes of December 19 and 20, 1955

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: CAPE ARAGO SECONDARY HIGHWAY (Coos County)

Highway number 240 Route Number

Location of Termini				Established Speed
M. P. 4.54	(south city limits of Empire)	to M. P. 8.49	(350 feet west of the center of the South Slough Bridge)	40 M. P. H.

EXHIBIT "H-1" (Cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 217 be entered in the minutes and records of the Commission as of the 19th day of December, 1955.

EXHIBIT "H-2"

Minutes of December 19 and 20, 1955

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: HERMISTON SECONDARY HIGHWAY (Umatilla County)

Highway number 333 Route number ORE 207

Location of Termini				Established Speed
M.P. 4.24	(2.81 miles northeast of Fourth Street)	to M.P. 5.15	(1.90 miles	50 M.P.H.

EXHIBIT "H-2" (Cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and anulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 218 be entered in the minutes and records of the Commission as of the 19th day of December, 1955.

EXHIBIT "H-3"

Minutes of December 19 and 20, 1955

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: PACIFIC HIGHWAY EAST (Linn County)

Highway number 1E Route number US99E

M. P. 90.28 (0.32 mile north of Shedd) to M. P. 91.01 (0.44 mile south of the road to Plainview) 45 M. P. H.

EXCEPT THAT BETWEEN

M. P. 90.55 and M. P. 90.72, the indicated speed shall be 20 MILES PER HOUR during the hours of school crossings as provided in the provisions of Subsection 1. a., of ORS 483.104.

EXHIBIT "H-3" (Cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways, particularly as pertains to Speed Limit Resolution No. 208, adopted by the State Highway Commission on August 11, 1955, which is in conflict with the provisions of this order herebyis vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 219 be entered in the minutes and records of the Commission as of the 19th day of December, 1955.

EXHIBIT "I-1"

Minutes of December 19 and 20, 1955

RESOLUTION

WHEREAS, the Oregon Coast Highway is a primary highway and likewise a Federal-Aid Highway and under the control and jurisdiction of the State Highway Commission; and

WHEREAS, it appears that on said Oregon Coast Highway in the vicinity of the Little Nestucca River Bridge, vehicles are parked on both shoulders of said highway for extended periods of time; and

WHEREAS, the parking of said vehicles creates traffic congestion to such an extent that, in the opinion of the Highway Commission, a hazardous condition is created to traffic moving on said highway; and

WHEREAS, in the opinion of the Commission public travel and public safety require that parking should be prohibited on said highway at said location,

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. The Commission does hereby find and declare, based upon recommendations by members of its staff, that the parking of vehicles on either shoulder of said Oregon Coast Highway between a point 500 feet north of the Little Nestucca River Bridge, M.P. 103.76 (Engineer's Station 328+52) and a point 500 feet south of said bridge, M.P. 104.02 (Engineer's Station 315+28) creates a hazard to the traveling public.

2. That in the opinion of this Commission, the right of way of said highway at said location is not of sufficient width to permit parking of vehicles thereon and at the same time provide the degree of safety and convenience which, in the opinion of the Commission, should be provided the motoring public.

3. That the Commission does further find and declare that the parking of vehicles on the shoulders of said Oregon Coast Highway within said termini should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points between said termini as in his judgment are necessary to accomplish the purpose of this resolution and the action of the Commission as herein declared on which signs shall be printed in plain letters, the words, "NO PARKING ON HIGHWAY SHOULDERS."

5. That a certified copy of this resolution be sent to the Superintendent of the Department of State Police.

6. That this No Parking Resolution No. 139 be entered in the minutes and records of the State Highway Commission as of the 19th day of December, 1955.

December 19, 1955

25898

EXHIBIT "I-2"

Minutes of December 19 and 20, 1955

RESOLUTION

WHEREAS, the Pacific Highway East is a primary highway and likewise a Federal-Aid Highway under the control and jurisdiction of the State Highway Commission; and

WHEREAS, it appears that on said Pacific Highway East in the vicinity of the South Salem Motel, south of Salem, vehicles are parked on both shoulders of said highway for extended periods of time; and

WHEREAS, the parking of vehicles on said highway creates traffic congestion to such an extent that, in the opinion of the Highway Commission, a hazardous condition is created to traffic on said highway; and

WHEREAS, in the opinion of the Commission public travel and public safety require that parking should be prohibited on said highway at said location,

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. The Commission does hereby find and declare, based upon recommendations by members of its staff, that the parking of vehicles on either shoulder of said section of the Pacific Highway East between M. P. 54.77 (Engineer's Station 57+63) and M.P. 54.90 (Engineer's Station 64+49) creates a hazard to the traveling public.

2. That in the opinion of this Commission, the right of way of said highway at said location is not of sufficient width to permit parking of vehicles thereon and at the same time provide the degree of safety and convenience which, in the opinion of the Commission, should be provided the motoring public.

3. That the Commission does further find and declare that the parking of vehicles on the shoulders of said Pacific Highway East within said termini should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points between said termini as in his judgment are necessary to accomplish the purpose of this resolution and the action of the Commission as herein declared on which signs shall be printed in plain letters, the words, "NO PARKING ON HIGHWAY SHOULDERS".

5. That a certified copy of this resolution be sent to the Superintendent of the Department of State Police.

6. That this No Parking Resolution No. 140 be entered in the minutes and records of the State Highway Commission as of the 19th day of December, 1955.

December 19, 1955 _____

EXHIBIT "I-3"

Minutes of December 19 and 20, 1955

RESOLUTION

WHEREAS, the Mt. Hood Highway is a primary highway and likewise a Federal-Aid Highway under the control and jurisdiction of the State Highway Commission; and

WHEREAS, it appears that on said Mt. Hood Highway (Powell Boulevard) in Block 109 vehicles are parked in front of an establishment known as Miller Motors for extended periods of time in order to patronize a Motel Cafe which is located immediately west of the Miller property; and

WHEREAS, the parking of vehicles on said section creates a traffic congestion to such an extent that, in the opinion of the Highway Commission, a hazardous condition is created to highway traffic; and

WHEREAS, access to Miller Motors is often blocked; and

WHEREAS, in the opinion of the Commission public travel and public safety require that parking should be prohibited on said highway within said section,

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. The Commission does hereby find and declare, based upon recommendations by members of its staff, that the parking of vehicles on the northerly side of said Mt. Hood Highway (Powell Boulevard) between M. P. 6.57 (Engineer's Station 72+71) and M. P. 6.61 (Engineer's Station 74+81) creates a hazard to the traveling public.

2. That in the opinion of this Commission, the right of way of said highway at said location is not of sufficient width to permit parking of vehicles thereon and at the same time provide the degree of safety and convenience which, in the opinion of the Commission, should be provided the motoring public.

3. That the Commission does further find and declare that the parking of vehicles on the northerly side of said Mt. Hood Highway within said termini should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points between said termini as in his judgment are necessary to accomplish the purpose of this resolution and the action of the Commission as herein declared, on which signs shall be printed in plain letters, the words, "NO PARKING ON HIGHWAY SHOULDERS."

EXHIBIT "I-3" (Cont)

5. That a certified copy of this resolution be sent to the Superintendent of the Department of State Police, and that a certified copy also be sent to Miller Motors.

6. That this No Parking Resolution No. 141 be entered in the minutes and records of the State Highway Commission as of the 19th day of December, 1955.

EXHIBIT "J"

Minutes of December 19 and 20, 1955

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission is the owner of the parcel of land in Umatilla County on the North Fork of the John Day River described as follows:

> A parcel of land lying in the NW¼ SE¼ of Section 33, Township 6 South, Range 31 East, W.M., Umatilla County, Oregon, the said parcel being that portion of said NW¼ SE¼ lying between the southerly right of way line of the Pendleton-John Day Highway and the North Fork of the John Day River, the right of way of said Highway being 80 feet in width, 40 fe et on each side of the Center Line of said Highway, containing 8 acres, more or less.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes.

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum $2,000.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Secretary of the Commission, be and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et Seq.

AND BE IT FURTHER RESOLVED that this Miscellaneous Resolution No. 175 be entered in the minutes and records of the Commission as of the 20th day of December, 1955.

December 20, 1955

25902

EXHIBIT "K"

Minutes of December 19 and 20, 1955

RESOLUTION

WHEREAS, by the provisions of ORS 483. 204, with respect to state highways, the State Highway Commission is authorized to designate main traveled or through highways by placing at the entrances thereto from intersecting highways, roads or streets, signs or markers notifying drivers of vehicles to stop before entering or crossing such designated highways, and the Highway Commission is further authorized to designate particular intersections and place such stop signs or markers at one or more entrances thereto; and

WHEREAS, on the twenty-first day of September, 1949, the Highway Commission adopted a resolution declaring several state highways and sections thereof to be through highways and instructing the State Highway Engineer to properly mark the same; and

WHEREAS, by said resolution of September 21, 1949, the Highway Commission declared the Little Butte Secondary Highway, No. 270, between M.P. 00 (junction with the Crater Lake Highway near Eagle Point) and M.P. 30. 33, (Jackson-Klamath County Line) to be a through highway, and ordered that all traffic entering said highway from intersecting streets, roads and highways shall come to a stop before entering said highway; and

WHEREAS, since the adoption of said resolution of September 21, 1949, a traffic engineering investigation and report has been made which discloses that traffic conditions have changed, particularly on Main Street in the City of Eagle Point; and

WHEREAS, said traffic investigation revealed a nearly equal division of traffic on said highway and on Main Street where it intersects said highway; and

WHEREAS, there have been a number of accidents at said intersection;

NOW, THEREFORE, based upon said traffic engineering investigation and upon the recommendation of the State Highway Engineer in the interests of the safety of the traveling public, this Commission does hereby find, resolve and order as follows:

1. That the intersection of "C" Street (route of the Little Butte Secondary Highway) and Main Street in the town of Eagle Point, shall be made a four-way stop and all traffic entering said intersection from each direction shall be required to stop before entering the same.

2. That the State Highway Engineer place, or cause to be placed, and thereafter maintain, or cause to be maintained, the necessary signs

and markers to accomplish the traffic control and regulation contemplated by law and by this resolution, and that said Engineer remove, or cause to be removed, such signs or markers as are inconsistent with this resolution. Such signs and markers as may be erected pursuant to this resolution shall conform to the types and standards heretofore approved by this Commission.

3. That the State Highway Engineer place, or cause to be placed, such signs or markers as shall indicate or designate to all drivers of motor vehicles on said Little Butte Secondary Highway and on said Main Street in the town of Eagle Point, the place where the stop shall be made.

4. That this resolution be entered in the minutes and records of this Commission as of the 19th day of December, 1955, as Through Highway Resolution No. 13-B, and a duly certified copy thereof be delivered to the U.S. Bureau of Public Roads, to the County Court of Jackson County, to the Superintendent of State Police, and to the Secretary of State.

EXHIBIT "L-1"

Minutes of December 19 and 20, 1955

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make complete and final surveys of the following described state highway routes and locations:

1. West Fork, Illinois River Bridge and the East Fork, Illinois River Bridge Sections of the Redwood Highway in Josephine County;

2. Neskowin-Salmon River Section of the Oregon Coast Highway, in Tillamook County, and in connection therewith to prepare maps showing the routes and locations of said highway sections and to file said maps, reports, and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said surveys and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said surveys, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1-a. That the survey of the West Fork, Illinois River Bridge and the East Fork, Illinois River Bridge Sections of the Redwood Highway, beginning at Highway Engineer's Station 479+00.94, about one-half mile south of the crossing of the West Fork of the Illinois River, and extending in a northeasterly direction to Highway Engineer's Station 673+89.39, in the southerly edge of the town of Cave Junction, together with the map, which for identification purposes bears map file No. 7B-35-13, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

1-b. That the survey of the Neskowin-Salmon River Section of the Oregon Coast Highway, beginning at Highway Engineer's Station 249+00, in the community of Neskowin, and extending in a southerly direction to Highway Engineer's Station 633+68.15, a point on the present highway approximately one and one-half miles west of the town of Otis, together with the map, which for identification purposes bears map file No. 7B-35-1, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

EXHIBIT "L-1" (Cont)

2. That when said highway sections are permanently constructed, the same shall be done in accordance with said surveys and locations unless otherwise directed or ordered by the Commission.

3. That the approval and adoption of said surveys shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the construction, reconstruction, or improvement of the highways along and over said surveys. Said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right of Way Department to proceed promptly with the acquisition of rights of way pursuant to the normal and approved method.

4. That heretofore by resolution of this Commission, dated November 3, 1948, said section of the Redwood Highway and said section of the Oregon Coast Highway were designated as "throughways" within the meaning and purpose of ORS 374.005, commonly known as the "Throughway Law," and, for the reasons stated therein, the above-named sections of said highways should be and it hereby is directed that the construction of the same shall be accomplished pursuant to and within the meaning and scope of said law except any portion of said sections which had more than ten commercial businesses abutting thereon catering to the motoring public in any one mile as of the date said sections of highways were designated as throughways.

5. That this resolution be entered in the minutes and records of the Commission as of the nineteenth day of December, 1955, as Survey Resolution No. 133.

EXHIBIT "L-2"

Minutes of December 19 and 20, 1955

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make complete and final surveys of the following described state highway routes and locations:

1. Meadowbrook Bridge Unit of the Molalla-Colton Section of the Woodburn-Estacada Secondary Highway in Clackamas County;

2. Willamette River (Springfield) Bridge Section of the McKenzie Highway in Lane County;

3. Pendleton-Pilot Rock Section of the Pendleton-John Day Highway in Umatilla County;

4. Meda Bridge Section of the Little Nestucca Secondary Highway in Tillamook County;

5. South 6th Street (Klamath Falls) Railroad Overcrossing Section of the Klamath Falls-Lakeview Highway in Klamath County;

6. Cornelius-Hillsboro Unit of the Forest Grove-Hillsboro Section on the Tualatin Valley Highway in Washington County;

and in connection therewith to prepare maps showing the routes and locations of said sections, and to file said maps, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said surveys and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said surveys, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1-a. That the survey of the Meadowbrook Bridge Unit, Molalla-Colton Section of the Woodburn-Estacada Secondary Highway, beginning at Highway Engineer's Station 159+00.39, on the west side of the Molalla River east of the town of Molalla, and extending in an easterly direction to Highway Engineer's Station 182+27.78 on the easterly side of the Molalla River, together with the map, which for identification purposes bears Map File

EXHIBIT "L-2" (Cont)

No. 7B-35-20 (Drg. No. 1R-5-838), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

1-b. That the survey of the Willamette River (Springfield) Bridge Section of the McKenzie Highway, beginning at Highway Engineer's Station 243+50, on the westerly side of the Willamette River, near the junction with McVay Secondary Highway, and extending in an easterly direction to Highway Engineer's Station 263+86.75 on the easterly side of the Willamette River in the city of Springfield, together with the map which for identification purposes bears Map File Nos. 5B-36-8 and 6B-3-15 (Drg. No. 1R-5-829), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

1-c. That the survey of the Pendleton-Pilot Rock Section on the Pendleton-John Day Highway, beginning at Highway Engineer's Station 195+16 in the southerly part of the city of Pendleton, and extending in a southerly direction to Highway Engineer's Station 691+38.65 in the town of Pilot Rock, together with the map, which for identification purposes bears Map File No. 7B-36-14, 7B-35-11, 7B-35-7, 7B-35-10 (Drg. No. 1R-5-780), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

1-d. That the survey of the Meda Bridge Section on the Little Nestucca Secondary Highway, beginning at Highway Engineer's Station 59+00 near the north bank of the Little Nestucca River, approximately one mile south of the junction with the Oregon Coast Highway, and extending in a southerly direction to Highway Engineer's Station 80+00, a short distance south of the south bank of the Little Nestucca Highway, together with the map which for identification purposes bears Map File No. 10C-26-4 (Drg. No. 1R-5-830), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

1-e. That the survey of the South 6th Street (Klamath Falls) Railroad Overcrossing Section on the Klamath Falls-Lakeview Highway, beginning at Highway Engineer's Station 20+43 at the intersection of Kinlock and Sixth Avenues in the city of Klamath Falls, and extending in a southerly and easterly direction to Highway Engineer's Station 50+40 near Owens Street in the city of Klamath Falls, together with the map, which for identification purposes bears File Nos. 6B-1-4 and 6B-2-14 (Drg. No. 1R-5-832), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to

file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

1-f. That the survey of the Cornelius-Hillsboro Unit of the Forest Grove-Hillsboro Section on the Tualatin Valley Highway, beginning at Highway Engineer's Station 36+86 near the east bank of Dairy Creek, a short distance west of Hillsboro, and extending in a westerly direction to Highway Engineer's Station 210+60, a short distance west of the town of Cornelius, together with the map, which for identification purposes bears Map File No. 6B-34-20 (Drg. No. 1R-5-826), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That when said highway sections are permanently constructed, the same shall be done in accordance with said surveys and locations unless otherwise directed or ordered by the Commission.

3. That the approval and adoption of said surveys shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the construction, reconstruction, or improvement of the highways along and over said surveys. Said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right of Way Department to proceed promptly with the acquisition of rights of way pursuant to the normal and approved method.

4. That this resolution be entered in the minutes and records of the Commission as of the nineteenth day of December, 1955, as Survey Resolution No. 134.

EXHIBIT "M"

Minutes of December 19 and 20, 1955

RESOLUTION

WHEREAS, Chapter 483 of Oregon Revised Statutes, sets forth maximum limits with respect to the size and weight of vehicles or combinations of vehicles, and the number of vehicles that may be coupled together in a combination of vehicles; and

WHEREAS, under the provisions of said law the State Highway Commission is authorized to issue permits for the operation, upon state highways, of vehicles and combinations of vehicles having a size, weight and number in combination in excess of said maximum limits; and

WHEREAS, under the provisions of ORS Section 483.525, when in the judgment of the State Highway Commission any state highway, or section thereof, is capable of carrying any combination of vehicles having a combination of vehicles gross weight in excess of that authorized in subsection (3) of ORS 483.506, or an overall length in excess of that authorized in subsection (4) of ORS 483.504, the Commission is authorized to so declare by resolution and to fix the maximum gross weight and length and types and classes of combinations of vehicles which may be operated thereon. Said law further provides that after such resolution is filed with the Secretary of State no permit shall be required for the operation upon such highway, or section thereof, of any combination of vehicles not exceeding the maximum gross weight and length fixed for combinations of vehicles of that type and class; and

WHEREAS, the State Highway Engineer has made investigations and studies and has compiled information and statistics relative to the strength, stability, design and alignment of all state highways;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That based upon the studies, investigations, information and statistics made and compiled by the State Highway Engineer, it is the judgment of this Commission that certain highways, or sections thereof, as set forth hereinafter, are capable of carrying combinations of vehicles having a combination of vehicles gross weight in excess of that authorized in subsection (3) of ORS 483.506, or an overall length in excess of that authorized in paragraph subsection (4) of ORS 483.504, or a number of vehicles in the combination in excess of that authorized in subsection (1) of ORS 483.508.

2. That except when engaged in the transportation of logs, poles or piling, any combination of vehicles having an overall length not in excess of 50 feet and a combination of vehicles gross weight not in excess of

68,000 pounds may be operated without a permit upon all those highways or sections of highways listed on the attached list of "Group II Highways", which for identification is marked "Attachment A", the attached list of "Group I Highways", which for identification is marked "Attachment B", and the attached list of "Special Group I Highways", which for identification is marked "Attachment C".

3. That except when engaged in the transportation of logs, poles or piling, any combination of vehicles consisting of a truck and full trailer, or of a truck-tractor and semitrailer drawing one trailer, or of a truck-tractor and semitrailer drawing one additional semitrailer mounted on a dolly equipped with a fifth wheel, having an overall length not in excess of 60 feet and a combination of vehicles gross weight not in excess of 76,000 pounds, may be operated without a permit upon all those highways or sections of highways listed on the attached list of "Group I Highways", which for identification is marked "Attachment B".

4. That except when engaged in the transportation of logs, poles or piling, any combination of vehicles consisting of a truck-tractor and semitrailer having an overall length not in excess of 55 feet and a combination of vehicles gross weight not in excess of 72,000 pounds may be operated without a permit upon all those highways or sections of highways listed on the attached list of "Special Group I Highways", which for identification is marked "Attachment C".

5. That nothing contained in this resolution shall be deemed to authorize the operation of vehicles having any gross weight in excess of the applicable gross weights set forth in the tables of weights in subsection (3) and (4) of ORS 483.524, nor any gross wheel, axle or tandem axle weight in excess of that set forth in subsection (3) of ORS 483.506. Nothing contained in this resolution shall be deemed to authorize the operation of any combination of vehicles which is not properly licensed, or does not carry proper Oregon P.U.C. plates and certificates or, except as otherwise expressly provided herein, which does not comply in all respects with the Oregon Motor Vehicle Laws and the Oregon Motor Transportation Code.

6. That the State Highway Engineer shall prepare, or have prepared, prints of a map to be issued to any person requesting the same, showing in contrasting colors the Group I Highways, the Group II Highways, and the Special Group I Highways referred to in paragraphs 2, 3 and 4 of this resolution. Attached hereto, and for identification marked "Attachment D" is a map showing such highways in contrasting colors. Said map is hereby approved by this Commission and prints thereof shall be issued to any interested person requesting the same.

7. That the provisions of this resolution are subject to any order heretofore or hereafter made by this Commission pursuant to ORS 483.532,

and the posting of any highway, section of highway, or highway structure to reduced limits of weights or dimensions shall be to that extent a modification of the weights or dimensions authorized by this resolution. This resolution may be changed, amended or rescinded at any time by resolution adopted by this Commission.

8. That this resolution revokes and supersedes a previous resolution of December 1954, dealing with this subject.

9. That this resolution be entered in the minutes of this Commission as of the 19th day of December, 1955, that the original of this resolution be filed in the records of the Secretary of the Commission, and that a duly certified copy thereof be filed with the Secretary of State, the Public Utilities Commissioner, and the Superintendent of State Police.

"ATTACHMENT A"

GROUP II HIGHWAYS

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
3	Oswego	Jct. US26 in Portland to Jct. US99E in Ore. City	Ore 43
12	Baker-Homestead	Richland to Robinette	Ore 86
22	Crater Lake	Jct. Ore 230 near Union Creek to Crater Lake Park Boundary	Ore 62
26	Mt. Hood	Odell Junction to Parkdale	Ore 35
33	Corvallis-Newport	Burnt Woods to Toledo	US20
38	Oregon Caves	M.P. 6.16 to Oregon Caves	Ore 46
55	Halfway	Jct. Ore 82 north of Robinette to Halfway	- - -
102	Nehalem	Jct. US101 at Astoria to Jct. Ore 47 at Mist	Ore 202
103	Fishhawk Falls	Jct. US26 near Elsie to Jct. Ore 202 at Jewell	- - -

EXHIBIT "M" (Cont)

"ATTACHMENT A"

GROUP II HIGHWAYS

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
110	Mist-Clatskanie	Jct. US30 at Clatskanie to Mist	Ore 47
125	Crown Point	Larch Mt. Road, Mile Post 10.74 to Jct. US30 Expressway at Dodson	US30 Scenic
140	Hillsboro-Silverton	Jct. Ore 6 at Hillsboro to Jct. US99W at Newberg; also St. Paul to Jct. US99E at Woodburn; also Mt. Angel to Jct. Ore 213 at Silverton	Ore 219-Ore 214
142	Farmington	Jct. Ore 6 at Beaverton to Jct. Ore 219 via Farmington	Ore 208
143	Scholls	Jct. Ore 10 near Hillsdale to Jct. Ore 219 at Scholls	Ore 210
151	Yamhill-Newberg	Jct. Ore 47 at Yamhill to Jct. US99W at Newberg	Ore 240
153	Bellevue-Hopewell	Jct. Ore 18 at Bellevue to Jct. Ore 221 near Hopewell	- - -
154	Lafayette	Jct. Bellevue-Hopewell Hwy. to Jct. Three Mile Lane Hwy.	- - -
155	Amity-Dayton	Jct. Three Mile Lane Hwy. to Jct. Salem-Dayton Hwy. Oregon	- - -
160	Cascade	Oregon City to Liberal	Ore 213
161	Woodburn-Estacada	Jct. US99E near Woodburn to Hamrick's Corner, Mile Post 7.61; also Mile Post 32.14 to Estacada	Ore 211
163	Silver Creek Falls	Jct. Ore 22 near Shaw to Jct. Ore 213 at Silverton	Ore 214

EXHIBIT "M" (Cont)

"ATTACHMENT A"

GROUP II HIGHWAYS

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
180	Eddyville-Blodgett	Jct. US20 at Blodgett to Jct. US20 near Eddyville via Nortons	- - -
191	Kings Valley	Jct. Ore 22 at Dallas to Jct. US20 near Wren	Ore 223
200	Territorial	Jct. US99W at Monroe to Jct. Ore 36 near Cheshire; also Gillespie Corner to Anlauf	- - -
211	Albany-Lyons	Jct. US20 near Crabtree to Lyons	Ore 226
230	Tiller Trail	Tiller to Jct. Ore 62 at Trail	Ore 227
231	Elkton-Sutherlin	Jct. Ore 38 at Elkton to Mile Post 14.31	Ore 225
241	Coos River	Eastside, Mile Post 1.13 to Mile Post 18.86	- - -
242	Powers	Mile Post 6.0 to Powers	- - -
250	Cape Blanco	Jct. US101 near Sixes to Cape Blanco	- - -
251	Port Orford	Jct. US101 at Port Orford to U.S. Coast Guard Station Boundary	- - -
270	Little Butte	Jct. Ore 62 at Eagle Point to Jackson-Klamath County Line	- - -
272	Medford-Provolt	Applegate to Jct. US99 at Medford	Ore 238
273	Siskiyou	Jct. Ore 66 near Ashland to Jct. US99 at Siskiyou	- - -
282	Odell	Odell to Jct. Hood River Hwy.	- - -
290	Sherars Bridge	Jct. US197 near Tygh Valley to Jct. US97 at Grass Valley	Ore 216
301	Fulton Canyon	Jct. US30 to end of highway	- - -

EXHIBIT "M" (Cont)

"ATTACHMENT A"

GROUP II HIGHWAYS

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
320	Lexington-Echo	Jct. Ore 207 at Mile Post 27.28 to Jct. US30 east of Stanfield Jct. via Echo	- - -
321	Heppner-Spray	Jct. Ore 206 near Eight Mile to Jct. Ore 19 near Spray	Ore 207
332	Sunnyside-Umapine	Jct. with Freewater Hwy. at Sunnyside to Washington State Line	- - -
333	Hermiston	Jct. US730 near Cold Springs to Jct. US30 at Mile Post 12.61	Ore 207
337	Stanfield-Pendleton	Jct. US30 near Stanfield to Reith via Echo	- - -
340	Medical Springs	Jct. Ore 203 at Union to Pondosa	Ore 203
342	Cove	Jct. Ore 82 at Island City to Jct. Ore 203 at Union	- - -
375	Redmond-Bend	Jct. US97 at Redmond to Jct. US20 near Tumalo	- - -
402	Kimberley-Long Creek	Jct. Ore 19 at Kimberley to Jct. US395 at Long Creek	- - -
410	Sumpter Valley	Jct. Ore 7 at Salisbury to Sumpter	Ore 220
424	Sand Creek	Jct. Sun Mountain Hwy. to East Boundary Crater Lake National Park	Ore 232
431	Warner	Jct. US395 near Lakeview to Plush via Adel	- - -
451	Vale West	Jct. US20 at Vale to Jct. US20 at M.P. 10.72	- - -
452	Adrian-Parma	Jct. Ore 201 near Adrian to Idaho State Line near Parma	- - -

EXHIBIT "M" (Cont)

"ATTACHMENT A"

GROUP II HIGHWAYS

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
453	Adrian-Arena Valley	Jct. Adrian-Caldwell Highway to Idaho State Line	- - -
454	Adrian-Caldwell	Jct. Adrian-Parma Highway to Idaho State Line near Caldwell	- - -

"ATTACHMENT B"

GROUP I HIGHWAYS

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
1	Pacific	Junction City to Calif. State Line near Hilt	US99
1E	Pacific East	Wn. State Line north of Portland to Junction City	US99E
1W	Pacific West	Jct. US99E north of Portland to Junction City	US99W
2	Columbia River	Astoria to Wn. State Line near Wallula	US30-730
4	The Dalles-California	Jct. US30 near The Dalles to Calif. State Line near Dorris	US197-97
5	John Day	Jct. US30 near Arlington to Jct. US20 at Vale	Ore 19-US26
6	Old Oregon Trail	Jct. US730 east of Boardman to Idaho State Line near Nyssa, including Weiser, Payette and Ontario Spurs	US30-Ore 90-Ore 201-US26-US20
7	Central Oregon	Jct. US97 at Bend to Jct. Ore 201 at Cairo	US20
8	Oregon-Washington	Jct. US30 near Pendleton to Wn. Line near Walla Walla	Ore 11

EXHIBIT "M" (Cont)

"ATTACHMENT B"

GROUP I HIGHWAYS

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
9	Oregon Coast	Astoria to Calif. State Line near Brookings	US101
10	Wallowa Lake	Jct. US30 at LaGrande to Joseph	Ore 82
12	Baker-Homestead	Jct. US30 at Baker to Richland	Ore 86
13	Baker-Unity	Jct. US30 at Baker to Jct. US26 near Unity	Ore 7
15	McKenzie	Jct. US99 near Eugene to Belknap Springs, M. P. 56.07	US126
16	Santiam	Jct. US99E at Albany to Jct. US126 east of Sisters	US20
17	McKenzie-Bend	Jct. US126 east of Sisters to Jct. US97 north of Bend	US20
18	Willamette	Jct. US99 near Goshen to Jct. US97 north of Chemult	Ore 58
19	Fremont	Jct. US97 south of Lapine to Calif. State Line near New Pine Creek	Ore 31-US395
20	Klamath Falls-Lakeview	Jct. US97 at Klamath Falls to Jct. US395 at Lakeview	Ore 66
21	Green Springs	Jct. US99 at Ashland to Jct. US97 near Klamath Falls	Ore 66
22	Crater Lake	Jct. US99 at Medford to Jct. Ore 230 near Union Creek	Ore 62
22	Crater Lake	Jct. Sun Mountain Highway near Fort Klamath to Jct. US97 south of Chiloquin	Ore 62
23	Dairy-Bonanza	Jct. Ore 66 at Dairy to Bonanza	Ore 70
24	Burns-Crane	Jct. US20 at Burns to Crane	Ore 78
25	Redwood	Jct. US99 near Grants Pass to Calif. State Line near O'Brien	US199

EXHIBIT "M" (Cont)

"ATTACHMENT B"

GROUP I HIGHWAYS

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
26	Mt. Hood	Jct. US99W at Portland to Jct. Warm Springs Hwy. near Government Camp; also Odell Jct. to Jct. with US30 at Hood River	US26
27	Alsea	Jct. US101 at Waldport to Jct. US20 near Philomath	Ore 34
28	Pendleton-John Day	Jct. US30 at Pendleton to Jct. with Beech Creek Highway near Mt. Vernon	US395
29	Tualatin Valley	Jct. US26 West of Portland to Jct. US99W near McMinnville	Ore 6-Ore 47
30	Willamina-Salem	Jct. Ore 18 to Dolph's Corner; also Rickreall to Jct. US99E at Salem	Ore 22
31	Albany-Corvallis	Jct. US99E at Albany to Jct. US99W at Corvallis	US20
32	Three Rivers	Jct. US101 at Hebo to Jct. Ore 18 at Valley Jct.	Ore 22
33	Corvallis-Newport	Jct. US99W at Corvallis to Burnt Woods; also Toledo to Jct. US101 at Newport	US20
34	Siuslaw	Jct. US101 at Florence to Jct. US99 south of Junction City	Ore 36
35	Coos Bay-Roseburg	Jct. US101 at Coquille to Jct. US99 south of Roseburg	Ore 42
36	Pendleton-Cold Springs	Jct. US730 near Cold Springs to Jct. US30 at Pendleton	US395
37	Wilson River	Jct. Ore 47 at Forest Grove to Jct. US101 at Tillamook	Ore 6
38	Oregon Caves	Jct. US199 to Mile Post 6.16	Ore 46

EXHIBIT "M" (Cont)

"ATTACHMENT B"

GROUP I HIGHWAYS

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
39	Salmon River	Jct. US101 at Otis to Jct. US99W south of McMinnville	Ore 18
40	Beaverton-Hillsdale	Jct. Ore 6 to Jct. US99W	Ore 10
41	Ochoco	Jct. US97 at Redmond to Jct. Ore 19 north of Dayville	US126-US26
42	Sherman	Jct. US30 at Biggs to Jct. US197 south of Shaniko	US97
43	Monmouth-Independence	Jct. US99W at Monmouth to Independence	Ore 51
44	Wapinitia	Jct. US26 near Bear Springs to Jct. US197 north of Maupin	Ore 52
45	Umpqua	Jct. US101 at Reedsport to Jct. US99 at Anlauf	Ore 38
46	Necanicum	Jct. US26 at Necanicum to Jct. US101 near Wheeler	Ore 53
47	Sunset	Jct. US101 north of Cannon Beach to Jct. US99W at Portland	US26
48	John Day-Burns	Jct. US26 at John Day to Jct. US20 east of Burns	US395
49	Lakeview-Burns	Jct. US20 near Oakerman Ranch to Jct. Ore 31 at Valley Falls	US395
50	Klamath Falls-Malin	Jct. US97 at Klamath Falls to Calif. State Line near Malin	Ore 39
51	Wilsonville-Hubbard	Aurora Interchange to Jct. US99E near Hubbard	- - -
52	Heppner	Jct. US30 at Heppner Jct. to Jct. US395 at Nye	Ore 74
53	Warm Springs	Jct. Ore 35 near Government Camp to Jct. US97 at Madras	US26

EXHIBIT "M" (Cont)

"ATTACHMENT B"

GROUP I HIGHWAYS

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
54	Umatilla-Stanfield	Jct. US730 east of Umatilla to Jct. Old Oregon Trail near Stanfield	- - -
56	T. H. Banfield Expressway	Sandy Blvd., Portland to Jct. with Columbia River Highway	- - -
57	Portland-Salem Expressway	Jct. US99W near Tigard to Hayesville Jct., Salem	US99
102	Nehalem	Mist to Jct. Ore 6 at Forest Grove	Ore 47
120	Swift	Jct. Columbia Blvd. to Jct. Denver & Union Aves. north of Portland	- - -
121	Lombard St. By-Pass	Jct. US30 at St. Johns Bridge to Jct. Union Ave. in Portland	US30 By-Pass
122	Vancouver Ave.	Columbia Blvd. to Union Ave. in Portland	- - -
123	N.E. Portland	Jct. US99E at Union Ave. to Jct. US30 at Sandy Blvd. in Portland	US30 By-Pass
124	Sun Dial	Jct. US30 near Troutdale to the Troutdale Airport Boundary	- - -
125	Crown Point	Jct. US30 at Troutdale to Larch Mountain Rd., Mile Post 10.74	US 30 Scenic
140	Hillsboro-Silverton	Jct. US99E near Woodburn to Mt. Angel	Ore 214
141	Beaverton-Aurora	Jct. Ore 6 at Beaverton to Jct. US99W near Tigard	Ore 217
150	Salem-Dayton	Jct. Ore 22 at West Salem to Dayton	Ore 221
155	Amity-Dayton	Dayton to Jct. US99W near Lafayette	Ore 233
156	McMinnville	McMinnville to Jct. US99W north of McMinnville	- - -

EXHIBIT "M" (Cont)

"ATTACHMENT B"

GROUP I HIGHWAYS

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
160	Cascade	Jct. US30 By-Pass at Killingsworth St., Portland to Oregon City; also Liberal to Silverton	Ore 213
161	Woodburn-Estacada	Jct. Canby-Marquam Hwy. Mile Post 7.61 to Mile Post 32.14 near Estacada	Ore 211
162	North Santiam	Jct. Ore 214 to Jct. US20	Ore 22
163	Silver Creek Falls	Jct. US99E in Salem to Jct. North Santiam Hwy. at Mile Post 8.64	Ore 22
164	Jefferson	Jct. US99E to Jct. US99E via Jefferson	- - -
170	Canby-Marquam	Jct. US99E at Canby to Jct. Ore 211 at Hamrick's Corner	- - -
171	Clackamas	Jct. US99E at Milwaukie to Estacada	Ore 211
192	Dolph Corner-Dallas	Dolph Corner to Jct. with Dallas-Rickreall Highway	Ore 22
193	Independence	Independence to Jct. Ore 22 near Salem	Ore 51
200	Territorial	Jct. Ore 36 to Gillespie Corner	- - -
212	Halsey-Sweet Home	Jct. US99 to Jct. US20	Ore 228
213	Mehama-Mill City	Jct. Ore 22 at Mehama to Jct. Ore 22 at Mill City via Lyons	- - -
220	Richardson-Eugene	Jct. US99 at Eugene to Veneta	- - -
222	Springfield-Creswell	Jct. US126 near Springfield to Jct. Ore 58 near Pleasant Hill	- - -
223	Junction City-Eugene	Jct. US99 at Junction City to Jct. US99 at Eugene	- - -

EXHIBIT "M" (Cont)

"ATTACHMENT B"

GROUP I HIGHWAYS

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
225	McVay Secondary	Jct. US126 to Jct. US99 north of Goshen	- - -
230	Tiller-Trail	Jct. US99 at Canyonville to Tiller	Ore 227
231	Elkton-Sutherlin	M. P. 14. 31 to Sutherlin via North Connection	Ore 225
232	Crater Lake North	Jct. West Diamond Lake Highway, M. P. 0. 36 to Jct. East Diamond Lake Highway, M. P. 3. 81	Ore 230
233	West Diamond Lake	Jct. Ore 62 near Union Creek to Jct. Crater Lake North Highway	Ore 230
234	Oakland-Shady	Jct. US99 at Oakland to Jct. Ore 42	- - -
235	Dillard	Jct. Ore 42 to Jct. US99	- - -
236	Yoncalla	Drain to Jct. US99 at Rice Hill, Mile Post 170. 31	- - -
240	Cape Arago	Jct. US101 at North Bend to South Bay	- - -
241	Coos River	Jct. US101 to Mile Post 1. 13, Eastside	- - -
242	Powers	Jct. Ore 42 to Mile Post 6. 0	- - -
243	Empire-Coos Bay	Jct. US101 to Jct. Cape Arago Hwy. at Empire	- - -
261	Williams	Jct. US99 near Grants Pass to Munger Creek county road.	Ore 238
271	Sams Valley	Jct. US99 near Gold Hill to Jct. Ore 62	Ore 234
272	Medford-Provolt	Provolt to Applegate	Ore 238
281	Hood River	Jct. Ore 35 at Hood River to Jct. Ore. 35 near Parkdale	- - -

EXHIBIT "M" (Cont)

"ATTACHMENT B"

GROUP I HIGHWAYS

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
282	Odell	Jct. Ore 35 to Odell	- - -
300	Wasco-Heppner	Jct. Ore 19 at Condon to Jct. Ore 74 at Heppner	Ore 206-207
320	Lexington-Echo	Jct. Ore 74 at Lexington to Jct. Hermiston Hwy. at M. P. 27. 28	Ore 207
330	Weston-Elgin	Jct. Ore 11 at Weston to Jct. Ore 82 at Elgin	Ore 204
333	Hermiston	Jct. US30 near Ordnance to Jct. Lexington-Echo Hwy. at M. P. 17. 92	Ore 207
334	Athena-Holdman	Jct. Ore 11 at Athena to Jct. US395 near Holdman	- - -
335	Havana-Helix	Havana to Helix	- - -
337	Stanfield-Pendleton	Reith to Jct. with US30	- - -
339	Freewater	Jct. Ore 11 near Milton to Washington State Line	- - -
340	Medical Springs	Jct. Ore 86 to Pondosa	Ore 203
341	Starkey	Jct. US30 near Five Points to Starkey	- - -
343	LaGrande-North Powder	Jct. US30 near LaGrande to Jct. US30 near North Powder via Union	Ore 203
360	Madras-Prineville	Jct. US97 near Madras to Jct. US126 at Prineville	US26
361	Culver	Jct. US97 at Madras to Jct. US97 South of Culver	--- -
371	Powell Butte	Jct. US126 at Powell Butte to Jct. US20 east of Bend	- - -
374	Tumalo-Deschutes	Jct. US20 at Tumalo to Jct. US97 at Deschutes	- - -

EXHIBIT "M" (Cont)

"ATTACHMENT B"

GROUP I HIGHWAYS

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
401	Beech Creek	Jct. Pendleton-John Day Hwy. to Jct. US26 at Mt. Vernon	US395
420	Midland	Jct. Ore 66 near Klamath Falls to Jct. US97 near Midland	- - -
422	Chiloquin	Entire length	- - -
423	Lower Klamath Lake	Jct. US97 near Midland to Jct. Ore 39	- - -
425	East Diamond Lake	Jct. Crater Lake North Highway to Jct. US97	Ore 230
426	Hatfield	Jct. Ore 39 near Merrill to Calif. State Line	Ore 39
428	Sun Mountain	Jct. US97 to Jct. Ore 62 near Fort Klamath	- - -
440	Frenchglen	Jct. Ore 78 near Burns to Frenchglen except between Mile Post 9.5 and Mile Post 12.0	Ore 205
441	Diamond Valley	Jct. Ore 78 near Princeton to Mile Post 25.50 north of Diamond	- - -
442	Crane-Scotts Butte	Jct. Burns-Crane Highway near Crane to Jct. US95 near Scotts Butte	Ore 78
450	Nyssa-Adrian	Jct. US26-20 at Nyssa to Idaho State Line near Homedale	Ore 201
456	Idaho-Oregon Nevada	Idaho State Line near Malloy Ranch to Nevada State Line near McDermitt (except from Mile Post 14.93 to 24.84)	US95
458	Jordan Valley	Entire length	- - -

EXHIBIT "M" (Cont)

"ATTACHMENT C"

SPECIAL GROUP I HIGHWAYS

HIGHWAYS APPROVED FOR 55' TRACTOR-SEMITRAILER COMBINATIONS

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
1	Pacific	Jct. City to Calif. State Line near Hilt	US99
1E	Pacific East	Washington State Line north of Portland to Junction City	US99E
1W	Pacific West	Jct. US99E north of Portland to Junction City	US99W
2	Columbia River	Rainier to Washington Line near Wallula	US30-730
4	The Dalles-Calif.	Jct. Ore. 52 near Maupin to Calif. State Line near Dorris	US197-97
5	John Day	Ochoco Jct., Ore 19 to Prairie City; also Brogan to Vale	US26
6	Old Oregon Trail	Jct. US730 east of Boardman to Idaho State Line near Nyssa including Weiser, Payette and Ontario Spurs	US30-Ore90-Ore 201-US26-20
7	Central Oregon	Jct. US97 at Bend to Jct. Ore 201 at Cairo	US20
8	Oregon-Wash.	Jct. US30 near Pendleton to Washington State Line near Walla Walla	Ore 11
9	Oregon Coast	Astoria to Jct. Sunset Hwy. near Cannon Beach; also Garibaldi to Jct. Ore 6 at Tillamook; also Otis to Port Orford; also Brookings to California State Line	US101
15	McKenzie	Jct. US99 at Eugene to McKenzie Bridge	US126
16	Santiam	Jct. US99E at Albany to Jct. US126 east of Sisters	US20

EXHIBIT "M" (Cont)

"ATTACHMENT C"

SPECIAL GROUP I HIGHWAYS

HIGHWAYS APPROVED FOR 55' TRACTOR-SEMITRAILER COMBINATIONS

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
17	McKenzie-Bend	Jct. US126 East of Sisters to Jct. US97 north of Bend	US20
18	Willamette	Jct. US99 near Goshen to Jct. US97 north of Chemult	Ore 58
19	Fremont	Jct. US97 south of Lapine to Calif. State Line near New Pine Creek	Ore 31-US395
20	Klamath Falls-Lakeview	Jct. US97 at Klamath Falls to Jct. US395 at Lakeview	Ore 66
22	Crater Lake	Jct. US99 at Medford to Shady Cove	Ore 62
23	Dairy-Bonanza	Jct. Ore 66 at Dairy to Bonanza	Ore 70
24	Burns-Crane	Burns to Jct. with Diamond Valley Highway	Ore 78
25	Redwood	Jct. US99 near Grants Pass to California State Line near O'Brien	US199
26	Mt. Hood	Jct. US99W in Portland to Jct. Warm Springs Highway near Government Camp; also Odell Jct. to Jct. US30 at Hood River.	US26-Ore 35
28	Pendleton-John Day	Jct. US30 at Pendleton to Pilot Rock	US395
29	Tualatin Valley	Jct. US26 west of Portland to Scoggins Valley, via Forest Grove	Ore 6
30	Willamina-Salem	Jct. Ore 18 to Dolph Corner; also Rickreall to Jct. US99E at Salem	Ore 22
31	Albany-Corvallis	Jct. US99E at Albany to Jct. US99W at Corvallis	US20
36	Pendleton-Cold Springs	Jct. US30 to Jct. Athena-Holdman Highway	US395
37	Wilson River	Jct. Ore 47 at Forest Grove to Jct. US101 at Tillamook	Ore 6

EXHIBIT "M" (Cont)

"ATTACHMENT C"

SPECIAL GROUP I HIGHWAYS

HIGHWAYS APPROVED FOR 55' TRACTOR-SEMITRAILER COMBINATIONS

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
33	Corvallis-Newport	Newport to Toledo; also Philomath to Corvallis	US20
39	Salmon River	Jct. US99W near McMinnville to Otis	Ore 18
41	Ochoco	Jct. US97 at Redmond to Jct. Ore 19	US126-26
42	Sherman	Jct. US30 at Biggs to Jct. US197 south of Shaniko	US97
44	Wapinitia	Jct. US26 near Bear Springs to Jct. US197 north of Maupin	Ore 52
45	Umpqua	Jct. US101 at Reedsport to Jct. US99 at Anlauf	Ore 38
47	Sunset	Jct. US101 near Cannon Beach to Jct. US99W at Portland	US 26
49	Lakeview-Burns	Jct. US20 near Oakerman Ranch to Valley Falls	US395
50	Klamath Falls-Malin	Jct. US97 at Klamath Falls to California State Line near Malin	Ore 39
51	Wilsonville-Hubbard	Aurora Interchange to Jct. US99E near Hubbard	- - -
53	Warm Springs	Jct. Ore 35 near Government Camp to Jct. US97 at Madras	US26
54	Umatilla-Stanfield	Jct. US730 east of Umatilla to Jct. Old Oregon Trail near Stanfield	- - -
56	T. H. Banfield Expressway	Sandy Blvd., Portland to Jct. US30	- - -
57	Portland-Salem Expressway	Jct. US99W near Tigard to Hayesville Jct., Salem	US99
102	Nehalem	Jct. Ore 6 at Forest Grove to Jct. US26 near Manning	Ore 47

EXHIBIT "M" (Cont)

"ATTACHMENT C"

SPECIAL GROUP I HIGHWAYS

HIGHWAYS APPROVED FOR 55' TRACTOR-SEMITRAILER COMBINATIONS

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
120	Swift	Jct. US99 at Denver and Union Aves. to Columbia Blvd. Portland	- - -
121	Lombard Street By-Pass	Jct. US30 at St. Johns Bridge to Jct. Union Avenue in Portland	US30 By-Pass
123	N.E. Portland	Jct. US99E (Union Ave.) to Jct. US30 (Sandy Blvd.), Portland	US30 By-Pass
150	Salem-Dayton	Jct. Ore 22 at West Salem to Dayton	Ore 221
155	Amity-Dayton	Dayton to Jct. US99W near Lafayette	Ore 233
160	Cascade	Jct. US30 By-Pass (Killingsworth St., Portland) to Gladstone	Ore 213
162	North Santiam	Jct. Ore 214 to Jct. US20	Ore 22
163	Silver Creek Falls	Jct. US99E at Salem to Jct. North Santiam Highway at Mile Post 8.64	Ore 22
164	Jefferson	Jct. US99E to Jct. US99E	- - -
171	Clackamas	Jct. US99E at Milwaukie to Estacada	Ore 211
192	Dolph Corner-Dallas	Dolph Corner to Jct. Dallas-Rickreall Hwy.	Ore 22
213	Mehama-Mill City	Jct. Ore 22 at Mehama to Jct. Ore 22 at Mill City via Lyons	- - -
225	McVay Secondary	Jct. US126 to Jct. US99 north of Goshen	- - -
230	Tiller-Trail	Jct. US99 to Tiller	Ore 42
234	Oakland-Shady	Jct. US99 at Oakland to Jct. Ore 42	- - -
235	Dillard	Jct. Ore 42 to Jct. US99	- - -
236	Yoncalla	Drain to Jct. US99 at Rice Hill, M.P. 170.31	- - -

EXHIBIT "M" (Cont)

"ATTACHMENT C"

SPECIAL GROUP I HIGHWAYS

HIGHWAYS APPROVED FOR 55' TRACTOR-SEMITRAILER COMBINATIONS

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
241	Coos River	Jct. US101 to M.P. 1.13, Eastside	- - -
281	Hood River	Jct. Ore 35 in Hood River to Jct. Ore 35 near Parkdale	- - -
282	Odell	Jct. Ore 35 to Odell	- - -
334	Athena-Holdman	Jct. US395 to Jct. Ore 11 at Athena	- - -
335	Havana-Helix	Helix to Jct. with Athena-Holdman Hwy.	- - -
339	Freewater	Jct. Ore 11 near Milton to Wash. State Line	- - -
343	LaGrande-North Powder	Jct. US30 near LaGrande to Jct. US30 near North Powder via Union	Ore 203
360	Madras-Prineville	Jct. US97 near Madras to Jct. US126 at Prineville	US26
361	Culver	Entire Length	- - -
371	Powell Butte	Jct. US126 at Powell Butte to Jct. US20	- - -
374	Tumalo-Deschutes	Jct. US20 at Tumalo to Jct. US97 at Deschutes	- - -
426	Hatfield	Jct. Ore 39 near Merrill to Calif. State Line	Ore 39
442	Crane-Scotts Butte	Jct. Burns-Crane to Jct. I.O.N. Hwy. US95	Ore 78
456	Idaho-Oregon Nevada	Idaho State Line near Malloy Ranch to Nevada State Line near McDermitt (Except from M.P. 14.93 to M.P. 21.84)	US95
458	Jordan Valley	Entire Length	- - -

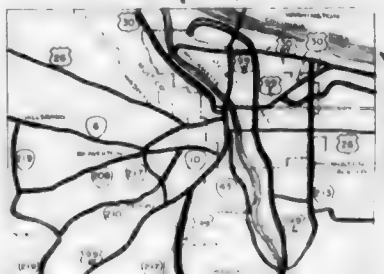
"ATTACHMENT D"

Subject to 10,000 lb load limit until completion

OREGON STATE HIGHWAY DEPARTMENT
PERMIT DIVISION
MAP

Issued pursuant to resolution adopted by State Highway Commission on December 19, 1955, under authority of ORS 483.525

December, 1955



NOTE
Each driver, chauffeur or owner of any combination of vehicles shall be responsible for determining the exact

EXHIBIT "N"

Minutes of December 19 and 20, 1955

RESOLUTION

WHEREAS, by virtue of ORS 366.320 the State Highway Commission is authorized to purchase real property and access rights deemed necessary for highway right of way purposes; and

WHEREAS, by virtue of ORS 366.340 the State Highway Commission is authorized to purchase real property, or any right or interest therein, including any easement or right of access, deemed necessary for the construction of shops, equipment sheds, office buildings, maintenance sites, patrolmen accommodations and broadcasting stations;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the real property belonging to the United States of America and hereafter described as Parcel No. 1 is necessary for maintenance site and office building purposes for the state highway system.

Parcel No. 1:

A parcel of land lying in the William Meek Donation Land Claim No. 50, and situated in the Northwest quarter (NW $\frac{1}{4}$) of Section 25, Township 1 South, Range 1 East, W.M., Clackamas County, Oregon, and being a portion of that tract of land described in that certain deed to United States of America, recorded in Book 294, Page 191 of Clackamas County Records of Deeds; the said parcel being described as follows:

Beginning at the intersection of the easterly boundary of the East Portland-Oregon City Highway with the North boundary of the William Meek Donation Land Claim No. 50, in Section 25, Township 1 South, Range 1 East, W.M., which point bears North 89° 07' East 396.28 feet distant from the re-entrant corner of said claim; thence North 89° 07' East, tracing the North boundary of the William Meek Donation Land Claim 906.22 feet to a point on the West line of the Southern Pacific Railroad right of way; thence southerly tracing said right of way along a 11409.20 foot radius curve to the right (the long chord of which bears South 3° 52' 38.5" East) 686.05 feet; thence South 89° 07' West, parallel to the North boundary of said William Meek Donation Land Claim No. 50, 1078.68 feet to a point on the East line of said East Portland-Oregon City Highway; thence North 10° 23' 50" East along the East line of said highway 698.50 feet to the point of beginning.

EXCEPTING that portion described in those deeds to the State or Oregon, by and through its State Highway Department,

EXHIBIT "N" (Cont)

recorded in Book 233, Page 360 and Book 261, Page 137 of Clackamas County Records of Deeds. Also excepting public roads and streets.

The parcel of land to which this description applies contains 486,200 square feet.

2. That the real property belonging to the United State of America and hereafter described as Parcel No. 2 is necessary for right of way purposes for the construction, improvement, betterment and maintenance of the highways in the state highway system and for the widening, improvement and maintenance of the Pacific Highway East, including its use for the construction of a future frontage road thereon.

Parcel No. 2:

A parcel of land lying in the William Meek Donation Land Claim No. 50 in the West half ($W\frac{1}{2}$) of Section 25 and the East half ($E\frac{1}{2}$) of Section 26, Township 1 South, Range 1 East, W.M., Clackamas County, Oregon, and being a portion of that tract of land described in that certain deed to United States of America, recorded in Book 294, Page 191 of Clackamas County Records of Deeds; the said parcel being described as follows:

Beginning at the re-entrant corner on the northerly line of the William Meek Donation Land Claim No. 50; thence along the North boundary at said Donation Land Claim No. 50, North 89° 07' East, 396.28 feet to its intersection with the East line of the Pacific Highway East; thence South 10° 23' 50" West (South 10° 45' West State bearing) 698.50 feet to the Southwest corner of the proposed addition to the State Highway Department maintenance site and the true point of beginning; thence North 89° 07' East, along the South line of said site. 61.2 feet to a point 110 feet from (when measured at right angles to) the center line of said Pacific Highway East; thence South 10° 23' 50" West, parallel with the center line of said highway 1274.5 feet to a point on the North line of the right of way conveyed to the City of Milwaukie (March 17, 1950, in Book 431, Page 191) said point being opposite and 110 feet easterly of Engineer's centerline Station 361+00; thence North 79° 36' 10" West, 60 feet to the East line of said highway, thence North 10° 23' 50" East along the East line of said highway 1262.5 feet to the true point of beginning.

The parcel of land to which this description applies contains 76,110 square feet.

3. That it is necessary that there shall be no rights of access of any nature between the right of way of the said Pacific Highway East, including the above-described Parcel No. 2, and all of the contiguous real property belonging to the United states of America, which abuts thereon remaining after the acquisition of said Parcel No. 2 by the State Highway Commission.

EXHIBIT "N" (Cont)

4. That the Legal and Right of Way Department is directed to attempt to purchase the above-described parcels of property from the United States of America for the purposes and subject to the restrictions hereinabove stated.

5. That this resolution be entered in full in the minutes and records of the Commission this 19th day of December, 1955, as Miscellaneous Resolution No. 173.

EXHIBIT "O-1"

Minutes of December 19 and 20, 1955

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: Rights of way, either for the original location or the widening, straightening or otherwise changing of any highway, road or street; quarry sites, gravel pits, storage sites, stockpile sites; the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; the elimination or prevention of hazardous points of entry from adjacent property to state highways; or the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the State Highway Commission plans and proposes to relocate, construct, improve and maintain the Valley Junction-Sheridan Section of the Salmon River Highway; and,

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions of, and within the meaning and for the accomplishment of the purposes declared and provided under, the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and,

WHEREAS, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation,

EXHIBIT "O-1" (Cont)

construction, reconstruction, improvement and maintenance of any throughway or section thereof or for a service road, the Highway Commission may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owner and the State are best served, even though the entire tract is not immediately needed for the highway proper, and,

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways in the state highway system and for the relocation, construction, improvement and maintenance of the said Valley Junction-Sheridan Section of the Salmon River Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owner should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Valley Junction-Sheridan Section of the Salmon River Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A".*

3. That the relocation, construction, improvement and maintenance of the said Valley Junction-Sheridan Section of the Salmon River Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located,

EXHIBIT "O-1" (Cont)

and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 19th day of December, 1955.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 561, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "O-2"

Minutes of December 19 and 20, 1955

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to-wit: Rights of way, either for the original location or the widening, straightening or otherwise changing of any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites, the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; the elimination or prevention of hazardous points of entry from adjacent property to state highways; or the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, the Highway Commission is required to designate, locate, relocate, construct and maintain in the State of Oregon a system of highways, including all necessary bridges and culverts, and

WHEREAS, for the purpose of constructing and maintaining certain sections of the state highway system, the real property hereinafter described is necessary for the acquisition of roadbuilding materials, and

WHEREAS, the Highway Commission is authorized to take fee simple title to said real property;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, fee simple title to a certain parcel of real property. The said parcel of real property needed and required, or which in the best interests of the State and the owners should be acquired, and the specific use to be made thereof, is more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner and the Commission's respective file number; and said Exhibit "A" is by this reference adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That the highway facilities for which the said parcel of property is required and is being taken is necessary in the public interest, and the

same has been planned, designed, located, and will be constructed, in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons having an interest in said parcel of real property as to the compensation to be paid for the taking, and that in the event no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcel of real property.

4. That upon the trial of any suit or action instituted to acquire the said real property, the Chief Counsel or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interest of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of this Commission this 19th day of December, 1955, as Condemnation Resolution No. 562.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 562, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "O-3"

Minutes of December 19 and 20, 1955

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Little Nestucca Secondary Highway; and

WHEREAS, for the purpose of widening, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, construction, improvement and maintenance of the said Little Nestucca Secondary Highway, fee simple title to certain parcels of real property. The said parcels of real property needed and required, or which in the best interests of the State and the owners should be acquired, and the specific use to be made thereof, are more particularly described in the attached list, marked Exhibit "A", under the Commission's respective file number and the name of the record owner or reputed owner; and said Exhibit "A" is by this reference adopted and made a part hereof as completely and fully as though set forth herein in full.*

EXHIBIT "O-3" (Cont)

2. That the widening, construction, improvement and maintenance of the said Little Nestucca Secondary Highway and the highway facilities for which each of the said parcels of property is required and being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons having an interest in said parcels of real property as to the compensation to be paid for the taking; and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, the Chief Counsel or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 19th day of December, 1955, as Condemnation Resolution No. 563.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 563, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps,and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "O-4"

Minutes of December 19 and 20, 1955

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: Rights of way, either for the original location or the widening, straightening or otherwise changing of any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; the elimination or prevention of hazardous points of entry from adjacent property to state highways; or the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, construct, improve and maintain the South Unit, Forest Boundary-Burns Section of the John Day-Burns Highway, and

WHEREAS, for the purpose of widening, constructing, improving and maintaining the said highway, it is the judgment of the Commission that the real property hereinafter described is necessary and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, construction, improvement and maintenance of the said South Unit, Forest Boundary-Burns Section of the John Day-Burns Highway certain interests in or fee simple title to a certain parcel of real property. The said parcel of real property, or particular interests therein, needed and required, or which in the best interests of the State and the owners should be acquired, and the specific use to be made thereof, is more particularly described in the attached list, marked Exhibit "A", under the name of the record owner; and the Commission's respective file number and said Exhibit "A" is by this reference adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said South Unit, Forest Boundary-

Burns Section of the John Day-Burns Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A".*

3. That the widening, construction, improvement and maintenance of the said South Unit, Forest Boundary-Burns Section of the John Day-Burns Highway and the highway facilities for which the said parcel of property, or interest therein, is required and is being taken, is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcel of real property as to the compensation to be paid for the taking; and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcel of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 19th day of December, 1955, as Condemnation Resolution No. 564.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 564, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "O-5"

Minutes of December 19 and 20, 1955

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right of access, deemed by the Highway Commission necessary for highway purposes, to wit: Rights of way, either for the original location or the widening, straightening or otherwise changing of any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; the acquisition or manufacture of roadbuilding materials, approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; the elimination or prevention of hazardous points of entry from adjacent property to state highways; or the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, construct, improve and maintain the Pacific Highway West and the Denver Avenue-Union Avenue intersection of the Pacific Highway West and the Pacific Highway East; and

WHEREAS, for the purpose of widening, constructing, improving and maintaining the said highway, it is the judgment of the Commission that the real properties hereinafter described are necessary and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, construction, improvement and maintenance of the said Pacific Highway West and the Denver Avenue-Union Avenue intersection of the Pacific Highway West and the Pacific Highway East, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, or which in the best interests of the State and the owners should be acquired, and the specific use to be made thereof, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner; and the Commission's respective file number and said Exhibit "A" is by this reference adopted and made a part hereof as completely and fully as though set forth herein in full.*

EXHIBIT "O-5" (Cont)

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said Pacific Highway West and the Denver Avenue-Union Avenue intersection of the Pacific Highway West and the Pacific Highway East and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property, except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A".*

3. That the widening, construction, improvement and maintenance of the said Pacific Highway West and the Denver Avenue-Union Avenue intersection of the Pacific Highway West and the Pacific Highway East and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking; and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 19th day of December, 1955, as Condemnation Resolution No. 565.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 565, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "O-6"

Minutes of December 19 and 20, 1955

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: Rights of way, either for the original location or the widening, straightening or otherwise changing of any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; the acquisition or manufacture of road building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; the elimination or prevention of hazardous points of entry from adjacent property to state highways; or the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the State Highway Commission plans and proposes to widen, construct, improve and maintain the Willamette Highway between Odell Butte and the junction of the Willamette Highway and The Dalles-California Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions of, and within the meaning and for the accomplishment of the purposes declared and provided under, the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and,

WHEREAS, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof or for a service road, the Highway Commission may, in its discretion, acquire an entire lot, block or tract of land, part of which is

necessary for the above purposes, if by so doing the interests of the owner and the State are best served, even though the entire tract is not immediately needed for the highway proper; and,

WHEREAS, for the purpose of widening, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways in the state highway system and for the widening, construction, improvement and maintenance of the said Willamette Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said widened and improved Willamette Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A". *

3. That the widening, construction, improvement and maintenance of the said Willamette Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking,

EXHIBIT "O-6" (Cont)

and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 19th day of December, 1955, as Condemnation Resolution No. 566.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 566, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

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EXHIBIT "O-7"

Minutes of December 19 and 20, 1955

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to-wit: Rights of way, either for the original location or the widening, straightening or otherwise changing of any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; the elimination or prevention of hazardous points of entry from adjacent property to state highways; or the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, the Highway Commission is required to designate, locate, relocate, construct and maintain in the State of Oregon a system of highways, including all necessary bridges and culverts; and

WHEREAS, for the purpose of constructing and maintaining certain sections of the state highway system, the real property hereinafter described is necessary for the acquisition of roadbuilding materials; and

WHEREAS, the Highway Commission is authorized to take fee simple title to said real property;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, fee simple title to a certain parcel of real property. The said parcel of real property needed and required, or which in the best interests of the State and the owners should be acquired, and the specific use to be made thereof, is more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner and the Commission's respective file number, and said Exhibit "A" is by this reference adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That the highway facilities for which the said parcel of property is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed, in a

EXHIBIT "O-7" (Cont)

manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons having an interest in said parcel of real property as to the compensation to be paid for the taking, and that in the event no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcel of real property.

4. That upon the trial of any suit or action instituted to acquire the said real property, the Chief Counsel or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interest of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of this Commission this 19th day of December, 1955, as Condemnation Resolution No. 567.

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*FOOTNOTE:

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 567, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "O-8"

Minutes of December 19 and 20, 1955

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: Rights of way, either for the original location or the widening, straightening or otherwise changing of any highway, road or street; quarry sites, gravel pits, storage sites, stockpile sites; the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; the elimination or prevention of hazardous points of entry from adjacent property to state highways; or the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the State Highway Commission plans and proposes to relocate, construct, improve and maintain the Klamath Falls, West Side By-Pass Section of The Dalles-California Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions of, and within the meaning and for the accomplishment of the purposes declared and provided under, the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real

EXHIBIT "O-8" (Cont)

properties hereinafter described are necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways in the state highway system and for the relocation, construction, improvement and maintenance of the said Klamath Falls, West Side By-Pass Section of The Dalles-California Highway as a through-way, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owner should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Klamath Falls, West Side By-Pass Section of The Dalles-California Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property.

3. That the relocation, construction, improvement and maintenance of the said Klamath Falls, West Side By-Pass Section of The Dalles-California Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

EXHIBIT "O-8" (Cont)

6. That this resolution be entered in full in the minutes and records of the Commission this 19th day of December, 1955.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 568, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "O-9"

Minutes of December 19 and 20, 1955

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to-wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Jumpoff Joe Creek-Grants Pass Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is

necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The State Highway Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Jumpoff Joe Creek-Grants Pass Section of the said Pacific Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A".*

3. That the relocation, construction, improvement and maintenance of the said Jumpoff Joe Creek-Grants Pass Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the

EXHIBIT "O-9" (Cont)

Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 19th day of December, 1955, as Condemnation Resolution No. 569.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 569, under the heading "Real Property Condemnation Resolutions", and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

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EXHIBIT "O-10"

Minutes of December 19 and 20, 1955

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: Rights of way, either for the original location or the widening, straightening or otherwise changing of any highway, road or street; quarry sites, gravel pits, storage sites, stockpile sites; the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; the elimination or prevention of hazardous points of entry from adjacent property to state highways; or the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the State Highway Commission plans and proposes to relocate, construct, improve and maintain the Pendleton-Pilot Rock Section of the Pendleton-John Day Highway; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required for the construction, improvement, betterment and maintenance of highways in the state highway system and for the relocation, construction, improvement and maintenance of the said Pendleton-Pilot Rock Section of the Pendleton-John Day Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, or which in the best interests of the State and the owner should be acquired and the specific use to be made thereof, are more particularly described in the attached list, marked Exhibit "A", under the Commission's respective file number and the name of the record owner or reputed owner;

EXHIBIT "O-10" (Cont)

and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Pendleton-Pilot Rock Section of the Pendleton-John Day Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A".*

3. That the relocation, construction, improvement and maintenance of the said Pendleton-Pilot Rock Section of the Pendleton-John Day Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 19th day of December, 1955.

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*FOOTNOTE:

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 570, under the heading "Real Property Condemnation Resolutions", and said description, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

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EXHIBIT "O-11"

Minutes of December 19 and 20, 1955

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to-wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State or Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the State Highway Commission plans and proposes to relocate, construct, improve and maintain the Dolph Corner-Rickreall Section of the Willamina-Salem Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real

EXHIBIT "O-11" (Cont)

property hereinafter described is necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Dolph Corner-Rickreall Section of the Willamina-Salem Highway as a throughway, certain interests in or fee simple title to a certain parcel of real property. The said parcel of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number; and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Willamina-Salem Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel on the attached list marked Exhibit "A".*

3. That the relocation, construction, improvement and maintenance of the said Dolph Corner-Rickreall Section of the Willamina-Salem Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest, the Chief Counsel or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

EXHIBIT "O-11" (Cont)

6. That this resolution be entered in full in the minutes and records of the Commission this 19th day of December, 1955, as Condemnation Resolution No. 571.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 571, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "O-12"

Minutes of December 19 and 20, 1955

RESOLUTION

WHEREAS, the State Highway Commission on the 22nd day of September, 1955, by resolution declared the necessity for the acquisition of certain real property owned by Howard B. Fleming and Edna A. Fleming, File No. R-18164, situated in Township 7 South, Range 5 West, Willamette Meridian, Polk County, Oregon, for right of way purposes, for the construction, improvement and maintenance of the Dolph Corner-Rickreall Section of the Willamina-Salem Highway, and in said resolution further declared that it is necessary that there shall be no rights of access of any nature between the said right of way of the said Willamina-Salem Highway and all of the contiguous remaining real property of the said owners, except for the rights of access reserved to the said owners, in said resolution, to the said Willamina-Salem Highway; and

WHEREAS, at the time the said resolution was adopted by the State Highway Commission it was understood and intended by the said Commission that a certain improved roadway which extends from the Salem-Dallas Highway northerly along the easterly line of the said owners' real property and which crosses the right of way of the said Willamina-Salem Highway at approximately Highway Engineer's centerline Station 824+69 was a public road, and would intersect and connect with the said Willamina-Salem Highway at approximately Highway Engineer's centerline Station 824+69, so that the said owners would have access to the said Willamina-Salem Highway, as well as a right to cross said highway, at said point of intersection; and

WHEREAS, it now appears to the State Highway Commission that said improved roadway is a private roadway and, therefore, in order to fully reserve to the said owners rights of access to the said Willamina-Salem Highway where said improved road intersects with the said Willamina-Salem Highway, as well as a right to cross the same, additional rights of access should be reserved by resolution to the said owners, in addition to those mentioned in the said resolution of September 22, 1955.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THIS COMMISSION as follows:

1. That the access control paragraph of that certain resolution adopted on September 22, 1955, pertaining to the acquisition of right of way, and the control of access, from Howard B. Fleming and Edna M. Fleming, File No. R-18164, be and the same hereby is amended as follows:

> A right of access to the Willamina-Salem Highway of a width of 25 feet on the northerly side of said highway opposite Highway Engineer's centerline Station 795+00, for

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EXHIBIT "O-12" (Cont)

the production and transportation to market of farm products from the owners' remaining land, and for private residential use only.

A right of access to the Willamina-Salem Highway of a width of 25 feet on the southerly side of said highway opposite Highway Engineer's centerline Station 795+00, for the production and transportion to market of farm products from the owners' remaining land, and for private residential use only.

A right of access to the Willamina-Salem Highway of a width of 25 feet on the northerly side of said highway opposite Highway Engineer's centerline Station 824+17, for the production and transportation to market of farm products and for private residential use only.

A right of access to the Willamina-Salem Highway of a width of 25 feet on the southerly side of said highway opposite Highway Engineer's centerline Station 825+09, for the production and transportation to market of farm products and for private residential use only.

If, after written notice to desist, the owners, or any person holding under them shall use the above rights of access for any purpose not stated for those particular places, or shall permit or suffer any person to do so, the rights of access shall automatically be suspended. The State Highway Commission shall thereupon have the right to close the places of access for all purposes. The suspension shall terminate when satisfactory assurance has been furnished the State Highway Commission that the places of access will be used only for the purposes hereinabove stated; provided, however, that the State Highway Commission may first require a bond with sureties satisfactory to it in an amount not in excess of $1,000.00 conditioned upon faithful compliance with the above provisions concerning the use of the accesses at said places. The State Highway Commission's rights to close the places of access and require a bond shall be continuing as to each succeeding use for a purpose not herein stated.

The State Highway Commission shall, however, have the right at its option to build at any future time, at its sole cost, a frontage road, or roads, within the boundaries of any present or hereafter acquired right of way; thereupon the rights of access herein granted to and from the aforesaid highway which are on or adjacent to any such frontage road, or roads, shall cease, but the owners, their heirs and assigns, shall have access to the said frontage road, or roads. Said frontage road, or roads, shall be connected to the said

EXHIBIT "O-12" (Cont)

Willamina-Salem Highway at a point not a greater distance to the West of the owners' remaining land than a point approximately opposite Highway Engineer's centerline Station 672+00, and a point not a greater distance to the East of the owners' remaining land than a point approximately opposite Highway Engineer's centerline Station 857+00.

The right, so long as any portions of the remaining property on both sides of the said Willamina-Salem Highway and served by such crossing are held by a common ownership, to establish, maintain and use a crossing of a width of 30 feet at Highway Engineer's centerline Station 795+00, such right to continue only so long as the crossing shall be used for farm purposes only. The construction of a frontage road, or roads, shall not defeat the right of crossing.

The right, so long as any portions of the remaining property on both sides of the said Willamina-Salem Highway and served by such crossing are held by a common ownership, to establish, maintain and use a crossing of a width of 30 feet at Highway Engineer's centerline Station 824+17 on the northerly side of said highway at a point opposite Highway Engineer's centerline Station 824+09 on the southerly side of said highway, such right to continue only so long as the crossing shall be used for farm purposes only. The construction of a frontage road, or roads, shall not defeat the right of crossing.

2. That this resolution be entered in full in the minutes and records of the Commission this 19th day of December, 1955, as Condemnation Resolution No. 560-d.

Portland, Oregon
January 26, 1956

The Oregon State Highway Commission met in regular session at 9:00 a.m. in the Queens Room of the Imperial Hotel.

Present were:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, Deputy State Highway Engineer
W. W. Stiffler, Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
Robert L. May, Jr., Assistant Chief Counsel
E. F. Chidsey, Assistant Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

Bids as follows, for highway construction were opened and read aloud by the Secretary, who then announced that the Commission would award contracts at 3:30 p.m. in the same room.

BENTON COUNTY
ALSEA ROCK PRODUCTION PROJECT ON ALSEA AND ALSEA-DEADWOOD HIGHWAYS

E. C. Hall Co., Portland	$ 38,086.00
J. N. Conley, Portland	42,815.00
Barney B. Helser, Beaverton	43,090.00
C. C. Meisel, McMinnville	48,646.00
Calkins Crushing Co., Oceanlake	49,345.00

KLAMATH COUNTY
LITTLE DESCHUTES RIVER BRIDGE WIDENING ON THE WILLAMETTE HIGHWAY

Roger E. Holmes, Olympia, Washington*	$ 16,285.00
Concrete Structures, Portland	16,362.50
Orlando C. Bennard, Portland	41,925.00

*Bidder will accept award of only one project at this letting.

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KLAMATH COUNTY

GRADING, PAVING, ETC. LOST RIVER-HATFIELD JUNCTION SECTION KLAMATH FALLS-MALIN HIGHWAY

Central Paving Co. and Calkins Crushing Co., Independence	$207,055.00
J. C. Compton Co., McMinnville	214,354.00
F. H. McEwen, Eugene	228,192.50
Warren Northwest, Inc., Portland	230,404.00
The Central Heating Co., Ore. Ltd., Eugene	242,604.00
Peter Kiewit Sons' Co., Vancouver, Washington	248,606.00
Somers & Stacey, Klamath Falls	288,357.50

KLAMATH AND LAKE COUNTIES

OILING SOUTH UNIT, LAPINE-SILVER LAKE SECTION OF FREMONT HIGHWAY

Babler Bros., Inc., Portland	$ 57,731.00
Central Paving Co., Independence	60,824.50
Russell Olson Construction Co., Inc., Pendleton	67,729.80
Calkins Crushing Co., Oceanlake	69,219.50
J. C. Compton Co., McMinnville	70,312.00
Parker-Schram Co., Portland	78,127.00

LINN COUNTY

CONSTRUCTION OF TWO COMPOSITE CONCRETE-TIMBER BRIDGES ON COUNTY ROADS NEAR LEBANON

Charles E. Wiedeman, Dallas	$ 21,845.00
Workman & Wilson, Canby	22,350.00
Tom Lillebo, Reedsport	23,515.80
R & M Construction Co., Central Point	24,842.60
C. J. Eldon Contractor, Portland	26,348.00
Orlando C. Bennard, Portland	26,560.00
Gaylord Constr. Co., Portland	26,911.00
P. S. Lord Mechanical Contractor, Portland	27,085.50
Hannan Bros. Co., Portland	27,106.00
Roger E. Holmes, Olympia, Washington*	29,296.20
Schrader Construction Co., Portland	31,720.00

*Bidder will accept award of only one project at this time.

MALHEUR COUNTY

GRADING AND PAVING BASQUE MAINTENANCE STATION McDERMITT SECTION OF I.O.N. HIGHWAY

J. C. Compton Co., McMinnville	$279,270.00
The Central Heating Co., Ore. Ltd., Eugene	299,308.00

January 26, 1956

Basque Maintenance Station-McDermitt Section -Cont.

Warren Northwest, Inc., Portland	$322,675.00
Babler and Rogers, Portland	324,240.00
Central Paving Co., Independence	339,465.00
Parker-Schram Co., Portland	346,155.00

MULTNOMAH COUNTY
PAVING EAST PARKROSE SECTION OF COLUMBIA RIVER HIGHWAY

Warren Northwest, Inc., Portland	$ 10,421.00
Oregon Asphaltic Paving Co., Portland	11,002.00

MULTNOMAH COUNTY
GRADING, PAVING AND ROADSIDE IMPROVEMENT ON ROSS ISLAND BRIDGE ON-RAMP SECTION OF PACIFIC HIGHWAY EAST

Perkins Bros., Portland	$ 22,172.94
Inland Construction Co., Milwaukie	23,189.30
Parker-Schram Co., Portland	23,545.60
Oregon Asphaltic Paving Co., Portland	25,280.20
Erland & Blickle, Portland	25,319.53

MULTNOMAH COUNTY
N. E. 21ST AVENUE STRUCTURE OVER BANFIELD EXPRESSWAY

Birkemeier Construction Co., Milwaukie	$101,560.00
Schrader Construction Co., Portland	108,904.00
Inland Construction Co., Milwaukie	110,868.00
Lord Bros. Contractors, Portland	112,974.00
Kuckenberg Construction Co., Portland	117,030.00
West Coast Steel Works, Portland	121,405.70
White Bros. Co., Walla Walla, Washington	125,100.70
Gibbons & Reed Co., Portland	128,196.00
United Builders, Inc., Beaverton	145,815.00

TILLAMOOK COUNTY
GRADING SHORT CREEK SECTION OF CAPE MEARES LOOP ROAD

Hill A. Lind, Beaverton	$ 47,713.00
Fred H. Slate Co., Ore. Ltd., & E. C. Hall Co., Portland	50,450.00
Harbert Bros., Estacada	52,005.00
Q. L. Rufener	53,448.00
L. C. Daniel, Eugene	54,310.00
D. F. McKenzie, Salem	55,656.00
Glen Ousley, Eugene	58,350.00
White Bros. Co., Walla Walla, Washington	59,501.00
J. N. Conley, Portland	67,431.00
C. J. Eldon Contractor	67,782.00
Fred H. Stegeman & Assoc., Lebanon	68,058.00

Grading Short Creek Section- Cont.

J. Bacaloff Co., Portland	$ 69,973.50
Erland & Blickle, Portland	72,318.00
Funderburk Const. Corp., Sutherlin	85,736.00
Mack Slate, Jr., Albany	88,800.00
Grimstad & Vanderveldt, Astoria	89,170.00
Inland Const. Co., Milwaukie	96,327.00

UMATILLA AND UNION COUNTIES
WESTON-ELGIN ROCK PRODUCTION PROJECT ON WESTON-ELGIN HIGHWAY

E. H. Itschner Co., Molalla	$ 37,950.00
J. N. Conley, Portland	43,050.00
Calkins Crushing Co., Oceanlake	43,470.00
C. E. Leseberg, Nyssa	47,610.00

WALLOWA COUNTY
WEAVER BRIDGE OVER WALLOWA RIVER ON WERST CORNER-WALLOWA ROAD

Jackson & Ray, Hermiston	$ 27,190.00
Marshall Construction Co., Hermiston	32,300.00

YAMHILL COUNTY
HESS CREEK (NEWBERG) ROADSIDE IMPROVEMENT PROJECT ON THE PACIFIC HIGHWAY WEST

Shrubbery Planting, Portland	$ 9,161.15
Russellville Nursery, Portland	9,201.00
H. L. Pearcy Nursery Co., Salem	10,493.75

YAMHILL AND POLK COUNTIES
GRADING WALLACE BRIDGE-SHERIDAN UNIT, VALLEY JUNCTION-SHERIDAN SECTION SALMON RIVER HIGHWAY

Roy L. Houck & Sons, Salem	$391,022.00
C. R. O'Neil, Creswell	400,409.50
Kuckenberg Constr. Co., Portland	416,315.42
Parker-Schram Co., Portland	419,943.50
Earl L. McNutt Co., Eugene	432,233.50
Fred H. Slate Co., Ore. Ltd., & E. C. Hall Co., Portland	442,580.00
J. N. Conley, Portland	588,220.00

The Commission approved the minutes of meetings held on November 3 and 4, and on December 19 and 20, 1955.

The State Parks Superintendent, Mr. C. H. Armstrong, reported on the following park matters:

1. Progress report relating to purchase of lands for scenic purposes in the Columbia Gorge: The Parks Superintendent presented a written report on seven different properties, dated January 16. Of these seven, he said, it appears that it might be possible to purchase the land owned by Troutdale Farms and that of Mr. William E. Mayes. Also that a satisfactory price can be obtained from the First National Bank, Trustee, for 19 acres of land in the NE 1/4 SE 1/4 of Section 29, Township 1 North, Range 4 East, W.M. This land serves as a part of the connecting link between land now owned by the Columbia River Gorge Commission and a tract of land parallel to the railroad, owned by the Union Pacific Railroad Company. This tract, the Parks Superintendent stated, can be purchased for $1,000 and has the approval of the Columbia River Gorge Commission. The Commission accepted the Parks Superintendent's report and authorized the purchase of the 19-acre tract at the price mentioned.

2. Request of the Bureau of Land Management that a strip of State-owned land, 40-feet wide, at the entrance to Maria C. Jackson State Park in Coos County be deeded to the Bureau to permit construction of an entrance road: The Parks Superintendent explained that the Bureau of Land Management has agreed to construct a road satisfactory to the State and to Mr. John Kirk, a rancher whose land is crossed by the road, if the State will transfer to the Bureau land at the entrance to the park, and will grant to the Bureau an easement or permit for a roadway across the State's property that is now constructed. The proposed improvement, he said, will provide a better road than now exists and will benefit both the State and Mr. Kirk. He recommended that the Bureau's request be granted. The Commission accepted the recommendation, subject to the condition that the entrance road is constructed for public use.

3. Fees to be charged users of State Park facilities during the season of 1956: The fees recommended, the Parks Superintendent stated, are in general, the same as those charged in 1955. He called attention to the over-all picture of revenues and disbursements for the use of overnight camping facilities, youth camps, seasonal permits, et cetera. The total cost for the services rendered, he stated, amounted to $27,486.19 whereas the revenues received amounted to $46,019.26. The income at North Silver Creek Youth Camp, he pointed out, shows a deficit of $232.77, this being due to an agreement previously entered into with the Conservative Baptists whereby they are to construct a swimming pool in lieu of making an annual payment of $700 over a period of several years; also, the Honeyman Park bathhouse showed a deficit of $601.95. He presented a list of fees to be charged during 1956, as follows, and recommended approval of the same.

25068

I. CAMPING FEES

A. GROUP USE - ORGANIZATIONS

1. Silver Falls Youth Camp, Silver Falls State Park. Season June 1 to Labor Day. Camper Capacity - 100. — Season $700.00

2. Smith Creek Youth Camp, Silver Falls State Park. Season June 1 to Labor Day. Camper Capacity - 50 — 350.00

3. North Falls Youth Camp, Silver Falls State Park. Season June 1 to Labor Day. Camper Capacity - 150. No charge in accordance with agreement dated September 26, 1955. — No Charge

4. Intermediate permit: 2 - 8 weeks, North Falls Camp, Silver Falls State Park per week per camper, including staff and help. — .75

5. Short term permit: (up to 2 weeks) Silver Falls and Smith Creek Youth Camps, Silver Falls State Park.
   Opening and closing camp when time required by representative of the department at the camp is not in excess of two hours. — 5.00

   Opening and closing camp for time required by representative of the department in excess of two hours, or fraction thereof, per hour. — 2.00

   Each person per night. — .25

6. Short term permit: (up to 2 weeks) North Falls Youth Camp, Silver Falls State Park, also at Emigrant Springs, and Battle Mountain State Parks.
   Opening and closing camp when time required by representative of the department at the camp is not in excess of two hours. — 3.00

   Opening and closing camp for time required by representative in excess of two hours, or fraction thereof, per hour. — 2.00

   Each person per night. — .15

Fuel, propane gas, miscellaneous materials, breakage and losses will be charged at cost.

B. GROUP USE - GENERAL (Any Park)

1. Short term permit, open area group camping. 20 persons or less - first night.	$ 3.00
Each person over 20 for the first night, and per person each night thereafter.	.05

C. INDIVIDUAL, FAMILY AND GROUP OVERNIGHT CAMPERS

1. Improved camps where water, fuel, toilet, are provided, per night per car.	1.00
Per night per car and trailer.	1.25
2. Unimproved camps with table, stove, but water and sanitary facilities some distance away, or areas outside of improved camp.	.75

II. BATHHOUSE FEES.

A. JESSIE M. HONEYMAN STATE PARK

1. Children 14 years of age and under.	.20
2. Over 14 years of age.	.40
3. Season Tickets - Children under 14 years of age.	4.00
4. Season Tickets - Over 14 years of age.	6.00
5. Red Cross Swimming Classes - Children under 14 years of age, 8 - 11 A.M.	Free of Charge

III. LANTERN FEES

A. LAVA CAVES PARK

1. State-owned lanterns used for visiting the caves.	.10

IV. STOVE METER CHARGES

A. ANY PARK SO FACILITATED

1. Meter controlled units - approximately 30 minutes of electricity or gas.	.10

The Commission approved the schedule of rates as recommended by adopting the attached resolution relative thereto marked EXHIBIT "K",

which resolution by this reference is made a part hereof with like affect as though extended in full herein.

An inquiry was made by Chairman Chandler as to what progress is being made in the proposed transfer of land from Lloyd Corporation for park purposes, north of Wedderburn. The Parks Superintendent replied that Lloyd Corporation representatives had requested deferment of action until after March 1, 1956.

The Assistant Right of Way Engineer presented for consideration options secured for acquisition of real property needed as state highway right of way and for other purposes. After careful consideration, the Commission unanimously approved closing the options at the prices mentioned therein by adopting the attached resolution relative thereto marked "EXHIBIT A", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

In discussing the options, Chairman Chandler inquired as to progress that is being made in securing right of way for the Valley Junction-Sheridan Section of the Salmon River Highway. The Assistant Right of Way Engineer replied that out of 48 properties to be acquired, it appears that 16 will have to be condemned. Mr. Chandler also inquired as to why the property acquired for realignment of the Redwood Highway at the Illinois River Bridge is so expensive. The Deputy Engineer explained that the existing alignment is very inferior and in securing an adequate realignment it had been necessary to go through some rather expensive property developments. Commissioner Reynolds inquired concerning acquisition of property through and near the town of Ukiah. The Assistant Right of Way Engineer replied that no particular trouble has been encountered and he felt that all of the options would be secured within a week or ten days.

The Assistant Right of Way Engineer presented a list of properties that are needed in connection with additional highway improvements. He explained that no authority has previously been granted by the Commission to negotiate for these areas and he requested such authority at this time. The Commission authorized negotiations to obtain options for the following properties.

COUNTY AND SECTION	HIGHWAY	FILE NO. & NAME	AREA	PURPOSE
DOUGLAS Shady-Booth Ranch Unit of the Shady-Canyonville Section	Pacific	24580- Bounds	Parcel 1- 5.46 ac. Parcel 2- 1.33 ac.	Plant Site Haul Road
		24581- Moore	0.31 acre	Haul Road
		24582- Moon	0.51 acre	"

COUNTY AND SECTION	HIGHWAY	FILE NO. & NAME	AREA	PURPOSE
DOUGLAS -Cont.				
Shady -Booth Ranch Unit of the Shady-Canyonville Section	Pacific	24583- Tucker	0.34 acre	Haul Road
		24584- Williams	0.44 acre	" "
		24585- Tucker	1.31 acre	" "
POLK				
Salem-Brush College Section	Salem-Dayton	24527- Rentfro	0.124 acre	Right of Way
		24528- Glaze	0.195 acre	" "

A report was presented by the Assistant Right of Way Engineer on sales of miscellaneous properties made by the Property Manager subsequent to the last Commission meeting. He recommended that the report be accepted. The Commission accepted the report.

(NOTE: For details, see report of the Property Manager, dated January 26 and 27, 1956, in the Commission files.)

Also presented by the Assistant Right of Way Engineer was a supplemental report containing a list of newly rented properties, and leases terminated, during the period December 10, 1955 to January 15, 1956. He pointed out that rental receipts from December 1, 1955 to January 1, 1956, amounted to $11,634.36. (See copy of report in general files for details.)

Consideration was given to a lease extension whereby the Oregon-Washington Railroad and Navigation Company and the Union Pacific Railroad Company allow the State to use an oil storage location on the Wallowa Lake Highway at Island City in Union County. The Assistant Right of Way Engineer explained that the property has been leased by the State since February 1, 1926 on an annual basis, and he recommended approval of a five-year extension beginning January 1, 1956, without charge. The Commission approved such lease extension.

The Commission gave consideration to the proposed sale of several parcels of State Highway property. The Assistant Right of Way Engineer explained that in each instance it was carefully determined that the property is no longer needed for highway purposes and may be sold. He recommended that he be granted authority to advertise for public sale the following excess properties:

a. Gaarde property, file 18628 consisting of 0.33 acre on the Tigard-Newberg Section of the Pacific Highway West in Washington County, at a minimum price of $2,300. (See EXHIBIT "B-1".)

b. 95 acres on the Goshen-Divide Section of the Pacific Highway near the Creswell Interchange in Lane County, file 21217, at a minimum price of $4,500. (See EXHIBIT "B-2".)

c. Cook property, file 22152 consisting of 59.04 acres on the Olds Ferry-Ontario Section of the Old Oregon Trail Highway in Malheur County at a minimum price of $4,000. (See Exhibit "B-3.")

The Commission granted authority to advertise these properties for sale by adopting the attached resolutions relative thereto marked EXHIBITS "B-1" through "B-3", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

d. Upon the Assistant Right of Way Engineer's favorable recommendation the Commission also authorized sale of 5,160 square feet of excess property, including a house, on the Goble-St. Helens Section of the Columbia River Highway in Columbia County, at a minimum price of $750. This property was formerly owned by Jessie H. Larson. The house is to be moved off the land within 30 days from acceptance of the successful bid.

Sale of 0.51 acre of excess property to Mr. Charles E. Eckelman on the Sundial Section of the Old Columbia River Highway in Multnomah County, (file 11954) was discussed. The Assistant Right of Way Engineer explained that the land was acquired with the intention of widening Sandy Boulevard but after designation of the Banfield Expressway the plans were changed so the property no longer was required. The property, he stated, was acquired from Mr. Eckelman at the rate of approximately $1,200 per acre, and it is contemplated to be resold to him at the rate of approximately $1,500 per acre. He recommended sale of the property to Mr. Eckelman for $750. The Commission approved the sale at such price.

The Property Manager's report showing income from rentals and sales during the year 1955 was presented by the Assistant Right of Way Engineer. He pointed out briefly that rentals for the year amounted to $135,086.54; sales of buildings, $41,409.61; sales of lands $396,092.75; sales of timber, $67,424.50, totalling $640,013.40. The Commission accepted the report and instructed the Secretary to extend to Mr. C. W. Parker, Property Manager, its compliments for a task well performed.

Changes in points of access on two properties were presented by the Assistant Right of Way Engineer. He explained that in each instance the change of access was recommended by the Engineer in order to provide a more economical and safer access to the highway from the properties concerned. He recommended, and the Commission approved, changes in access as follows:

A. J. Tanler Property, File 20097, on the Dayville-Mt. Vernon Section of the John Day Highway in Grant County.

Sparrow Estate Property, File 19653, on the Elbow Lake-Gardiner Section of the Oregon Coast Highway in Douglas County.

Commissioner McIver inquired concerning the solution of a problem of access pertaining to the Gunderson property in Eugene. The Chief Counsel stated that a conference on this matter is planned for the following day.

The Chief Counsel requested authority to acquire by condemnation if necessary the following properties which are needed as right of way in connection with various highway improvements or for other purposes, and to tender offers for the same in conformity with instructions given him by the Commission in its resolution dated December 20, 1951.

Chehalem Mt. -Newberg Section of the Hillsboro-Silverton Highway

R-24296- Hurbert V. Zenzen and Olive P. Zenzen
Right of Way (Yamhill)
900 square feet

R-24255- Bradley F. Smith and Alleta M. Smith
Right of Way (Yamhill)
3584 square feet

R-24310- A. R. Compton and Orva Compton
Right of Way (Yamhill)
680 square feet

R-24267- William E. Gearin, Anna Ruth Gearin, Billy Dan Gearin, Heva Joice Gearin, Fred J. Swingley and Laura Ellen Swingley
Right of Way (Yamhill)
2040 square feet

Lost River-Hatfield Junction Section of the Klamath Falls-Malin Highway

R-14509- James O'Keefe
Right of Way (Klamath)
0.46 acre

McMinnville (Adams Street) Section of the Pacific Highway West

R-22197- Ralph S. Grow, Parnell M. Grow, Alta E. Grow
(Yamhill)
Parcel No. 1: 24,050 square feet for Right of Way
Parcel No. 2: 780 square feet for Right of Way

R-22204- William A. Stuhlfeier
Right of Way (Yamhill)
0.297 acre

Washington County Line-Hillsdale Section of the Beaverton-Hillsdale Highway

R-23167- John A. Grant and Lois M. Grant
Right of Way (Multnomah)
0.046 acre

Jumpoff Joe Creek-Grants Pass Section of the Pacific Highway

R-23323- George D. Needham and Madge Needham
Right of Way (Josephine)
0.13 acre

R-23326- L. O. Baker and Katie Mae Baker
Right of Way (Josephine)
0.54 acre

R-23321- Mitchell H. Ewers
Right of Way (Josephine)
0.89 acre

Tillamook-Donaldson Creek Section of the Wilson River Highway

R-15756- Clarence A. Anderson and Irene M. Anderson
Right of Way (Tillamook)
81 square feet

R-22918- Karl Zweifel and Rose Zweifel
Right of Way (Tillamook)
1.34 acres

R-22919- Betty Burdick
Right of Way (Tillamook)
5.18 acres

R-23491- Roy E. Smith and Kathryn E. Smith
Right of Way (Tillamook)
747 square feet

R-23492- Mary E. Watt
Right of Way (Tillamook)
100 square feet

R-23498- John Leland Bester and Elizabeth P. Bester
Right of Way (Tillamook)
1.01 acres

R-23503- John Kunzi
Right of Way (Tillamook)
2.75 acres

R-23508- Lester Donaldson and Luta Donaldson
Right of Way (Tillamook)
3.85 acres

R-23509- Peter Becker, Hans Leuthold and Frances Leuthold
Right of Way (Tillamook)
4.10 acres

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Tillamook-Donaldson Creek Section of the Wilson River Highway-Cont.

R-23510- Charles B. Swanson and Ella Marie McDonald
Right of Way (Tillamook)
4.8 acres

R-23511- Charles Wyss and Mida Wyss; Vern Lucas and Lorraine Lucas
Right of Way (Tillamook)
4.0 acres

R-23801- J. R. Caufield and Ella Caufield
Roadbuilding materials (Tillamook)
4 acres

R-23802- Lester Donaldson
Roadbuilding materials (Tillamook)
17.5 acres

West Fork Illinois River Bridge and East Fork Illinois River Bridge Section of the Redwood Highway

R-24214- Frank Rauber and Valeria E. Rauber
Right of Way (Josephine)
0.75 acre

R-24433- H. C. Yale and Lenore Kelly
Right of Way (Josephine)
11.0 acres

R-24434- C. C. Mullally and Grace Mullally; Newell Morphew and Lois Morphew
Right of Way (Josephine)
4.32 acres

R-24435- Stanley Arnold, Leo Knapp and Elsie Knapp
Right of Way (Josephine)
0.98 acre

R-24456- C. J. Fisher; C. C. Mullally and Grace Mullally, Newell Morphew and Lois Morphew
Right of Way (Josephine)
2.51 acres

Dodson-Bonneville Section of the Columbia River Highway

R-23911- Erick Enquist and Mary B. Enquist
Right of Way including use for a frontage road (Multnomah)
0.045 acre

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Ukiah-West Forest Boundary Section of the Ukiah-Hilgard Secondary Highway

R-24463- Glen E. Leverenz
Right of Way (Umatilla)
Parcel No. 1; 2.25 acres for Right of Way
Parcel No. 2: 7.55 acres for Roadbuilding materials
Parcel No. 3: 1.56 acres for Right of Way

R-24464- J. A. Rhodes
Right of Way (Umatilla)
.05 acre

R-24466- Melton E. McMillin and Rosie McMillin
Right of Way (Umatilla)
Parcel No. 1: 2.70 acres for right of way
Parcel No. 2: .26 acre for connecting rnd

R-24468- Clair Metteer
(Umatilla)
Parcel No. 1: 18.4 acres for Right of Way and channel change
Parcel No. 2: 6.0 acres for roadbuilding materials

R-24472- F. R. Rhinhart
Right of Way and roadbuilding materials (Umatilla)
6.20 acres

Valley Junction-Sheridan Section of the Salmon River Highway

R-24107- H. I. Black and Marian E. Black
Right of Way (Polk)
10.88 acres

R-24145- Jack W. Eden and Wilma D. Eden
Right of Way (Yamhill)
3.64 acres

R-24146- Reinhold Kruger and Sophia Kruger
Right of Way (Yamhill)
Parcel No. 1: 7.91 acres
Parcel No. 2: 0.21 acre

R-24155- Loda Early and Glennie Mae Early
Right of Way (Yamhill)
2.73 acres

Pendleton-Pilot Rock Section of the Pendleton-John Day Highway

R-24243- Edwin Y. Shaw
Roadbuilding materials (Umatilla)
10.08 acres

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Right of way maps, construction plans and other data were submitted to the Commission and the Engineer advised that the acquisition of the properties listed is required in order to carry out plans for highway improvements and other projects heretofore authorized by the Commission. After considering the matter in light of the information and advice submitted, together with the general knowledge of the members of the Commission concerning the various projects and the properties involved, the Commission approved the Chief Counsel's request by adopting the attached resolutions relative thereto, marked EXHIBITS "C-1" through "C-11", which resolutions by this reference are made a part hereof, with like effect as though extended in full herein.

The Commission accepted a report submitted by the Chief Counsel enumerating details concerning six cases that were tried before the courts since the last Commission meeting, as follows:

REPORT OF CASES TRIED THROUGH JANUARY 20, 1956

Case	Plaintiff	Defendant	County	Cause of Action	Demands of Plaintiff	Verdict or Judgment
L-2451	John J. Bingham	J. W. Reed, State Highway Commission, et al	Douglas	Mortgage foreclosure	Mortgage foreclosure	Case dismissed as to State
L-2027	State Highway Commission	Fred P. Rawson, et al	Jefferson	Trespass (Taking cinders) upon State lands	Injunction to restrain trespass	Petition for injunction denied
L-2049	Joseph H. Harland	State Highway Commission	Polk	Proposed construction of Dolph Corner-Rickreall Section of Willamina-Salem Highway	Injunction to restrain construction of highway	Petition for injunction denied
L-2026	Math Schiemer	State Highway Commission	Union	Damage to property by waters of Catherine Creek	$6,886.24	Motion to quash service allowed

REPORT OF CASES TRIED THROUGH JANUARY 20, 1956-Cont.

Case	Plaintiff	Defendant	County	Cause of Action	Demands of Plaintiff	Verdict or Judgment
L-2382	State of Washington, et al	Cliff Yelle	Supreme Court of Washington	Refusal of Yelle to pay claims arising out of agreement re Interstate Bridge	Writ of Mandate requiring Yelle to pay claims	Petition for Writ allowed
L-2189 (41131)	Natt McDougall Company	State Highway Commission	Lane	Additional compensation because of rock encountered in Low Pass cut.	$274,116.06	Court awarded $148,556.79

In discussing the Natt McDougall case involving a deep cut on the Low Pass-Summit Section of the Siuslaw Highway, the Chief Counsel requested authority to appeal to the Supreme Court from the judgment of the Lower Court which awarded $148,556.79 to the contractor. It was his opinion that the Lower Court in ruling that notice to the State concerning unusual conditions need not be given in writing was in error and provided justifiable grounds for appeal. He stated that at present there are 35 contracts which have not been completed, containing Section 8-11, which section was omitted from the latest edition of the Standard Specifications issued May 1, 1954 and in use since August 9, 1954. The Natt McDougall Company, he said, alleged that in this contract they had found subsurface conditions greatly different than were anticipated, and the Court allowed them additional compensation on that ground. Commissioner McIver inquired if the contract provisions now in use are the same as used by the Bureau of Public Roads. The Chief Counsel replied that although they are not identical they are very similar. The Commission deferred action on the matter of appealing the case until later in the session.

Discussion of the matter was resumed later in the day when the Chief Counsel renewed his recommendation that the case be appealed to the Supreme Court. He pointed out that the Supreme Court might (1) remand for a new trial (2) rule that the motion for nonsuit should have been allowed, or (3) it might affirm the Lower Court's judgment. As a result of the discussion, Commissioner Reynolds moved that the case be appealed to the Supreme Court. The motion was seconded by Commissioner McIver and was declared by Chairman Chandler to have passed unanimously.

A report was presented by the Chief Counsel and accepted by the Commission concerning cases which have been settled out of court since the last Commission meeting, as follows:

REPORT OF CONDEMNATION CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
Frank Foster, et al R-23434	Yamhill	Threemile Lane	McMinnville Airport-Dayton Junction	$10,000	$10,500
Albert C. Surratt et ux R-23165	Multnomah	Beaverton-Hillsdale	Washington County Line-Hillsdale	$ 200	$ 200
Estate of Etta Moore R-23873	Sherman	Sherman	Moro-Grass Valley	$ 2,100	$ 2,321

A list of offers to be made for acquisition of real property was presented by the Chief Counsel for Commission approval prior to the institution of condemnation proceedings, as follows:

Coquille-Rink Creek Section of the Coos Bay-Roseburg Highway:

R-24054- Burton W. Dunn, et ux. 0.27 acre for right of way purposes. Offer of $9,200.00 approved by Mr. Chandler December 23, 1955.

R-24070- Elmer E. Benham. Parcel No. 1 - 5.62 acres and Parcel No. 2 - 0.036 acre for right of way purposes. Offer of $19,175.00 approved by Mr. Chandler December 23, 1955.

Unit No. 2 of the T. H. Banfield Expressway:

R-14888 - Louis Lang and William J. Lang, doing business as Rose City Upholstery Company. 0.15 acre for right of way purposes. Offer of $5,227.00 approved by Mr. Chandler December 23, 1955.

Washington County Line-Hillsdale Section of the Beaverton-Hillsdale Highway:

R-23168- Marguretta H. Hiatt, et vir. 0.046 acre for right of way purposes. Offer of $3,000.00 approved by Mr. Chandler December 23, 1955.

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Washington County Line-Hillsdale Section of the Beaverton-Hillsdale Highway:-Cont.

R-23639- William Earl Frye, et ux. 0.023 acre for easement for cuts or fills. Offer of $150.00 approved by Mr. Chandler December 23, 1955.

Hinkle Underpass-Umatilla River Section of Hermiston Secondary Highway:

R-24042- Jens J. Skovbo, et ux. 3.93 acres for right of way purposes. Offer of $1,000.00 approved by Mr. Chandler December 23, 1955.

Jumpoff Joe Creek-Grants Pass Section of the Pacific Highway:

R-23296- Life estate in Myrtle S. Ingels, widow of Earl V. Ingels, deceased. 4.88 acres for right of way purposes and 12.9 acres excess taking. Offer of $1,620 approved by Mr. Reynolds August 5, 1955.

		Recommended Offer
Klamath Falls, West Side By-Pass Section of The Dalles-California Highway:		
R-23059-	D. D. Turner Right of Way (Klamath) 0.26 acre	$760.00
R-23063-	Wendell A. Smith Right of Way (Klamath) 1,071 square feet	$100.00
R-23766-	Robert T. Nichols Right of Way (Klamath) .06 acre	$750.00
Pendleton-Pilot Rock Section of the Pendleton-John Day Highway:		
R-24220-	Florence Pearl Male Right of Way (Umatilla) 3.65 acres	$620.00
R-24243-	Edwin Y. Shaw Roadbuilding Materials (Umatilla)	$3500.00

		Recommended Offer
Meda Bridge Section of the Little Nestucca Highway:		
R-24191-	Clarence B. Stanley (Tillamook) Parcel No. 1: 0.25 acre for Right of Way Parcel No. 2: 0.18 acre for Right of Way Parcel No. 3: 0.60 acre for Road-building materials	$ 950.00
R-24193-	J. L. Craven Right of Way (Tillamook) 0.04 acre	$ 300.00
Forest Boundary-Burns Section of the John Day-Burns Highway:		
R-23836-	Otto Meindl Right of Way (Harney) 0.6 acre	$ 150.00
Odell Butte-The Dalles-California Highway Junction of the Willamette Highway:		
R-24182-	R. T. Renner (Klamath) Parcel No. 1: 15.7 acres for Right of Way Parcel No. 2: 26.9 acres for Right of Way	$1910.00

After careful consideration, the Commission approved the offers as tendered in compliance with a resolution adopted by the Commission on December 20, 1951.

Consideration was given to a report submitted by the Chief Counsel concerning matters before the Public Utilities Commissioner, subsequent to a report of December 14, 1955, as follows:

PUX 101- Salem Grade Crossings-General. This order provides that the City of Salem and Southern Pacific Company will each bear one-half of the cost of installing crossing protection at 16 city streets crossed by the railroad tracks in the City of Salem.

PUX 136-Chemult Overcrossing project on The Dalles-California Highway in Klamath County. This order authorizes construction of a new structure and makes reference to closing of the existing overcrossing structure, removal of the existing structure being handled by agreement with Southern Pacific Company.

PUX 138- Undercrossing of Southern Pacific Company's tracks on revised location of the Wilson River Highway at Tillamook. The undercrossing project is financed in part from Federal funds and no railroad cooperation in cost is involved.

PUX 140- Grade crossing of the tracks and right of way of the Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, on the Havana-Helix Secondary Highway near Havana Station. This project involves construction of a new grade crossing at a revised location and closing and barricading of the existing grade crossing.

PUX 141- Revised Crossing Signals of Southern Pacific Company's tracks on Central Street in the City of Sutherlin. This order provides for the removal of an obsolete signal and the installation of two modern automatic electric signals. The cost of the installation is to be borne equally by the Railroad Company and the State, in accordance with an agreement executed with Southern Pacific Company, dated November 4, 1955.

PUX 142- Kendall Crossing Signals at the tracks of Portland Traction Company at N. E. 82nd Avenue in Portland. This order provides that the Portland Traction Company raise its rails to conform to the revised pavement surface, install new ties, and maintain the same. The State is to bear the cost of moving the signals and making the street improvement.

PUX 144- Grade Crossing of Columbia County Road No. FAS 574 by a spur track of Spokane, Portland and Seattle Railroad Company. This crossing is of interest to the Highway Commission only in that the county road is eligible for improvement from federal funds.

PUX 145- Relocation of Signals at the Grade Crossing of Oregon Electric Railway Company on the Tualatin Valley Highway through Beaverton. The improvement of Hall Street in Beaverton has necessitated revision of the existing signal system. The cost of a new signal and the relocation of the two existing signals is to be borne by the State and maintained by the Railroad Company.

PUX 147- Grade Crossing at First Avenue West and at Seneca Road in Eugene by industrial tracks of Southern Pacific Company. These crossings involve public ways in close proximity to the route of the Pacific Highway through Eugene but will have no direct effect upon the state highway.

PUX 148- Impaired construction clearance over tracks of Oregon-Washington Railroad & Navigation Company, Union Pacific Company, Lessee, on the Banfield Expressway N. E. 33rd Avenue structure in Portland. The order authorizes temporary impairment of vertical clearance to 22 feet over the top of the rails and authorizes operation of trains under the structure during the period of impaired clearance.

PUX 155- Reconstruction of existing Messner Overcrossing over the tracks and right of way of Oregon-Washington Railroad & Navigation Company, Union Pacific Company, Lessee, on the Columbia River High-

way in Morrow County. The order provides for widening of the structure and reconstruction and widening of the existing timber approaches. No cost of the improvement has been allocated to the Railroad Companies.

PUX 153- Grade Crossing of Suttle County Road in North Portland by an industrial spur track of the Peninsula Terminal Company. This crossing does not directly affect any highway and no objection was made to the issuance of the order.

(For details see copy of the Chief Counsel's written report on PUC matters, dated January 24, 1956, in the general files.)

The Commission upon request of the Chief Counsel, approved employment of Mr. Gale K. Powell, Portland, as an attorney to fill a vacancy in the Legal Staff. Mr. Powell is to be employed at a salary of $426 per month, commencing February 15, 1956.

The Chief Counsel requested authority to accept on behalf of the Commission assignments of leasehold interests in property for the storage of material when acceptance of such assignments is recommended by the State Highway Engineer. At the present time, he stated, when contract materials are stored on ground not owned or leased by the State, it is necessary that the contractor assign his leasehold interest to the State for the duration of the contract in order to collect partial payments, for material stored upon the property involved. Under present procedure, it is necessary for the assignment to be submitted to the Highway Commission for acceptance. The Commission granted the authority, with the understanding that no assignment may be accepted by the Chief Counsel unless a fully executed copy of the lease is furnished to him by the contractor; a satisfactory title report is submitted to him by the contractor to establish the legal right of the lessor to lease the property to the contractor; the assignment is made without monetary consideration of any kind; and the assignment contains a provision obligating the assignor to indemnify and hold harmless the Highway Commission, its members, officers, employees, and agents against any and all claims for damages which might result from the use of the leased property.

Payment of a damage claim submitted by Mr. T. G. Donaca, Portland, caused by flow of drainage water from Union Avenue onto his property was discussed. The Chief Counsel explained that Mr. Donaca's property lies on the easterly side of Union Avenue, opposite an outdoor theater and the Portland Speedway. As a result of negotiations, Mr. Donaca has agreed to release any existing or future claims for damage resulting from the flow of drainage water from Union Avenue upon his property and to grant to the Highway Commission the right to empty such drainage water upon his real property for the sum of $500. He recommended approval of the settlement on such basis. The Commission accepted the recommendation, subject to securing of satisfactory releases from Mr. Donaca, with the understanding that by the settlement of this claim the Commission in no way approves or consents to Mr. Donaca placing any material upon the right of way in connection with any future filling of his property.

A report on abandoned claims was presented by the Chief Counsel, and approved by the Commission as follows:

1. Damage to Traffic Counter, CAO-54-69, about five miles northwest of Powers. This damage occurred in December, 1953, and a complaint in the amount of $182.64 was filed against a 16-year old youth. However, it later developed through correspondence with the Coos County District Attorney that the person charged with the crime could not have been guilty and no other suspects have been found.

2. Monroe Lumber Co., CAO-54-5. On January 7, 1954, a State Highway truck was struck and damaged by a truck owned by the Monroe Lumber Co. It was estimated that the State vehicle was damaged in the amount of $60 but was continued in operation without repair for approximately 8 months, at which time it was completely overhauled. As a definite claim cannot be presented, the claim has been abandoned.

3. Robert Richardson, CAO-54-42. On the Pacific Highway approximately 1.5 miles north of Ashland, on April 12, 1954, a State truck was damaged by a Packard Sedan owned by Mr. Robert N. Richardson, Talent. A claim in the amount of $125.18 had been made against Mr. Richardson, which was denied by his surety. Further investigation revealed that there was not sufficient negligence on the part of Mr. Richardson to proceed with the claim.

4. Service Auto Freight, CAO-54-91. On September 9, 1954, a State car was involved in an accident on U.S. Highway 30 in Astoria with a truck owned by the Service Auto Freight Co. It appears that the operator of the State vehicle was partly at fault. The claim cannot be collected without litigation, and it appears that chances of success in court would be small.

5. Walter Horton, CAO-54-123. On October 17, 1954, a guardrail at M.P. 93.3 on The Dalles-California Highway was extensively damaged when struck by a car operated by Mr. Walter Horton, Pasco, Washington. Letters to Mr. Horton making a claim for $330.18 have been returned unclaimed and all resources to collect the claim have been exhausted.

Termination of signboard leases held by Ramsey Signs, Inc., on property acquired by the State on the Stanfield Junction-Pendleton Section of the Old Oregon Trail in Umatilla County was considered. This particular property, the Chief Counsel explained, contained signs owned by Foster and Kleiser and by Ramsey Signs, Inc. Foster and Kleiser removed their signs in a cooperative manner. Ramsey Signs, Inc., however, pointed out that the terms of their lease could be cancelled on 10 days' notice, but with the provision that they be reimbursed for the unused portion of the lease. He requested authority to execute a notice of termination of the lease of Ramsey Signs, Inc., and to pay them the unearned portion of their lease, or a total of $60 from February 1, 1956 to August 1, 1956. The Commission granted the authority as requested.

Consideration was given to a form of easement received from the U. S. Department of the Interior, Bureau of Reclamation, allowing the Olds Ferry-Ontario Section of the Old Oregon Trail to be constructed across the north canal of the Owyhee project in Malheur County. The Chief Counsel explained that a form of agreement was approved by the Commission on June 30, 1955, but at the request of the Bureau, it was redrafted to include a nondiscrimination clause. In reviewing the revised form of easement, he said, it was noted that unrestricted access was granted to the area covered by the easement. The Bureau of Reclamation desires only to have access to permit maintenance and the cleaning of the canal, and they have agreed to a provision in the easement that there shall be no vehicular access from abutting property to the traveled surface of any highway now or hereafter to be constructed upon the area covered by this easement. Upon his favorable recommendation, the Commission approved the easement.

Payment of $75 to Ed Byrkit for a sawdust bunker was considered. The Chief Counsel explained that in acquiring a parcel of land from Mr. Byrkit as right of way for the Salem By-Pass-Jefferson Junction Section of the Pacific Highway East the bunker was overlooked in payment for the land as it was not realized that the bunker was on Mr. Byrkit's property. He recommended the payment of $75 to Mr. Byrkit. The Commission approved the payment.

The Chief Counsel requested authority to attend a meeting of the Northwest Conference on Road Building in Seattle, Washington, on February 20-21, 1956, at an estimated cost of $45.80; also, for authority for Mr. Charles Peterson, Attorney, to go to Seattle, January 30, 31, and February 1, 1956, to take a deposition from a witness in a right of way condemnation case, involving oyster bed land in Coos County, at an estimated cost of $60. The Commission approved the out-of-state travel as requested.

Inquiry was made by Chairman Chandler to the Chief Counsel concerning progress on the oyster-bed condemnation cases along the Oregon Coast Highway in Coos County. The Chief Counsel replied that the Oyster Cooperative and its attorney, Mr. W. C. Winslow, has not yet filed answers but he anticipates the case will come to trial within six weeks.

A report was presented by the Chief Counsel concerning a suit for damages filed by Duncan L. McKay, et al. against the City of Bend and the State Highway Department for damages sustained because of allegedly improper plowing of snow. The complaint alleges, he said, that during the night of January 15, 1954, the forces of the City of Bend and the State Highway Commission plowed snow to the edge of the pavement on Riverside Boulevard rather than toward the center of the street, Riverside Boulevard being the route of Century Drive Secondary Highway in Bend. The complainants also allege that because of the improper handling of the snow, a street drain was obstructed and surface water from the plowed snow was diverted across their property causing extensive damage to their house, and they seek to recover $17,158.81 damages, plus interest. He pointed

out that it has been the custom for years to plow snow to the side of most streets in the City of Bend, including Riverside Boulevard, and that the City and the State are still following that practice. He added that he intends to file a demurrer to the complaint. The Commission accepted the report.

The Chief Counsel also presented a report concerning a suit instituted by Elmer Ballard against R. H. Baldock, et al., arising out of certain blasting operations by a highway department maintenance crew about one mile west of Swisshome on the Siuslaw Highway. He recalled that the blasting operations caused considerable damage to property owned by the Consumers Cooperative Association and the Central Lincoln Peoples Utility District, and he advised that the present case is substantially the same as that set forth in the case of Ballard vs. State of Oregon, in which employees of the Consumers Cooperative sought to recover wages lost because of damage to the mill. He stated further that the Attorney General has authorized the Highway Department attorneys to represent the Engineer and others named in the suit. The report was accepted by the Commission.

The matter of adopting a uniform policy concerning payment of the cost to relocate public utility facilities to accommodate highway construction was discussed. The Chief Counsel mentioned particularly a case involving the Maplewood Water District on the Washington County Line-Hillsdale project of the Beaverton-Hillsdale Highway in Multnomah County in connection with which it is necessary to move and reinstall certain facilities of the Water District at an estimated cost of $5,159. He advised that all of the facilities in this instance were originally installed under permits issued by the State Highway Department which contained a clause that required the permittees to remove their facilities at their own cost upon 10 days' notice. The Maplewood Water District, he said, alleges that it has no funds to pay the expense of moving its facilities and is unable to raise funds for such purpose. He recommended adoption of a general policy to be followed hereafter in handling cases of this kind, and he offered several suggestions for consideration. The Engineer pointed out that a similar situation exists in connection with a proposed improvement at Hillsboro. As a result of discussion the Commission authorized negotiations to settle both of the current cases and instructed the Chief Counsel to present at the next Commission meeting a new form of permit to cover future installations of this type.

The Chief Counsel requested approval of a number of salary increases for attorneys in his office. He advised that all of the proposed increases had been approved by the Attorney General to become effective February 1, 1956, with the exception of Mr. Monte Walter and Mr. Robert Amacher. Mr. Walter's increase, he stated, should be made effective January 6, 1956, when he was made Chief of the Title Section. The increase for Mr. Amacher still requires approval by the Attorney General for an effective date but it will probably be March 1, 1956. He called attention to the difficulty that he is having in securing competent attorneys, due principally to the fact that no salary can be paid to a deputy attorney general above $750 per month and all attorneys' salaries in State service must be echeloned below this statutory limit. The Commission approved increases as follows:

Name	Position	Present Classification	Present Monthly Salary	New Classification	New Salary
May, Robert L., Jr.	Assistant Counsel	Attorney VI	$672.00		$694.00
DeSouza, Joseph W.	Chief, Options Railroads, P.U.C. Section	Attorney VI	672.00		694.00
Lindas, Leonard I.	Chief, Trial Section	Attorney VI	672.00		694.00
Peterson, Charles	Trial Attorney	Attorney VI	651.00		672.00
McKinney, Frank C.	Trial Attorney	Attorney V	630.00	Attorney VI	651.00
Rohde, George	Chief, Office Section	Attorney V	610.00	Attorney VI	651.00
Morgan, Frederick	Trial Attorney	Attorney III	551.00	Attorney IV	570.00
McLean, John C.	Office Attorney	Attorney II	477.00	Attorney III	495.00
Walter, Monte	Chief, Title Section	Attorney II	459.00	Attorney III	477.00
Hampton, Leslie B.	Office Attorney	Attorney I	459.00	Attorney II	477.00
Amacher, Robert	Office Attorney	Attorney I	426.00		442.00

The Commission discussed briefly and accepted a report from the Chief Counsel on the practice of Justices of the Peace in the suspension of statutory fines for violation of the laws pertaining to the size and weight of motor vehicles. The particular case in question, the Chief Counsel stated, involves the court of I. B. Hazeltine, Justice of the Peace in Canyon City, in which case the District Attorney of Grant County instituted

an action against Mr. Hazeltine, challenging his right to suspend a portion of a fine. No final report, he stated, can be made now as Judge E. H. Howell before whom the case was argued, has taken it under advisement.

The Chief Counsel reported briefly on the institution of a suit by Darold V. Knox and Mildred Knox against the State Highway Commission arising out of an accident that occurred on December 25, 1953 when a car driven by Mr. Knox ran into the rear of a State truck engaged in sanding operations, about one mile east of the City of Umatilla. Mr. Knox seeks to recover the sum of $1,775 as damages to his car, and Mildred Knox, who was injured, seeks to recover $503 special damages and $10,000 general damages. The Chief Counsel advised that a motion to quash service upon the defendant State Highway Commission was filed by the General Casualty Co., which provided insurance coverage for the State and its employees and that the motion was allowed with respect to both cases. The Commission accepted the report.

The Engineer reported that as previously authorized by the Commission, he has awarded the following contracts which were referred to him by the Commission to award when certain conditions had been satisfied:

1. Grading and paving and furnishing crushed material in stockpile on Coquille-Rink Creek Section of Coos Bay-Roseburg Highway, Coos County. Bids received November 4, 1955. Conditions of award satisfied December 30, 1955. Fred H. Slate Co. Ore. Ltd. & E. C. Hall Co., Portland, contractor.

2. Roadway grading and 0.27 mile of tunnel on Knowles Creek-Turner Creek Tunnel Section of Mapleton-Richardson Road, Lane County. Bids received December 19, 1955. Conditions of award satisfied December 22, 1955. Gibbons & Reed Co., Portland, contractor.

3. Construction of the 39th Avenue Structure over Banfield Expressway in Portland, Multnomah County. Bids received November 4, 1955. Conditions of award satisfied December 27, 1955. Lord Bros. Contractors, Portland, contractor.

4. Construction of a bridge over Nehalem River on Miami Valley Road, Tillamook County. Bids received December 20, 1955. Conditions of award satisfied December 27, 1955. Workman and Wilson, Canby, contractor.

5. Grading and stone base and construction of one reinforced concrete structure on Union Avenue-37th Avenue Section of T. H. Banfield Expressway, Multnomah County. Bids received November 3, 1955. Conditions of award satisfied January 3, 1956. Gibbons & Reed Co., Portland, contractor.

Conditions of Award-Cont.

6. Grading and paving Helman Street-Third Street (Ashland) Section of Pacific Highway (northbound lanes) in Ashland, Jackson County. Bids received November 4, 1955. Conditions of award satisfied January 3, 1956. T. W. Thomas, Portland, contractor.

7. Grading and oiling Deep Canyon Section of McKenzie Highway, Deschutes County. Bids received December 20, 1955. Conditions of award satisfied January 5, 1956. Allum Bros., Eugene, contractor.

8. Construction of reinforced concrete grade-separation structure over SP Railroad Company tracks on The Dalles-California Highway near Chemult, Klamath County. Bids received December 19, 1955. Conditions of award satisfied January 5, 1956. R. H. Jones, Hillsboro, contractor.

9. Grading and surfacing Brookings-Morse Ranch Section of Chetco River Road, Curry County. Bids received November 4, 1955. Conditions of award satisfied January 6, 1956. Keith Bros. Construction Co., Medford, contractor.

10. Grading and pavement widening on Umatilla Bridge Junction-Hermiston Junction Section of Columbia River Highway, Umatilla County. Bids received December 19, 1955. Conditions of award satisfied January 11, 1956. Arthur Simonsen & Co., Baker, contractor.

The placement of reduced load limits on several sections of State highways because of freezing, thawing, high water, and other conditions under authority granted by the Commission on August 6, 1953, was reported by the Engineer and approved by the Commission, as follows:

1. Hillsboro-Silverton Secondary Highway, No. 140: Ten-ton load limit placed on the Willamette River Bridge at Newberg, effective 8:00 a.m., December 27, 1955. Load limit removed at 8:00 a.m., January 10, 1956.

2. Weston-Elgin Secondary Highway, No. 330: Reduced load limit allowing 11,000 pounds gross on any single axle, 20,000 pounds gross on any pair of tandem axles, and 36,000 pounds maximum gross load from M.P. 3.0 to M.P. 37.9, effective 8:00 a.m., December 23, 1955. Load limit removed at 8:00 a.m., January 2, 1956.

3. Pendleton-John Day Highway: Reduced load limit allowing 11,000 pounds gross on any single axle, 20,000 pounds gross on any pair of tandem axles, and 36,000 pounds maximum gross load from M.P. 5.0 to M.P. 15.0, effective 8:00 a.m., December 23, 1955. Load limit removed at 8:00 a.m., January 2, 1956.

January 26, 1956

The Commission gave attention to a letter from the City of Burns opposing the proposed relocation of the Central Oregon Highway through a portion of the City of Burns. Consideration was also given to a letter from the City of Hines approving the proposed relocation as it affects their city. The Engineer reported that the survey for the new route has been completed but he suggested that adoption of the same be deferred until the hearing that is required by law has been held, probably in May or June. Commissioner Reynolds stated that he plans to attend the hearings. It was also pointed out that regardless of which route is approved, there is no money available to finance the improvement at the present time.

A written request was considered from Mr. and Mrs. W. W. Lee, Kelso, Washington, for compensation to cover the loss of furniture and other personal property during the flooding of the Pacific Highway near Gold Hill by the Rogue River on December 21, 1955. The Engineer reported that, from information that had been gathered at the scene of the accident, it appeared that the Lees either failed to understand the instructions given them by the State Police and the flagman, or they disregarded the instructions and directions given them. It was his opinion that the Lees used poor judgment in attempting to continue traveling with a trailer load of household effects at night when flooding conditions were so very severe. The Commission deferred action pending the appearance of Mrs. Lee on the following day.

(Mrs. Lee appeared before the Commission on January 27, 1956, and was informed at that time that, according to counsel, there is no legal way to compensate her for her loss.)

Consideration was given to a request previously made by Mr. Noble H. Chowning to truck-haul short logs, 16 to 20 feet in length on solo log trucks over the Alsea-Deadwood Secondary Highway. The Engineer reported that Mr. Chowning's request dated December 20, 1955, has been carefully investigated and it appears that the maximum length of haul will be 6.1 miles and all of the logs will be hauled down the north slope of Deadwood Mountain. He recommended that permits be issued to Mr. Chowning or his contract haulers under the same provisions that were approved by the Commission in July, 1955, for a similar log haul conducted by Mr. Virgil Rose, doing business as Cushman Logging Company. The Commission approved the recommendation.

The Engineer reported the damage to State highways caused by severe rains and floods, starting on December 18, 1955. He presented a tabulation showing total damage on highways under maintenance and on highways still under construction, totaling $685,400. Of this amount, $85,200 is for a number of small items on which it would be impractical to try to secure federal cooperation with emergency federal aid. On the remaining $600,200, he recommended that application be made to the Bureau of Public Roads for federal cooperation from the Federal Emergency Fund. He explained that when funds are made available by Congress, the Bureau has authority to cooperate up to 50 per cent of the cost of repair. He also presented a second tabulation showing a list of nine projects which have been

discussed with the Bureau and which they advise are eligible as corrective or preventive construction measures and, therefore, eligible for emergency federal aid. These nine projects he listed as follows:

1. Coos Bay-Roseburg Highway-Rink Creek-North Fork, Coquille River Section in Coos County. Construction of highway on new alignment to avoid high water - $750,000.

2. Coos Bay-Roseburg Highway- North Fork Coquille River at M.P. 8.07 in Coos County. Build bridge on new alignment-$400,000.

3. Coos Bay-Roseburg Highway-North Fork Coquille River-Myrtle Point Section, Coos County. Construct road on new alignment to avoid high water-$390,000.

4. Coos Bay-Roseburg Highway-Mill Creek Section, M.P. 13.5 to M.P. 14.0, Coos County. Reconstruct highway on new alignment to avoid slide area-$60,000.

5. Redwood Highway-Sauer's Flat Section, M.P. 16.3 to M.P. 17.3, in Josephine County. Raise existing grade to avoid flood water-$80,000.

6. Rogue River Loop Secondary Highway-Riverbanks Farm Section, M.P. 22.0 to M.P. 23.0, in Josephine County. Reconstruct highway section on new alignment above flood elevation-$175,000.

7. Medford-Provolt Highway-China Gulch-Copper Road Section, M.P. 10.0 to M.P. 10.5, in Jackson County. Raise existing grade above flood elevation-$40,000.

8. Powers Secondary Highway-M.P. 8.25 to M.P. 8.50, Coos County. Reconstruct highway section on new alignment to avoid slide area-$30,000.

9. Pacific Highway-Savage Rapids Dam Section, in Josephine County. Raise existing grade above 1955 flood elevation-$225,000.

The estimated cost of these nine projects, he stated, is $2,150,000 which added to the eligible damage claim of $600,200 makes a grand total of $2,750,200, 50% of which would be state match money. He requested and the Commission granted authority to submit these projects to the Bureau of Public Roads for their approval and cooperation in financing.

The Commission discussed a report submitted by the Engineer concerning improvement of 12th Street in the City of Salem, from Bellevue Street on the south, northerly and westerly to a connection with Summer Street at Union Street. The Engineer explained that the City of Salem has authorized a bond issue of $200,000 for this improvement but the present estimate of cost is approximately $310,000 and the City has asked the

State to contribute the excess amount. Southern Pacific Railroad Company, he said, is providing right of way, and cooperating with the City on a 50-50 basis in installing signals and gates at a number of street crossings of the railroad. 12th Street, he pointed out, is used as a part of the Silver Falls Secondary Highway, No. 163, and also carries North Santiam Highway traffic. He recommended State participation in the project and that an agreement be entered into with the City of Salem whereby the State will pay the portion above the $200,000 that is available to the City, with the proviso that the State Highway Department shall prepare the plans, advertise for bids, and supervise the construction. Action on this matter was deferred pending appearance of a delegation from Salem on the following day.

(As a result of discussion with the delegation on January 27, 1956, the Commission approved the project as recommended by the Engineer using unobligated State funds.)

The Commission considered items of unfinished business appearing on the Secretary's summary, dated December 20, 1955, as follows:

1. Request for signs on scenic drive in Hood River Valley: Action on this matter was again deferred, pending inspection by the Commission. The item is to be retained on the list of unfinished business.

2. Proposed gift of land by the Lloyd Corporation for park purposes on the Oregon Coast Highway north of Wedderburn: The Parks Superintendent reported that Lloyd Corporation representatives have stated they cannot give a definite answer until after March 1. This item is to be retained on the list of unfinished business.

3. Fines and suspended sentences on log haulers, particularly in the Central Oregon area: The Commission ordered this item deleted from the list of unfinished business as the Chief Counsel had presented a report on it earlier in the day.

4. Request for sidewalk construction on 82nd Avenue between Glencoe Road and Flavel Street: The Engineer reported that necessary information is being secured and that his report will be presented at the next meeting. This item is to remain on the list of unfinished business.

5. Request of Mr. Noble H. Chowning to haul short logs on the Alsea-Deadwood Secondary Highway: This item was ordered deleted from the list of unfinished business as the Engineer had presented a report on the matter earlier in the day.

6. Request of Roy Harland for two additional accesses to the Safeway Stores' property north of Salem on US99 Business Route: The Engineer reported that final word has not been received from Mr. Harland concerning the suitability of proposed points of access but it is anticipated that an answer will be received prior to the next Commission meeting. This item is to remain on the list of unfinished business.

7. Request of County Judge Sam Cook of Umatilla County for improvement of two bad curves on the Havana-HelixHighway north of the newly constructed section: The Engineer stated that necessary information is being secured and that his report will be rendered at the next Commission meeting. The Commission ordered the item retained on the list of unfinished business.

8. Request of Frank J. Kernan that access for southbound traffic only be allowed to his property in connection with the new bridge between Portland and Vancouver: Necessary data is being secured on this matter and the Engineer stated that a report is anticipated for the next Commission meeting. The item is to be retained on the list of unfinished business.

9. Inquiry from Mr. E. L. Elias, Ontario, regarding securing of curb cuts with right of ingress and egress to the Old Oregon Trail from property located about 3/4 mile east of La Grande: The Engineer recommended that the request be denied as being incompatible with and in violation of the Commission's access control principles to which standard this highway section is constructed. The Commission accepted the recommendation. This item is to be removed from the list of unfinished business.

A request from Mr. Roy Eames, City Manager of Sweet Home, for installation of a traffic signal at the intersection of M Street (US20) and 18th Avenue was considered. The Engineer reported that an investigation which was conducted revealed that most conditions at this intersection very closely approached the national warrants for signalization of urban intersections and on an average daily traffic basis the volumes are sufficiently high to meet the warrants. He estimated the cost involved at $6,000 and recommended that a fully actuated traffic signal be installed provided the City will pay one- half the expense and will agree to furnish electrical energy to operate it and will maintain the signal. State funds are available from the 1956 Minor Betterment Budget. The Commission approved the installation as recommended.

The Commission also gave attention to a request from Mr. William D. Bollman, Acting City Manager of Albany, for a study of traffic conditions at the intersection of the Pacific Highway East and Queen Avenue at the easterly city limits of Albany. The Engineer stated that Queen Avenue is a major arterial street in this part of the city and that presently a flashing beacon is in place at the intersection; also, that an engineering investigation disclosed that conditions at the intersection very closely approach the standard warrants for signalization of urban intersections. It was his recommendation that a fully actuated traffic signal be installed at this intersection at an estimated cost of $6,000, provided that the City of Albany will pay one-half the cost of installation, will furnish the electrical energy for operating it, and will maintain it after the

installation is completed. Funds to cover the State's share of the cost, he said, have been provided in the 1956 Minor Betterment Budget. The Commission approved the installation.

A written request from Mr. and Mrs. L. P. Oehler of Silverton for a stop sign on the Cascade Secondary Highway at its intersection with the Abiqua Creek Road at Rocky Four Corners, a short distance north of Silverton, was discussed. The Engineer stated that an investigation was made and, because of the accident record at this intersection and a nearby vertical curve to the north, it is his recommendation that a flashing beacon be installed at an estimated cost of $500. The Commission approved the installation.

Also considered was a request from the City of Newport for installation of a traffic signal at the intersection of 6th Street (Oregon Coast Highway) and Hurlburt Street in the City of Newport, and also a request for installation of a signal at the intersection of N. E. Cape Street (Oregon Coast Highway) and N. E. Olive Street (Corvallis-Newport Highway) in Newport. An investigation was made with respect to each of these requests, the Engineer reported, and in both instances it was found that traffic signals are warranted. The City of Newport, he said, has indicated that it has funds available to pay its share of the expense and wishes to proceed with the installation of the signals. He recommended, therefore, that actuated traffic signals be installed at each of the two intersections at a total estimated cost of $10,000, with the provision that the City will pay one-half the cost of installation and will agree to furnish the electrical energy for operation of the signals and will maintain them after installation is completed. The State's share of the cost, he stated, has been provided for in the 1956 Minor Betterment Budget. The Commission approved the installations as recommended.

The Engineer reported that under authority previously granted by the Commission he had conducted location surveys on several sections of state highways. Each of these surveys, he stated, have been carefully analyzed to the end that when the sections are constructed or rebuilt, the greatest benefit will accrue to the traveling public commensurate with the cost of each project. Upon his favorable recommendation the Commission approved the following surveys by adopting the attached resolutions relative thereto marked EXHIBITS "J-1" and "J-2", which resolutions by this reference are made a part hereof with like effect as though extended in full herein:

1. Vine Maple Bridge Section of the Fishhawk Falls Secondary Highway in Clatsop County. See EXHIBIT "J-2".

2. Davis Creek-Bethel Creek Section of the Oregon Coast Highway in Coos County. See EXHIBIT "J-1".

3. Yellow Creek Section of the Powers Secondary Highway in Coos County. See EXHIBIT "J-2".

4. Catching Slough-Chandler Bridge Section of the Coos River Secondary Highway in Coos County. See EXHIBIT "J-2".

5. Harris Beach-Brookings Section of the Oregon Coast Highway in Curry County. See EXHIBIT "J-1".

6. Rink Creek-Myrtle Point Section of the Coos Bay-Roseburg Highway in Coos County. See EXHIBIT "J-2".

7. Newberg-Gerin Corner Section of the Hillsboro-Silverton Secondary Highway in Yamhill and Marion Counties. See EXHIBIT "J-2".

The Commission gave attention to a telegram from the Empire-Charleston Chamber of Commerce urging that every effort be made to open the Coast Highway route recently closed by slides and highway water, and also urging better maintenance of the Seven Devils Road. After due consideration the Commission ordered the telegram filed.

The Engineer reported that to take care of increased personnel in the Construction Department additional partitions are needed in Rooms 212, 213, and 215 in the State Highway Building in Salem, the estimated cost of which is $1,950. The Legal Department also needs additional partitioning in Room 116 at an estimated cost of $590. He recommended that this work be authorized and that $5,000 to cover the cost be transferred from the budget for improvement at maintenance stations to a reserve for improvements of miscellaneous properties. The Commission approved the partitioning as recommended and also the transfer of funds.

The Engineer recalled that at the Commission meeting in November, 1955, Commissioner Reynolds stated that he had been requested by the Hood River Chamber of Commerce to study the need for illumination on the Second Avenue Bridge, which serves as access from the City to the Columbia River Highway. He said that an investigation was made by the Traffic Engineering Division which disclosed only three reported accidents at this point during the period from October 9, 1953 to September 30, 1955. However, the area is quite dark at night and headlights do not illuminate the roadbed on the curved approaches. It was his opinion that there is sufficient warrant for illumination at the interchange and structure and he recommended that this be done at an estimated cost of $7,000, funds to be secured from the 1956 budget for illumination projects. The Commission approved the project.

The Engineer reported that Bend city officials had called attention to a bad traffic situation at the intersection of Third and Franklin Streets in the City of Bend which intersection serves as a part of The Dalles-California Highway. The Traffic Engineer, he stated, made a detailed investigation and it was found that approximately 12,000 vehicles enter the intersection daily, of which 7,000 move over The Dalles-California Highway. To provide a greater degree of safety for the traveling public, he recommended that channelization work be performed plus the installation

of a flashing beacon and some overhead luminaire units at a total estimated cost of $6,000. The City of Bend, he added, has indicated that it will contribute approximately $1,500 in connection with the overhead illumination and will also furnish the required electrical energy and will maintain the flashing beacon and the luminaires. Funds for this work are available from Minor Betterment moneys. The Commission approved the work as recommended.

Upon the Engineer's favorable recommendation, the Commission approved a Third Modification of a Cooperative Agreement with the U. S. Bureau of Public Roads concerning maintenance of Oregon Forest Highway Route 27 (Ochoco Highway) in Crook County. This agreement, the Engineer explained, provides that upon completion of paving by the Bureau of Public Roads, the State will maintain said project without expense to the Federal Government.

A tabulation was presented by the Engineer showing the status of existing 1956 and 1957 County-Federal-aid Secondary Funds and disclosing an unprogrammed balance of $311,000. Clatsop, Columbia and Marion Counties, he stated, have requested additional projects, totaling $141,000. He recommended approval of the following projects which will decrease the county federal-aid secondary unprogrammed balance to $170,000:

ADDITIONAL PROPOSED 1957 COUNTY FAS PROJECTS

County	FAS Hwy. No.	Section & Description	Programmed Amount
Clatsop	571	Klaskanine River Bridge. Structure only.	$ 37,000
Columbia	567	Oak Ranch Creek Bridge. Structure only.	$ 22,000
	609	North Fork Scappoose Creek Bridges (2) Structures only.	$ 42,000
		Subtotal, Columbia County	$ 64,000
Marion	128	Champoeg Creek Bridge. Structure only	$ 40,000
		TOTAL:	$141,000

The Commission approved the projects as recommended.

The Engineer reported receipt of a letter from P. A. Shoat Company, a contractor who was awarded Contract No. 4410 for oiling in Division II, stating that he has turned the contract over to the bonding company, the Fidelity and Casualty Company of New York, for completion. It appears, he said, that P. A. Shoat Company is unable to complete the contract for financial and other reasons, and he recommended that the contractor be declared in default. The Commission declared the contractor in default

and ordered that the surety on the contractors performance bond be notified that the Commission expects the surety to arrange for completion of the contract in conformity with the plans and specifications for the project.

The Commission gave attention to letters submitted by the McKenzie River Chamber of Commerce and the U. S. Highway No. 126 Association urging elimination of danger spots on the McKenzie Highway. The Engineer advised that recently a school bus ran off the shoulder of the McKenzie Highway injuring several school children. The Division Engineer, he stated, made an investigation with a view to fixing some of the worst spots but it seems to be the opinion of the petitioning organizations that they want the McKenzie Highway rebuilt. He pointed out that although the highway is old and contains many curves, it is not substantially different from many other highways which carry a similar amount of traffic. The Commission instructed the Engineer to investigate the matter carefully and submit a full report. Chairman Chandler also commented that, pending the submission of the report by the Engineer, there is not much to tell the organizations which protested except that the Commission has no money at the present time for any major development.

A request from Mrs. Del Wagner, Salem, that something be done to eliminate hazards to school children who are obliged to walk on the Pacific Highway East between Labish Village and Labish School, north of Salem, was discussed. The Engineer stated that an investigation disclosed that approximately 60 children from Labish Village which is located on the easterly side of the highway walk north along the highway to the Labish School, which is on the westerly side of the highway. The relative warrant for construction of a footpath, he stated, is 1.47, or considerably above the minimum value. In view of these facts and in order to protect the school children and other pedestrians, he recommended that a 4-foot bituminous footpath be constructed on the easterly side of the Pacific Highway East between the road to Labish School and Scott Avenue, at an estimated cost of $3,720, including right of way. The Commission approved the project.

The Commission also discussed a request from Mrs. Maebelle Rainville Zimmerman, Tiller, Oregon, for construction of a footpath along the Tiller-Trail Highway in the community of Tiller. An engineering investigation was conducted, the Engineer stated, and it was found that approximately 15 school children walk along the highway in this vicinity in going to and from school; also, a considerable number of adults walk along the roadway in going to the store and post office. The relative value for footpath construction is 1.02, which is just above the minimum value. In view of the facts disclosed he recommended that a 4-foot bituminous footpath be constructed on the north side of the Tiller-Trail Highway between the east end of the grade school access and the county road that leads to the South Umpqua Falls, at an estimated cost of $1,700. The Commission approved the project.

The Engineer reported that under Oregon Law there is to be distributed among the various cities of Oregon their proportionate share of

highway revenues accrued during the period of July 1 to December 31, 1955. The amounts for each of the cities, he stated, have been computed according to law and he recommended that these amounts be allocated to the various cities. The Commission approved the allocation by adopting the attached resolution relative thereto, marked EXHIBIT "D", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The Engineer reported that the following cities and towns have satisfied the legal requirements with respect to expenditure of State Tax Street Funds accrued to them during the first half of 1954 and the second half of 1954, and that the plans for the projects proposed have been examined and found satisfactory:

Funds Accrued during First Half, 1954:

Grass Valley	$ 555.26
North Powder	1,147.54
Shaniko	173.70
Sublimity	1,045.03

Funds Accrued during Second Half, 1954:

Helix	$ 640.11
Siletz	2,004.73
Sublimity	1,270.76

He recommended that the Commission approve the plans. The Commission accepted his recommendation by adopting the attached resolution relative thereto, marked EXHIBIT "E", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The Commission considered and upon recommendation of the Engineer approved the following requests for extensions of time within which to complete state highway contracts:

1. John R. Saxton, Contract No. 4435, for paving the West Unit, Springfield-Walterville Section of the McKenzie Highway in Lane County, requested an additional extension of time from October 30, 1955 to November 4, 1955. Extension approved as requested.

2. Parker-Schram Company, Contract No. 4353, for grading and paving the St. Helens Paper Co. - Mildreds Corner Section of Kaster and Old Portland Roads in Columbia County, requested an extension of time from September 15, 1955 to September 30, 1955. Extension approved to and including September 21, 1955, the actual completion date of the contract.

3. Asphalt Paving Co., Contract No. 4432, for paving Chiloquin (Klamath Avenue) City Street in Klamath County, requested an extension of time from August 31, 1955 to September 13, 1955. Extension approved as requested.

4. Warren Northwest, Inc., Contract No. 3915, for paving the 92nd Avenue-Fairview Section of the T. H. Banfield Expressway in Multnomah County, requested an extension of time from January 1, 1955 to December 31, 1955. Extension approved to and including November 28, 1955, the actual completion date of the contract.

5. D & H Construction Co. and M. H. Hasler Construction Co., Contract No. 4153, for grading the Shady-Booth Ranch Unit, Shady-Canyonville Section of the Pacific Highway in Douglas County, requested an extension of time from September 30, 1955 to December 31, 1955. Extension approved to an including November 30, 1955, the actual completion date of the contract.

6. Rogers Construction Co., Contract No. 4507, for rock production project on the Pendleton-La Grande Section of the Old Oregon Trail Highway in Umatilla and Union Counties, requested an extension of time from October 31, 1955 to July 1, 1956. Extension approved as requested.

7. Vern Hoaglin, Contract No. 4529, for construction of guardrail and sight posts on the West Unit, Weston-Weston Mountain Section of the Weston-Elgin Highway in Umatilla County, requested an extension of time from December 1, 1955 to December 17, 1955. Extension approved as requested.

8. Rogers Construction, Inc., Contract No. 4172, for paving the Clatskanie-Delena Section of the Columbia River Highway in Columbia County, requested an extension of time from October 31, 1954 to November 10, 1955. Extension approved as requested.

9. C. E. Leseberg, Contract No. 4389, for grading and oil mat surfacing on the Arock-Highway Junction Section of the Arock Road in Malheur County, requested an extension of time from September 15, 1955 to October 25, 1955. Extension approved as requested.

10. F. L. Somers, Contract No. 4477, for grading and surfacing the Wrights Point Section of the Frenchglen Highway in Harney County, requested an extension of time from October 31, 1955 to May 31, 1956. Extension approved as requested.

11. Hannan Brothers Co., Contract No. 4518, for construction of Muddy Creek Bridge on the Oakville County Road in Linn County, requested an extension of time from January 31, 1956 to April 30, 1956. Extension approved as requested.

12. Trowbridge Electric Company, Contract No. 4511, for installation of traffic signals at Salem in Marion County, requested an extension of time from October 31, 1955 to January 29, 1956. Extension approved as requested.

13. Tom Lillebo, Contract No. 4452, for 0.20 miles roadbed and base and construction of a reinforced concrete bridge over Luckiamute River on the Burns Corner-Suver Road in Polk County, requested an extension of time from November 30, 1955 to June 30, 1956. Extension approved as requested.

14. Tom Lillebo, Contract No. 4356, for Umpqua River Bridge Pier Protection Project on the Oregon Coast Highway in Douglas County, requested an extension of time from August 31, 1955 to April 30, 1956. Extension approved as requested.

15. Enoch I. Maerz, Contract No. 4512, for construction of Detroit Lake Park Overnight Camp Facilities on the North Santiam Highway in Marion County, requested an extension of time from January 1, 1956 to June 1, 1956. Extension approved as requested.

16. Columbia Empire Constructors, Inc. and P. S. Lord Mechanical Contractors, Contract No. 4246, for construction of two structures on the Coast Fork Willamette River-Divide Unit of the Pacific Highway in Lane County, requested an extension of time from March 31, 1955 to March 31, 1956. Extension approved with the contractor to be charged for the extra engineering costs incurred during the period October 31, 1955 to March 31, 1956.

17. A. H. Saxton & Son, Contract No. 4496, for construction of the Weaver Overcrossing of Southern Pacific Co. Tracks near Myrtle Creek on the Pacific Highway in Douglas County, requested an extension of time from December 31, 1955 to May 15, 1956. Extension approved as requested.

18. Lord Brothers, Contract No. 4331, for construction of 42nd Avenue Ramp on the T. H. Banfield Expressway in Multnomah County, requested an additional extension of time from November 30, 1955 to December 15, 1955. Extension approved as requested.

19. Johnson & Amens, Contract No. 4380, for construction of the Gales Creek Bridges on the Wilson River Highway in Washington County, requested an additional extension of time from December 31, 1955 to January 30, 1956. Extension approved as requested.

20. K. F. Jacobsen & Co., Inc., Contract No. 4465, for grading and paving the Park Avenue-Gladstone Section of the Oatfield Road in Clackamas County, requested an extension of time from September 30, 1955 to December 8, 1955. Extension approved as requested.

21. Ernest Ferrante & Sons, Contract No. 4239, for roadside improvement on the South Umpqua River-Fairgrounds Unit of the Deady-Shady Section on the Pacific Highway in Douglas County, requested an extension of time from July 1, 1955 to November 9, 1955. Extension approved as requested.

22. E. C. Hall Co. & J. C. Compton Co., Contract No. 4157, for paving the Deady-South Umpqua River Unit, Deady-Shady Section of the Pacific Highway in Douglas County, requested an extension of time from July 31, 1955 to October 10, 1955. Extension approved as requested.

23. Walt M. Young, Contract No. 4515, for construction of Hat Rock Park Buildings in Umatilla County, requested an extension of time from December 30, 1955 to June 30, 1956. Extension approved as requested.

24. A. H. Barbour & Son, Inc., Contract No. 4355, for painting the McCullough Bridge on the Oregon Coast Highway in Coos County, requested an extension of time from October 15, 1955 to October 1, 1956. Extension approved subject to the assessment of engineering costs after August 15, 1956.

FOOTNOTE: The action taken by the State Highway Commission upon the extensions of time within which to complete the highway contracts listed above was based upon the recommendation of the Engineer and his reports which considered but did not necessarily adopt either or any of the reasons given by the contractors in their requests for such extensions of time. For details regarding these extensions of time, see copies of the contractors' requests and the Engineer's recommendations on file in the respective contracts in the Secretary's office.

The Engineer reported that Contract Nos. 3915, 3957, 4157, 4172, 4212, 4239, 4270, 4278, 4353, 4389, 4415, 4432, 4435, 4456, 4465, 4529, 4565 for highway construction have been completed according to the requirements of the contracts or modifications thereof and that said contracts are now ready for acceptance by the Commission. After due consideration, the Commission accepted said contracts by adopting the attached resolution relative thereto, marked EXHIBIT "F", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The Engineer reported that contractor F. L. Somers, has protested the assessment against him of engineering costs due to his failure to complete Contract No. 4434 within the specified time limit. He said that there has not been time to prepare a report on the matter but it will be rendered at the next Commission meeting.

Throughway Agreements with Yamhill and Polk Counties covering the Wallace Bridge-Sheridan Section of the Salmon River Highway were considered. The Engineer explained briefly that the agreements provide for the handling of intersections of county roads with the state highway, in which the State and Counties agree as to how these intersections are to be constructed and maintained. The Commission approved the agreements, following the Engineer's favorable recommendation.

Also considered was an agreement with Multnomah County covering the maintenance of certain landscaped areas adjacent to the Multnomah County Juvenile Home on T. H. Banfield Expressway. The Engineer stated that the Juvenile Home is situated adjacent to the Banfield Expressway and it is planned to blend the landscaping around the Juvenile Home with the landscaping on state highway right of way. The County is to maintain the State's right of way in the manner that the lands adjacent to the Juvenile Home are maintained. Upon the Engineer's favorable recommendation, the Commission approved the agreement.

The Commission gave attention to a request from the School Board of District No. 89, Boring, for a reduced speed zone on that section of the Clackamas Secondary Highway in and near the community of Barton. This request was carefully investigated, the Engineer stated, and it was found that the accident rate in this vicinity is considerably less than the average rate for rural secondary highways; also there is little roadside culture in the section. In view of these facts, he recommended that the request be denied. The Commission accepted his recommendation.

The Engineer reported that on February 6, 1950 a 40-mile-per-hour speed zone was established on a 2.25 mile section of the Pacific Highway West between the south city limits of Corvallis and the Keiger Island Road. He said that a school is located near the midpoint of this section and that a request has been received to install "Speed 20 Miles" on the school zone signs. It was his recommendation, approved by the Commission, that the action of February 6, 1950 be rescinded and a new resolution adopted reestablishing a 40-mile per hour speed zone on the Pacific Highway West between the south city limits of Corvallis and the Keiger Island Road, except that between a point 0.07 mile north of Lincoln Lane and a point 0.10 mile south of Lincoln Lane the indicated speed shall be 20 miles per hour during the hours of school crossings. The Commission accepted his recommendation by adopting the attached resolution relative thereto, marked EXHIBIT "I-1", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

A request from Mr. George E. Winegar, Principal, Tangent Elementary School, for attachment of 20-mile per hour speed signs to the school crossing signs on US99 in that community was discussed. The Engineer pointed out that on January 23, 1951 a 45-mile per hour speed zone was established on that section of the Pacific Highway East but at that time the 20-mile per hour speeds for school zones and crossings was not being used. He recommended that the existing speed zone be rescinded

and that a 45-mile per hour zone be established from a point 0.49 mile north of the road to Oakville to a point 0.36 mile south of "B" Street, except that from a point 100 feet south of "B" Street to a point 0.26 mile south of "B" Street the indicated speed shall be 20 miles per hour during the hours of school crossings. The Commission approved his recommendation by adopting the attached resolution relative thereto, marked EXHIBIT "I-2", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The Engineer requested authority for Gordon Beecroft, Engineer Specialist in the Research Section, to attend a meeting of the American Society of Civil Engineers in Dallas, Texas, February 14 to 17, 1956 when one of the subjects to be discussed will be vibration of highway bridges. Mr. Beecroft, he stated, has been working on this matter and has been asked to present a report at the Dallas meeting. He estimated the cost of the trip at $290. The Commission approved the request.

The Engineer also requested authority for himself to attend the Northwest Conference on Road Building, at Seattle, February 20-21, 1956, at a cost of approximately $60; and to attend the Seventh Annual Road Clinic at the College of Engineering of the Washington State College, Pullman, Washington, on March 7-9, 1956, at an estimated cost of $80. In both instances, he stated, he has been requested to appear on their programs. The Commission approved his requests.

The Engineer reported that membership dues for the calendar year 1956 are now due and payable in three organizations in which the State Highway Department has been a member in the past. He recommended that payment of the following dues be authorized:

1. Western Association of State Highway Officials - $50.00
2. American Road Builders' Association - - - - - - 7.50
3. American Association of State Highway Officials 1,013.00

The Commission authorized payment of the dues as recommended.

A form of agreement with the U. S. Forest Service providing cooperative improvement to a water system which jointly serves the Austin Maintenance Headquarters Station and the Forest Service District Ranger Station was discussed. The Engineer stated that the present system is inadequate and that the agreement provides for installation and maintenance of a new system at an initial cost of approximately $12,000; also, that the State and the Forest Service will share equally the initial cost and the cost of maintenance and operation after construction. Upon his favorable recommendation, the Commission approved the agreement.

Chairman Chandler at this point inquired concerning a previously proposed transfer of maintenance buildings at Detroit Reservoir to the State Highway Department. Mr. Stiffler, Assistant State Highway Engineer,

replied that the buildings are being transferred from the U. S. Army Engineers to the Forest Service, and the Forest Service plans to transfer them to the State as soon as arrangements are completed with the Army Engineers.

The Engineer reported that the newly constructed portion of the Columbia River Highway, known as the Clatskanie-Delena Section in Columbia County, has been opened to public travel. Under the terms of an agreement previously entered into with Columbia County, he said, it was agreed that when the new section of highway is opened for public use, the County and the City of Clatskanie would take over and maintain the abandoned portion of the old highway. He recommended that the Commission take formal action at this time abandoning the section.

The Commission approved the recommendation by adopting the attached resolution relative thereto, marked EXHIBIT "G-1", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

Consideration was given to an abandonment agreement with Union County whereby the County agrees to assume jurisdiction over and maintain the section of the Ukiah-Hilgard Secondary Highway known as the Starkey connection, beginning at M.P. 13.70, and extending to M.P. 17.00 at Starkey, a distance of 3.3 miles. Under the terms of the agreement, the Engineer stated, the County will perform all maintenance work, except that the State will perform snow removal and will bill Union County for such work. He recommended that the agreement be approved. The Commission approved the agreement and adopted the attached resolution marked EXHIBIT "G-2", formally abandoning the Starkey connection as a state highway, which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

In connection with the relocated section of the Pacific Highway between Anlauf and Roseburg in Douglas County, the Engineer pointed out that the new section being opened to public travel has necessitated the redesignation of several highways and sections of highways. To accomplish this, he recommended that the section of the old Pacific Highway between Anlauf and Drain be designated an extension of Umpqua Highway No. 45, and that the old route of the Pacific Highway from Drain south to a junction with the new highway south of Yoncalla be designated the Drain-Yoncalla Secondary Highway, No. 236. He also recommended that the route of the old Pacific Highway, beginning at its intersection with the relocated highway north of Oakland and extending south to a point a short distance south of Shady Point, south of Roseburg,be designated as the Oakland-Shady Secondary Highway, No. 234. The Commission approved the redesignations as recommended by adopting the attached resolution relative thereto, marked EXHIBIT "L", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The Engineer recommended assignment of Route No. ORE 237 to the Cove Secondary Highway, No. 342 which extends easterly from ORE82

in Island City to Cove, thence south through Union and North Powder to a junction with US30 near North Powder. The Commission adopted the recommendation.

The Engineer also recommended assignment of Route No. ORE32 to that portion of the Columbia River Highway (US730) which extends easterly from its junction with the Old Oregon Trail (US30) east of Boardman via Irrigon and Umatilla to its junction with the Umatilla-Stanfield Highway east of Umatilla, thence southerly over the Umatilla-Stanfield Highway via Hermiston and Stanfield to its junction with the Old Oregon Trail (US30) south of Stanfield. The Commission approved the recommendation.

The Engineer recalled that route changes recently made in the vicinity of Ontario have utilized Oregon Route No. 52 in order to be compatible with the route in Idaho designated as Idaho Route 52. He pointed out that originally ORE 52 was assigned to the Wapinitia Highway between Warm Springs Highway junction and Maupin so, in order to avoid confusion, it will be necessary to assign a new number to that particular highway section. He recommended that Route No. ORE 216 which presently is assigned to the Sherars Bridge Secondary Highway between Grass Valley and Tygh Valley, be extended southerly along The Dalles-California Highway (US197) to a junction with the Wapinitia Highway north of Maupin, thence westerly over the Wapinitia Highway to a junction with the Warm Springs Highway (US26) near Bear Springs. The Commission approved the recommendation.

Consideration was given to letters from the Associated Forest Industries of Oregon and others requesting that Veterans Day, November 11, be removed from the list of holidays during which log hauling is prohibited on Oregon Highways. The matter was discussed briefly but action was deferred until the following day. The Engineer advised that there is usually no great increase in tourist traffic because of the holiday and it was his opinion that safety to the traveling public will not be greatly impaired were log hauling permitted on this holiday, and he recommended that hauling be allowed. The Commission accepted the recommendation, with the understanding that when November 11 falls on a Sunday, the hauling of logs on the following Monday will be permitted notwithstanding that Monday may be a legal holiday, that such permission to haul on November 11 when such date falls on Sunday shall not supersede any previous regulations prohibiting the hauling of logs on a Sunday.

An agreement with the Board of County Commissioners of Multnomah County amending a previous agreement, dated January 21, 1954, was discussed. The Engineer explained that in effecting an improvement to the Sunset Highway involving Humphrey Boulevard, it was necessary to acquire some right of way adjacent to Humphrey Boulevard. A portion of this property containing 1.45 acres, he said, no longer is required for state highway purposes and he recommended that it be deeded to Multnomah County for a consideration of $1.00. The Commission approved the recommendation by adoption of the attached resolution relative thereto marked EXHIBIT "H", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Following the Engineer's favorable recommendation, the Commission confirmed their oral approval of two riders to the California-Western States Life Insurance Company Group Policy No. 399380. One of the riders, the Engineer explained, pertains to group life insurance, and the other to group accident and health benefits.

The Commission approved the Secretary's report on papers signed in behalf of the Commission during the period of December 14, 1955 to January 24, 1956.

The Commission discussed a date for its next regular meeting and decided to hold such meeting in Portland on February 29 and March 1 and 2, the meeting on February 29 to start at 2:00 P.M. The Commission also set April 19 and 20, 1956 as a tentative date for the following meeting. The Secretary was instructed to make the usual arrangements to hold these meetings in the Imperial Hotel. He was also instructed to ask the Washington State Highway Commission and the Washington Toll Bridge Authority to be present at 3:00 P.M. on March 1, 1956, to discuss the bids that may be received at 9:00 a.m. on that day for construction of a new bridge across the Columbia River between Portland, Oregon, and Vancouver, Washington.

The meeting recessed at 12:00 noon and reconvened at 2:00 P.M., with the same persons present and participating.

The Engineer reported that at the request of the Hammond Lumber Company a test run was made with a sixty foot truck and trailer combination over the Fort Stevens Secondary Highway No. 104, and it was found that the equipment can negotiate the highway and keep on its own side of the road. He recommended in view thereof that this highway, which is now unclassified, be classified as a Group I Highway. The Commission approved the classification as recommended.

The Engineer also reported that he had received a request from George Clarno for a private access to the road connecting the new and old Oregon Coast Highways immediately south of Hauser, Coos County. If this request is granted, he stated, it will be a deviation from the established policy of access control on this section of highway. He recommended that the request be denied. The Commission accepted his recommendation.

Personnel to attend the 1956 conference of the Western Association of State Highway Officials in Phoenix, Arizona, April 10 through 13, 1956, was discussed. The Engineer recommended and the Commission approved attendance of the following people at an estimated cost of approximately $250.00 each: Ben R. Chandler, Chairman, State Highway Commission; Chas. H. Reynolds and M. K. McIver, members of the Commission; R. H. Baldock, State Highway Engineer; W. C. Williams, Deputy State Highway Engineer; W. W. Stiffler, Assistant State Highway Engineer; Forrest Cooper, Construction Engineer; F. B. Crandall, Traffic Engineer, and H. B. Glaisyer, Secretary, State Highway Commission.

The matter of securing aerial maps for urban areas was discussed. The Engineer advised that studies of the metropolitan area of the City of Portland were handicapped by lack of adequate aerial maps; also, that a controlled aerial mosaic map of the Portland area will cost approximately $15,000, but such a map would greatly simplify and decrease expenses in studying routes and preparing plans for ultimate improvements in the area. The Commission approved his request for authority to call for bids at the next meeting for such a survey.

A request from George L. Zimmerman, Chairman of the Yamhill Chamber of Commerce Road Committee, for a survey of the Yamhill-Newberg State Secondary Highway was discussed. The Deputy Engineer pointed out that about half of the survey work has been completed and completion of construction is a matter of high priority in Division No. I. He recommended and the Commission approved completion of the survey.

The Engineer reported receipt of a communication from the City of Grants Pass regarding the Grants Pass technical report, particularly requesting implementation of the one-way street system mentioned therein to accommodate traffic on the Pacific Highway, and suggesting the transfer of funds that are programmed for improvement of the Redwood Highway near Grants Pass to finance the work. The Commission discussed the matter to some extent and instructed the Secretary to acknowledge the letter by stating that the project will be considered when additional Federal monies are provided by the Congress, and in the meantime a further study of the project will be made by the Engineer.

Chairman Chandler stated that a complaint has come to his attention that Coastal Equipment and Repair Company, the contractor for improvements in the Humbug Mountain State Park, Contract No. 4317, has not yet received final payment for the job notwithstanding it was completed on June 27, 1955. The Commission instructed the Engineer to investigate this matter.

Formulation of a new highway program was brought up by Chairman Chandler. He inquired as to when such a program will be presented for the Commission's consideration. The Engineer replied that it is very difficult to formulate a program when the amount of federal participation is not known, particularly the participation which may be offered in connection with one of the special highway bills now before the National Congress. He suggested that a program be worked up encompassing those projects which can be performed with regular federal-aid and state funds, and another program including those projects to be performed when additional federal funds become available. He was instructed to proceed on such basis and to submit programs for discussion at the next meeting.

Inquiry was also made by Chairman Chandler concerning the status of the survey for relocation of the Pacific Highway East between Albany and Eugene. The Engineer replied that the survey is nearing completion and a report will be made to the Commission probably at the next meeting. It was his thought that this matter and other similar situations should be on the agenda for Commission study at the next meeting so necessary

hearings can be scheduled as is required by law for the cities and towns which may be by-passed by the proposed route. He suggested tentatively that these hearings be held sometime during the month of May.

The Commission signed agreements and other papers, as follows:

"Extension Rider" re approval of a lease extension with O. W. R. R. & N. Railroad Company and Union Pacific Railroad Company, covering the leasing of an oil storage location on Wallowa Lake Highway at Island City in Union County.

"Bargain and Sale Deed" re sale to Charles E. Eckelman of 0.51 acre of excess property on Sundial Section of Old Columbia River Highway, Multnomah County. Consideration $750.

"Indenture of Access" on the following properties:

a. Tanler property on Dayville-Mt. Vernon Section of John Day Highway, Grant County.

b. Sparrow Estate property on Elbow Lake-Gardiner Section of US101, Douglas County.

"Agreement" with US Bureau of Public Roads covering maintenance of Marks Creek-Forest Boundary Section of Ochoco Highway, Crook County.

"Throughway Agreements" with Polk and Yamhill Counties covering the Wallace Bridge-Sherman Section of Salmon River Highway.

"Landscape Maintenance Agreement" with Multnomah County covering lands adjacent to Multnomah County Juvenile Home.

"Agreement" with US Forest Service covering improvements to the water system serving Austin Maintenance Station and US Forest Service District Ranger Station on John Day Highway, Grant County.

"Agreement" with Union County abandoning Starkey connection of Ukiah-Hilgard Secondary Highway, Union County.

"Amended Agreement and Deed" with Board of County Commissioners, Multnomah County, amending agreement of January 21, 1954 re improvement of a portion of Sunset Highway and providing for transfer from the State to the County of the relocated portion of SW Humphrey Blvd.

"Riders" confirming approval to the California-Western States Life Insurance Company Group Policy relating to life insurance and group accident and health benefits.

"Abandonment Agreement" with Josephine County covering the East and West Fork, Illinois River Bridge Sections of Redwood Highway No. 25, Josephine County.

"Agreement" with Edith and J. L. Campbell covering their operation of the Silver Falls Lodge, Silver Falls State Park for the period beginning January 1, 1956 and ending December 31, 1956. (Authorized December 19, 1955)

"Finance & Maintenance Agreement" with Tillamook County covering the Cape Meares Road, FAS 616.

"Easement" granted by United States Department of Interior, Bureau of Reclamation, to allow the Olds Ferry-Ontario Section of the Old Oregon Trail to cross the north canal of Owyhee project in Malheur County.

"Quitclaim Deed" to Multnomah County for a parcel of land lying in Section 6, Township 1 South, Range 1 East, W.M., Multnomah County.

"Agreement" with City of Newberg covering the construction of the Chehalem Mountain-Newberg Section of the Hillsboro-Silverton Highway in the City of Newberg.

"Agreement" with Southern Pacific Railroad Company covering the 6th Street Overcrossing in Klamath Falls.

The Commission discussed with the Engineer bids received during the morning session, and at 3:30 p.m., Commissioner McIver publicly announced awards of contracts as follows:

"Alsea Rock Production Project on the Alsea and Alsea-Deadwood Highways in Benton County: The Commission awarded the contract to the low bidder, E. C. Hall Co., Portland, at their bid price of $38,086.

"Little Deschutes River Bridge Widening on the Willamette Highway, four miles west of its junction with The Dalles-California Highway in Klamath County: The Commission rejected all bids received on this project as being too high.

"Grading, paving and shoulder oiling the Lost River-Hatfield Junction Section of the Klamath Falls-Malin Highway near Merrill in Klamath County: The Commission elects to accept the bid of Central Paving Co., and Calkins Crushing Co., Independence, in the sum of $207,055 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired.

"Oiling; also furnishing crushed material in stock pile on the South Unit, Lapine-Silver Lake Section of the Fremont Highway in Klamath and Lake Counties: The Commission awarded the contract to the low bidder, Babler Bros., Inc., Portland, at their bid price of $57,731.

"Construction of two composite concrete-timber bridges to replace existing timber bridges on county roads near Lebanon in Linn County: The Commission elects to accept the bid of Charles E. Wiedeman, Dallas, in the sum of $21,845 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Linn County is received and the sum of $4,900 is deposited by the County.

"Grading and paving the Basque Maintenance Station-McDermitt Section of the I.O.N. Highway in Malheur County: The Commission awarded the contract to the low bidder, J. C. Compton, Co., McMinnville, at their bid price of $279,270.

"Paving the East Parkrose Section of the Columbia River Highway in Multnomah County: The Commission awarded the contract to the low bidder, Warren Northwest, Inc., Portland, at their bid price of $10,421.

"Grading, paving and roadside improvement on the Ross Island Bridge on-ramp Section of the Pacific Highway East in Multnomah County: The Commission awarded the contract to the low bidder, Perkins Bros., Portland, at their bid price of $22,172.94.

"Construction of N.E. 21st Avenue Structure over Banfield Expressway in Portland in Multnomah County: The Commission elects to accept the bid of Birkemeier Construction Co., Milwaukie, in the sum of $101,560 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Grading Short Creek Section of the Cape Meares Loop Road, north of Oceanside in Tillamook County: The Commission elects to accept the bid of Hill A. Lind, Beaverton, in the sum of $47,713 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Tillamook County is received and the sum of $21,900 is deposited by the County.

"Weston-Elgin Rock Production Project on the Weston-Elgin Highway in Umatilla and Union Counties: The Commission awarded the contract to the low bidder, E. H. Itschner Co., Molalla, at their bid price of $37,950.

"Construction of Weaver Bridge over the Wallowa River on the Werst Corner-Wallowa Road in Wallowa County: The Commission elects to accept the bid of Jackson & Ray, Hermiston, in the sum of $27,190 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Wallowa County is received and the sum of $6,100 is deposited by the County.

"Hess Creek (Newberg) Roadside Improvement Project on the Pacific Highway West at Newberg in Yamhill County: The Commission awarded the contract to the low bidder, Shrubbery Planting, Portland, at their bid price of $9,161.15.

"Grading Wallace Bridge-Sheridan Unit, Valley Junction-Sheridan Section of the Salmon River Highway in Yamhill and Polk Counties: The Commission elects to accept the bid of Roy L. Houck & Sons, Salem, in the sum of $391,022, and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

The meeting adjourned at 3:40 P.M. to reconvene at 9:00 a.m. on the following day.

Portland, Oregon
January 27, 1956

The meeting of the State Highway Commission reconvened at 9:00 a.m. in the Queens Room of the Imperial Hotel with the following persons present and participating:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, Deputy State Highway Engineer
W. W. Stiffler, Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
Robert L. May, Jr., Assistant Chief Counsel
E. F. Chidsey, Assistant Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Chief Auditor
H. B. Glaisyer, Secretary

Bids as follows for highway construction were opened and read aloud by the Secretary who then announced that the award of contracts would be made in the same room at 3:00 P.M.

DOUGLAS COUNTY
CONSTRUCTION OF CONCRETE GRADE SEPARATION STRUCTURE ON RELOCATED PACIFIC HIGHWAY

Hamilton & Thoms, Eugene	$ 32,974.00
Schrader Construction Co., Portland	36,233.00
Valley Construction Co., Portland	36,824.00
Orlando C. Bennard, Portland	37,238.00
Glenn Snook, Eugene	38,377.50
P. S. Lord Mechanical Contractors, Portland	40,493.00

GILLIAM COUNTY
CONDON ROCK PRODUCTION PROJECT ON JOHN DAY AND WASCO-HEPPNER HIGHWAYS

Vernie Jarl, Gresham	$ 37,290.00
E. H. Itschner Co., Molalla	40,310.00
C. C. Meisel, McMinnville	43,507.00
J. N. Conley, Portland	46,825.00

JACKSON COUNTY
GRADING AND OILING CASEY PARK SECTION OF CRATER LAKE HIGHWAY

Keith Bros. Construction Co., Medford	$ 39,100.00
F. L. Somers, Medford	48,075.00

JACKSON COUNTY
GRADING AND PAVING THE REESE CREEK SECTION OF CRATER LAKE HIGHWAY

Rogue River Paving Co., Medford	$ 14,781.80
J. C. Compton Co., McMinnville	17,870.50
F. L. Somers, Medford	20,785.00

JACKSON COUNTY
ASHLAND CREEK STRUCTURES OVER ASHLAND CREEK AND WATER STREET

Orlando C. Bennard, Portland*	$ 73,668.50
Ausland Constr. Co., Grants Pass	76,482.00
R & M Constr. Co., Central Point	77,041.10
Tom Lillebo, Reedsport	78,957.50
P. S. Lord Mechanical Contractors, Portland	79,889.50

*Bidder will accept only one project at this letting.

JACKSON COUNTY
MCKEE BRIDGE OVER APPLEGATE RIVER ON APPLEGATE COUNTY ROAD

R & M Construction Co., Central Point	$ 55,095.70
Tom Lillebo, Reedsport	56,137.75
Ausland Constr. Co., Grants Pass	58,297.90
Hamilton & Thoms, Eugene	63,027.00
P. S. Lord Mechanical Contractors, Portland	63,888.75
Busch-Copenhagen Co., Portland	69,662.15

LANE COUNTY
HELLGATE-OAKRIDGE DIKE PROJECT ON THE WILLAMETTE HIGHWAY

Stanton W. Payne, Eugene	$ 15,936.00
J. M. Arenz, Portland	22,292.50

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Hellgate-Oakridge Dike Project-Cont.

Allum Bros., Eugene	$ 22,640.00
Funderburk Constr. Corp., Sutherlin	23,840.00
F. H. McEwen, Eugene	23,990.00
Kuckenberg Constr. Co., Portland	24,380.00
Oakridge Excavators, Oakridge	26,655.00
White Bros. Co., Walla Walla, Washington	27,180.00
E. C. Hall Co., Portland	30,920.00
L. C. Daniel, Eugene	33,140.00
J. Bacaloff Co., Portland	33,314.00
F. L. Somers, Medford	33,800.00
Q. L. Rufener, Inc., Portland	33,850.00

MALHEUR COUNTY
NYSSA BRIDGE OVER SNAKE RIVER ON OLD OREGON TRAIL HIGHWAY

Hansen & Parr Constr. Co., Spokane, Washington	$499,227.00
Peter Kiewit Sons' Co., Vancouver, Washington	499,300.00
Gilpin Constr. Co., Portland	550,513.00
Hamilton & Thoms, Eugene	594,175.00

MALHEUR COUNTY
GRADING AND PAVING IDAHO STATE LINE-SUCKER CREEK SECTION
OF I.O.N. HIGHWAY

C. E. Leseberg, Nyssa	$ 84,933.00
Russell Olson Constr. Co., Pendleton	86,017.00
J. C. Compton Co., McMinnville	106,884.00
Parker-Schram Co., Portland	111,973.20

MALHEUR COUNTY
SHOULDER OILING ONTARIO-NYSSA PROJECT ON OLD OREGON TRAIL

Russell Olson Constr. Co., Inc., Pendleton	$ 23,407.00
Central Paving Co., Independence	23,757.60
C. E. Leseberg, Nyssa	24,007.50
Babler Bros., Inc., Portland	25,231.00

MORROW COUNTY
MESSNER OVERCROSSING RECONSTRUCTION OVER UNION PACIFIC
RAILROAD TRACKS ON UPPER COLUMBIA RIVER HIGHWAY

Schrader Construction Co., Portland	$ 44,410.00
Marshall Constr. Co., Hermiston	54,605.00
George E. Berry, Beaverton.	70,260.00

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UMATILLA COUNTY
MILTON-FREEWATER ROCK PRODUCTION PROJECT ON 3 HIGHWAYS

Umatilla Ready-Mix Co., Umatilla	$ 15,680.00
Arthur Simonsen & Co., Baker	15,872.00
E. H. Itschner Co., Molalla	22,400.00

UMATILLA COUNTY
GRADING AND TOPPING UKIAH-FOREST BOUNDARY SECTION OF UKIAH-HILGARD HIGHWAY

Jack Robinson Contractor, Inc., Bend	$198,847.00
Vernie Jarl, Gresham	216,809.00
C. R. O'Neil, Creswell	229,275.50
Durbin Bros., Eugene	230,234.50
Babler Bros., Inc., Portland	259,790.00
Fred H. Slate Co., Ore. Ltd., & E. C. Hall Co., Portland	270,275.00
Goodfellow Bros., Inc., Wenatchee, Washington	271,091.00
Earl L. McNutt Co., Eugene	280,639.00
Max J. Kuney Co., Inc., Spokane, Washington	298,753.00
J. N. Conley, Portland	299,797.00
Allum Bros., Eugene	307,419.00
C. J. Eldon Contractor, Portland	332,297.50
Miller & Strong, Inc., Eugene	357,817.00
Parker-Schram Co., Portland	366,451.00

WASCO COUNTY
PAVEMENT WIDENING OF SHOGREN OVERCROSSING-CHATFIELD SECTION COLUMBIA RIVER HIGHWAY

The United Contracting Co., Portland	$ 17,232.50
Warren Northwest, Inc., Portland	17,917.50
Russell Olson Construction Co., Inc.	18,495.00

YAMHILL COUNTY
GRADING AND PAVING CHEHALEM MTN.-NEWBERG SECTION OF HILLSBORO-SILVERTON HIGHWAY

Calkins Crushing Co., Oceanlake	$112,128.00
C. C. Meisel, McMinnville	112,540.00
Porter W. Yett, Portland	122,333.00
E. C. Hall Co., Portland	123,708.00
Parker-Schram Co., Portland	127,730.50
J. N. Conley, Portland	135,815.00

Mr. Fred H. Slate, President of Portland Chapter, Associated General Contractors of America was present. He asked the Commission to give serious consideration to the holding of bid lettings at more frequent intervals as a convenience to contractors who do not have sufficient time

under present procedure to properly estimate and bid more than one job at a letting. The Commission referred the matter to the Engineer for study.

Mr. Howard Maple, Manager of the Coos County Chamber of Commerce, came before the Commission to request improvements to the Coos Bay-Roseburg Highway or construction of a new east-west highway between Coos Bay and Roseburg. He pointed out that during the recent heavy rain storm at least seventy-five slides occurred on this highway which greatly interfered with traffic. It was his feeling that if new cuts were made in the existing highway, such cuts would probably cause additional slides. He asked the Commission to either improve the present highway or to build an entirely new one between these points; also, to authorize a survey to determine the most feasible route between Coos Bay and Roseburg. Commissioner Reynolds stated that the Commission's problem is one of money, and consideration can be given to this project only if additional funds are made available by the national congress. This request for improvement, he added, is not the first one as several similar requests have been made in the past for a better highway. He also said that a lot of engineering will have to be done before the Commission can take any action. Chairman Chandler concluded the discussion with the statement that no commitment can be made at this time, but the matter will be taken under advisement. The Engineer was authorized by the Commission to furnish Mr. Maple an outline of the Commission's present plans for improvement of the Coos Bay-Roseburg Highway as was released to the press on the previous day.

A delegation representing the Benton County Chamber of Commerce came before the Commission to urge improvement of the Corvallis-Newport Highway between Philomath and Corvallis. The following people were present: Gordon T. Larson, Mayor of Philomath; Wayne R. Giesy, Monroe, Chairman of the Benton County Chamber of Commerce Highway Committee; S. R. Rodriguez, Corvallis, Director of the Benton County Chamber of Commerce, who acted as spokesman. He pointed out that as a representative of the Benton County Chamber of Commerce he is concerned with traffic problems on the Pacific Highway West, the Alsea Highway, and U. S. Highway 20 between Albany and Philomath. During the last few years, he said, there has been a great increase in logging traffic over the Alsea Highway into Corvallis and as a result a serious traffic congestion exists at the junction of the Alsea Highway with the Corvallis-Newport Highway. The Benton County Chamber of Commerce, he continued, is sponsoring a long range program consisting of: (1) An adequate two-lane highway along the route of U.S. 99W from Portland to Junction City; (2) Early construction of the proposed First Street route in Corvallis; (3) Early construction of the highway between Albany and Corvallis to provide better alignment and to raise it above flood levels; (4) Early improvement of the Pacific Highway West between Corvallis and Monroe, and; (5) Early construction of a four-lane facility on the Corvallis-Newport Highway between Philomath and Corvallis.

Mr. Giesy stated that the county is united on this program and would like to know the plans of the Commission with respect thereto, particularly as to the four-lane section between Philomath and Corvallis. Improvement of this section, he stated, is urgent because of the heavy log haul from the Alsea Highway and because a new plywood mill is to be established in Philomath.

Mr. Larson commented that the people of Philomath are now ready for a one-way couplet section through the city, and he inquired as to where the new leg of the couplet will be located as the city plans to build a new high school on a 20-acre tract which probably will be adjacent to the new highway section and they do not want to spend their money unwisely. He inquired if it is possible to have the highway route staked to enable the city to plan its school construction accordingly. Chairman Chandler stated that the survey has been made and approved and that right of way is now being acquired. The time of construction, he said, will depend on when additional funds are made available by the national congress, and even after the money has been secured, it will take two or three years to complete the construction. He added that the Commission will authorize the Engineer to stake the new highway route between Corvallis and Philomath, including the sections within the boundaries of both cities. The Engineer thereupon was instructed to so stake the line.

A delegation representing the Mt. Angel Business Men's Club and the Silverton Chamber of Commerce came before the Commission to request improvement of the Hillsboro-Silverton Secondary Highway, particularly a 3.4 mile section thereof between Mt. Angel and a place known as "Henjum's Corner". The following people were present: Mr. Joe Berchtold, Spokesman and Chairman of the Mt. Angel Business Men's Club; Mr. S. C. Schmitt, Businessman; Mr. Edward Shaecher, City Recorder; P. S. Meissner, Water and Street Commissioner; Mr. C. J. Mucken, President of the Businessmen's Club; Mr. Jacob Berchtold, Mayor; Mr. Ed Stolle, Editor of the Mt. Angel News; Mr. Joe M. Wagner, City Councilman; and Mr. Bernard H. Kirsch, City Councilman, all from Mt. Angel; Mr. F. Earl Chalfan, Member of the Chamber of Commerce; Mr. Ed Divnich, Member of the Chamber of Commerce; Mr. Quintin Estell, Spokesman for Silverton and Vice President of the Chamber of Commerce; Mr. Willard Hayne, Member of the Chamber of Commerce; Mr. R. M. Cooley, City Councilman; Mr. Lenard Kephart, Member of the Chamber of Commerce, all from Silverton.

Mr. Joe Berchtold thanked the Commission for recent construction in the vicinity of Mt. Angel and requested improvement of the section of highway south of Mt. Angel to avoid accidents which in the past have cost the lives of several people. Mr. S. C. Schmitt pointed out that this section of highway is very narrow and that a number of county roads connect with it, and over which a considerable amount of farm products are transported. He also mentioned that since the opening of the Portland-Salem Expressway for public use there has been a large increase in the volume of traffic through Woodburn, Mt. Angel and Silverton enroute to the Silver Falls area and Detroit Dam. Mr. Mucken stated that this is the fourth time that a

delegation from the Mt. Angel-Silverton District has requested this improvement and he urged the straightening and widening of the highway at the earliest possible time. Mr. Estell called attention to unsatisfactory features of the road such as narrowness, poor alignment and high crown. He also emphasized that the road is being used as a feeder road to the North Santiam Highway and the Portland-Salem Expressway. Also speaking in behalf of the project were Messrs. R. M. Cooley, Leonard Kephart and Joe M. Wagner, all from the City of Silverton.

Chairman Chandler advised that the Commission is not too familiar with the section of highway referred to but will have an investigation made of existing conditions. The Engineer was thereupon authorized to make such investigation and to report the findings which are to include a report on traffic volume. Commissioner Reynolds commented that highway funds are very low and Congress has not yet taken any action to provide additional funds. In response to a request from a member of the delegation that the Commission promise high priority for the project, Chairman Chandler stated that the Commission presently is not in position to make a definite promise or commitment and will not be able to do so until the Engineer has completed his investigation, and the findings have been studied.

A delegation from Baker County composed of representatives of the Baker County Court, Baker County Chamber of Commerce, Baker County Commercial Club, Pine-Eagle Good Roads Group, and the Baker Upper Columbia Basin Projects Committee came before the Commission regarding improvement and changes to highways and other facilities necessitated by pending construction of dams in the Snake River between Robinette and Homestead. The group consisted of the following: Lloyd Rea, County Judge, R. M. Phipps, Huntington, and Gill Wright, New Bridge, County Commissioners, Anthony Brandenthaler and A. S. Grant, Baker, representing the Baker Chamber of Commerce, W. W. Evans, Frank McDowell, N. C. Jones, and Harry Alexander, Halfway, representing the Pine-Eagle Good Roads Group, Lowell Fuller, Baker, representing the Baker County Commercial Club, and Ted Avery, Robinette, and C. R. Gerry, Huntington, representing the Upper Columbia River Basin Projects Committee.

Judge Rea headed the group. He read aloud and presented a prepared statement in which were outlined the local problems with which they are concerned (see copy of statement in General Files.) He advised that the people of Baker County are greatly concerned about the effect construction of the dams will have on the economy of their area, and he gave several reasons why they are distressed, particularly the following: (1) flooding of the county road that extends south from Robinette to Huntington; (2) inundation of the Powder River Bridge near Robinette; (3) flooding of the state highway that extends from Brownlee through Robinette to a point near Richland; and (4) flooding of the railroad between Huntington and Robinette. He expressed fear that Idaho interests will obtain the most benefits from

the dams unless something is done to forestall it. The groups represented here today, he added, are all united in requesting that existing facilities that will be destroyed by the dam construction be replaced by the Idaho Power Company. He specifically mentioned the following: (1) replacement of the county road between Huntington and Robinette, and a section of the highway between Richland and Interstate Bridge at Ballards Landing via Robinette; (This latter project, he said, should be replaced as near the shore line of the reservoir as possible.) (2) construction of an access road from the Brownlee Dam site to Halfway; and (3) relocation of the railroad between Huntington and Robinette. He called attention to losses that will accrue to taxing bodies if the railroad is not replaced--a total of $164,586 for School Districts alone. He also mentioned the handicaps that will accrue to mining and timber interests by reason of the flooding of the existing facilities. He urged construction of an entirely new road from Robinette Junction through Robinette to Brownlee Dam site as the people's immediate need, and consideration of a short cut road from Richland to Halfway via the old Stage Route, thence down Pine Creek to a point near the Oxbow Dam site which, he said, is necessary if Oregon business is to compete with Idaho business. He declared their most urgent need is for completion of Highway 86 between Baker and Richland to enable large trucks and trailer houses to get into the dam site area. Judge Rea presented a petition signed by numerous residents of the Pine and Eagle Valleys requesting an immediate survey for a new highway between Richland and Halfway following in general the old Stage Route via Immigrant Gulch.

Mr. Brandenthaler endorsed the remarks of Judge Rea and he urged construction of the road from Robinette Junction to Brownlee as soon as possible to enable business interests of Baker County to obtain the advantages of the dam construction. He gave as his understanding that the Idaho Power Company is willing to spend a lot of money to replace this road at a higher elevation. Mr. Fuller presented a letter from the Baker County Commercial Club urging (1) that assistance be given to the County in meeting the urgent road and highway needs to the end that facilities are provided that will adequately handle faster and heavier traffic that is bound to develop in the years to come; (2) immediate modernization of Highway 86 between Baker and Richland; He asked that this project be given priority on an emergency basis. (3) construction of a direct route between Richland and Halfway that will provide a savings in distance of over 33%; (4) that the Highway Commission consult with the Baker County Court at all times with respect to road relocations and that the County Court be fully advised of such developments, studies, etc.; and (5) that the Highway Commission give priority to the highway problems arising in this area, particularly those on Highway 86. Mr. Fuller also presented a petition signed by numerous residents of the Pine and Eagle Valleys in which the Commission is urged to make a survey of the proposed direct route between Richland and Halfway following the old Stage Road via Immigrant Gulch.

Mr. Evans spoke for improvements that will allow the merchants of Oregon and Idaho to compete for the business created by the proposed

dams on an equal basis. He urged immediate modernization of ORE 86 between Baker and Richland, construction of a new highway from Richland to Halfway via the old Stage Route and modernization of the highway from Halfway to Copperfield.

Mr. Avery presented a letter from the Baker Upper Columbia Basin Projects Committee urging the following relocation of the county road from Huntington to Powder River along the shore line of the proposed reservoir and construction of such road to Federal State Secondary specifications, and that it be designated as a State secondary highway; that the railroad service to the "Panhandle" district to Baker County be continued by relocation; that a State access highway be constructed to secondary highway standards from Brownlee to Pine Valley; that an access highway be constructed to secondary standards from Oxbow to Pine Valley; and that the Idaho Power Company be required to provide for payment of the taxes that school districts will lose by reason of the dam construction. Mr. Gerry expressed his approval of the overall picture as presented by the group, but he especially urged improvement of the road between Huntington and Robinette. He also called attention to the mineral deposits in the area affected and the need for better highways to remove these deposits, as well as to market the timber.

The Engineer advised that the Highway Commission presently has no definite agreement with the Idaho Power Company with respect to replacement of roads that will be flooded by the proposed dams, and the Company must know where the highways are to be relocated before an agreement can be reached. Surveys to that end, he said, are being made now to secure needed information, including a survey for a road from Halfway down Pine Creek. He inquired as to the wishes of the Baker County people. Judge Rea replied that the people have had a number of meetings and the consensus of opinion is that the present roads that are being destroyed should be replaced. Commissioner Reynolds pointed out that the road between Huntington and Robinette is not a state highway but is a county road under the jurisdiction of the Baker County Court. Mr. Grant suggested that perhaps the committee represented by Mr. Avery does not have the problem correctly in mind. Mr. Avery replied that they want the Idaho Power Company, to build a road from Richland to Homestead via Robinette and the State to build the road from Richland to Halfway and down Pine Creek. There followed additional discussion which was concluded by Chairman Chandler who advised that the Commission will have the Engineer investigate the entire situation fully and will take action at such time after the report has been rendered and studied as Legislative authority will permit.

The meeting recessed for luncheon at 12:00 noon and reconvened at 2:00 P. M. in the same room with the same persons present and participating.

Mr. Julius Hult and Mr. Frank Know of Junction City came before the Commission and requested the rerouting of the Siuslaw Highway around the south side of Triangle Lake. Mr. Hult, who acted as spokesman, stated that such realignment will avoid the many curves in the present route and will provide a much better highway. He also said that he owns property on the south side of the lake and that he is willing to donate right of way through it. The Commission authorized the Engineer to conduct a reconnaissance survey of the proposed change.

Mrs. M. A. Lee of Kelso, Washington, was present and presented a claim for reimbursement for a car and a trailer load of furniture which she lost when the Lees drive their car into a flooded section of the Pacific Highway near Medford. She alleged that a flagman misdirected them and as a result they suffered a loss of about $2,000. She also stated that on this trip they had driven through a number of places where the water had covered the road to a shallow depth and they had experienced no trouble so she felt they had no reason to hesitate to drive into another flooded section, particularly in view of the instructions given them by the flagman. Chairman Chandler stated that the Commission has received a complete report on the matter. At his request, the Secretary read the report aloud. The Chief Counsel at the request of Chairman Chandler, explained that the Highway Commission administers the highway funds and cannot pay the claim because of legal restrictions; moreover, reports received from highway department employees and from the State Police indicate that the Lees were directly and solely responsible for their loss. Chairman Chandler concluded the discussion by saying that in view of the reports and the Chief Counsel's advise, the Commission cannot pay the claim although it sympathizes with the Lees for their loss.

A delegation from the City of North Bend appeared before the Commission to request improvement of Virginia and Broadway Streets in North Bend. The following people composed the group: Bob Herrington, City Administrator; Harry Graham, President, City Council; John Eaton, City Attorney, and Fred Haas, Publisher, "North Bend News".

Mr. Herrington, who acted as spokesman, called attention to the large volume of traffic that these two streets carry, being approximately 9,000 vehicles per day. This traffic, he alleged, is the largest volume of traffic that any secondary highway carries. He called attention to a deep ditch on Broadway Street which, he said, is an inherent hazard to traffic, and that a number of accidents have occurred at the intersection with the access road to Sunset Park. The North Bend City Council, he added, has authorized him to offer city cooperation up to one-fourth of the cost involved which has been estimated at $175,000, the City's share on that basis being estimated at $43,750, which the City is prepared to pay. The Engineer recalled that the Commission at a previous meeting told a delegation from North Bend that when money was available to finance the project the work would be undertaken if the City would contribute one-fourth of the costs involved.

Mr. Herrington commented that the city has improved a number of streets leading into the state highway which has further increased the necessity for improving the state artery.

The Deputy Engineer commented that in previous discussions of this matter the city agreed to construct sidewalks along the highway, in addition to paying one-fourth of the cost of the highway improvement.

Chairman Chandler stated that at the present time there are no unallocated funds available. It was his feeling that the project has a high priority and that if prospective additional Federal funds materialize, the project should be given further consideration. This matter was discussed further following departure of the group when the Commission approved construction of the project on the basis that the city will pay 25% of the costs involved. (See ahead for additional entry.) The Deputy Engineer stated that it appears that there will be a considerable surplus in the allocation for the Springfield Bridge across the Willamette River, enough to finance the North Bend job. The Commission approved the North Bend project with funds to be secured from surpluses available on contract projects in Division 3, particularly the Springfield Bridge, and on the further condition that the city contribute one-fourthof the cost and install the sidewalks.

Messrs. Chris J. Kowitz, City Attorney; J. L. Franzen, City Manager; and J. H. Davis, City Engineer, Salem, appeared before the Commission with regard to securing cooperation from the State in the proposed improvement of 12th Street, Salem, from Bellevue Street on the south to Union Street on the north and an extension thereof on Union Street to Summer Street, route of US99E. Mr. Kowitz stated that the city has voted a bond issue in the amount of $200,000 to finance such project but it now develops that the cost of the project will be approximately $308,000 so the work cannot go forward until additional funds are provided. He asked the Highway Commission to contribute the extra amount required, estimated at $108,000. He pointed out that the new route will be used as a part of the North Santiam Secondary Highway, and he explained that plans for the project include construction of curbs along the railroad tracks to separate the tracks from vehicular traffic, and the installation of gates and lights at several street intersections to prevent accidents, many of which have occurred by trains striking vehicles. He added that the Railroad Company has agreed to install the gates and to donate land for right of way across its holdings. The State Highway Engineer remarked that this project was considered in 1949, but the railroad at that time refused to cooperate. He also emphasized the large number of accidents that occur along this section. The State, he said, has a definite obligation in the improvement in order to eliminate the hazards on 12th Street. He recommended approval of the project and that the work be done at the earliest possible time; also, that the matter be covered by appropriate written agreement with the City and Railroad Company. Commissioner Reynolds inquired as to what funds can be obtained to finance the job, and he pointed out that were this request granted, it then would be inconsistent to deny the request of the North Bend delegation. The Commission took

the matter under advisement.

Following departure of the Salem group discussion of the matter was resumed along with the project requested by the North Bend delegation. As a result thereof the Commission approved both projects for immediate construction. Sufficient monies to finance them, State and Federal, are to be borrowed from another project with the definite understanding that they will be replaced as soon as is possible in order to keep the program in balance.

The Chief Counsel presented a form of easement agreement and a form of construction agreement with the Southern Pacific Company covering the South 6th Street Overcrossing project in Klamath Falls, bids for which were received by the Commission on December 20, 1955. He explained briefly the provisions of the agreements and recommended acceptance of the same. The Commission approved and signed both agreements.

The Chief Counsel advised that the Big "Y" Super Market, Inc., had requested that the Commission consent to the assignment of a lease executed by the Commission in favor of the corporation, concerning certain property located near Eugene, for a period terminating December 1, 1960, for a total consideration of $1,524.25. The Chief Counsel explained that a loan to the Big "Y" Super Market, Inc., had been negotiated through the Washington Mutual Savings Bank, that one of the conditions of the loan is that the lease be assigned to the bank, but that the lease provided that no assignment could be made without the previous written consent of the Commission. After considering and discussing the matter, the Commission concluded that the proposed assignment would not be adverse to the interests of the State, and authorized and directed the Chief Counsel to execute a consent to the assignment in behalf of the Commission.

The Commission discussed with the Engineer bids received during the morning session for highway construction and at 3:00 P.M. Commissioner McIver announced awards of contracts as follows:

"Construction of deck girder grade separation structure on the relocated Pacific Highway north of Canyonville in Douglas County: The Commission awarded the contract to the low bidder, Hamilton & Thoms, Eugene, at their bid price of $32,974.

"Condon Rock Production Project on the John Day and Wasco-Heppner Highways in Gilliam County: The Commission awarded the contract to the low bidder, Vernie Jarl, Gresham, at his bid price of $37,290.

"Grading and oiling the Casey Park Section of the Crater Lake Highway, northeast of Trail in Jackson County: The Commission awarded the contract to the low bidder, Keith Bros. Construction Co., Medford, at their bid price of $39,100.

"Grading and paving the Reese Creek Section of the Crater Lake Highway northeast of Medford in Jackson County: The Commission awarded the contract to the low bidder, Rogue River Paving Co., Medford, at their bid price of $14,781.80.

"Construction of Ashland Creek Structures in the City of Ashland in Jackson County: The Commission awarded the contract to the low bidder, Orlando C. Bennard, Portland, at his bid price of $73,668.50.

"Construction of McKee Bridge over the Applegate River on the Applegate County Road in Jackson County: The Commission elects to accept the bid of R & M Construction Co., Central Point, in the sum of $55,095.70 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Jackson County is received and the sum of $12,390 is deposited by the County.

"Hellgate-Oakridge Dike Project on the Willamette Highway in Lane County. The Commission awarded the contract to the low bidder, Stanton W. Payne, Eugene, at his bid price of $15,936.

"Construction of Nyssa Bridge over Snake River on the Old Oregon Trail Highway in Malheur County: The Commission elects to accept the bid of Hansen & Parr Construction Co., Spokane, Washington, in the sum of $499,227 and the State Highway Engineer is directed to award the contract to said bidder as soon as approval is received from the Idaho State Highway Department.

"Grading and paving the Idaho State Line-Sucker Creek Section of the I.O.N. Highway north of Jordan Valley in Malheur County: The Commission awarded the contract to the low bidder, C. E. Leseberg, Nyssa, at his bid price of $84,933.

"Ontario-Nyssa Shoulder Oiling Project on the Old Oregon Trail Highway in Malheur County: The Commission awarded the contract to the low bidder, Russell Olson Construction Co., Inc., Pendleton, at their bid price of $23,407.

"Messner Overcrossing Reconstruction over the Union Pacific Railroad tracks on the Upper Columbia River Highway in Morrow County: The Commission awarded the contract to the low bidder, Schrader Construction Co., Portland, at their bid price of $44,410.

"Milton-Freewater Rock Production Project on 3 highways, extending west and north from Milton-Freewater in Umatilla County: The Commission awarded the contract to the low bidder, Umatilla Ready-Mix Co., Umatilla, at their bid price of $15,680.

"Grading and topping Ukiah-Forest Boundary Section of the Ukiah-Hilgard Highway, south from Pendleton in Umatilla County: The Commission elects to accept the bid of Jack Robinson Contractor, Inc., Bend, in the sum of $198,847 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired.

"Pavement widening of the Shogren Overcrossing-Chatfield Section of the Columbia River Highway in Wasco County: The Commission awarded the contract to the low bidder, United Contracting Co., Portland, at their bid price of $17,232.50.

"Grading and paving the Chehalem Mountain-Newberg Section of the Hillsboro-Silverton Highway in Yamhill County: The Commission elects to accept the bid of Calkins Crushing Co., Oceanlake, in the sum of $112,128 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired.

There being no further business to come before the Commission at this time, Chairman Chandler declared the meeting adjourned at 3:40 P.M.

State Highway Engineer

Chairman

Commissioner

Secretary

Commissioner

EXHIBITS "A" through "L"

MINUTES

of the

OREGON STATE HIGHWAY COMMISSION MEETING

held on

January 26 and 27, 1956

EXHIBIT "A"

Minutes of January 26 and 27, 1956

RESOLUTION

WHEREAS, in connection with the future improvement of the highway herein designated, and for the convenience and benefit of the public, it is and has been necessary to acquire property for rights of way, quarry sites, gravel or other material sites, sites for the storage of materials, and properties for other purposes authorized by statute as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the following described properties are hereby declared to be necessary for state highway, park, and other uses under the jurisdiction of the Commission, and that the several options or bases of settlement hereinafter enumerated be, and the same hereby are approved and accepted, and that the attorney for the Commission be, and he hereby is, instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon, by and through its State Highway Commission. The said properties hereby ordered and authorized to be acquired are as follows:

BEAVERTON (HALL ST. HIGHWAY JUNCTION - 12TH STREET) SECTION - BEAVERTON - TUALATIN HIGHWAY

24099 Oregon Electric Railway Company (Smith)
Right of Way

Easement Gratis

When easement no longer used by Hwy. the rights thereunder revert to grantor.

Access not controlled -

CHEHALEM MT. -NEWBERG SECTION - HILLSBORO-SILVERTON HIGHWAY

24246 Davis, Joseph Stoner (Black)
Right of Way
Bargain and Sale Deed dated 12-27-55

EXHIBIT "A" (Cont)

CHEHALEM MT. -NEWGERG SECTION - HILLSBORO-SILVERTON HIGHWAY (Cont)

24246 Davis, Joseph Stoner (Cont)

0.01 acre, lump sum	$ 50.00	
Amount to be paid owner - chrg to Right of Way		$ 50.00

Access not controlled -

24247 Sasse, Bernhard and Emma (Black)
Right of Way
Option expires June 26, 1956

0.17 acre, lump sum	$150.00	
Approx. 30 Filbert trees, lump sum	150.00	
Amount to be paid owners - chrg to Right of Way		$300.00

Access not controlled -

24251 Grove, D. H. and Mary Elizabeth (Black)
Right of Way
Bargain and Sale Deed dated 12-28-55

0.01 acre, lump sum	$100.00	
Amount to be paid owners - chrg to Right of Way		$100.00

Access not controlled -

24252 Sanford, Vern and Alvina (Black)
Right of Way
Option expires June 21, 1956

0.26 acre, lump sum	$300.00	
Amount to be paid owners - chrg to Right of Way		$300.00

Access not controlled -

24253 Day, Robert E. et al (Black)
Right of Way
Option expires July 8, 1956

0.06 acre, lump sum	$125.00	
Amount to be paid owners - chrg to Right of Way		$125.00

Access not controlled -

EXHIBIT "A" (Cont)

CHEHALEM MT. -NEWBERG SECTION - HILLSBORO-SILVERTON HIGHWAY (Cont)

24250 Best, O. H. and Ruth L. (Black)
Right of Way
Bargain and Sale Deed signed
December 28, 1955

0.19 acre, lump sum $ 1.00

Amount to be paid owners - chrg to Right of Way $ 1.00

Access not controlled -

24254 Sasse, Ernest R. and Frieda E. (Black)
Right of Way
Option expires June 28, 1956

0.15 acre, lump sum $300.00

Amount to be paid owners - chrg to Right of Way $300.00

Access not controlled -

24256 Seidel, Henry O. et al (Black)
Right of Way
Option expires June 22, 1956

0.06 acre, lump sum $100.00

Amount to be paid owners - chrg to Right of Way $100.00

Access not controlled -

24259 Caffall, Richard H. and Beverly A. (Black)
Right of Way
Option expires June 20, 1956

950 sq. ft., lump sum $190.00
Damage, lump sum 760.00

Amount to be paid owners - chrg to Right of Way $950.00

Access not controlled -

24263 Herring, Robert F. and Juanita P. (Black)
Right of Way
Option expires June 22, 1956

EXHIBIT "A" (Cont)

CHEHALEM MT.-NEWBERG SECTION - HILLSBORO-SILVERTON HIGHWAY (Cont)

24263 Herring, Robert F. and Juanita P. (Cont)

850 sq. ft., lump sum	$190.00	
Damage, lump sum	610.00	
Amount to be paid owners - chrg to Right of Way		$800.00

Access not controlled -

24258 Fricker, Marie (Black)
Right of Way
Option expires June 19, 1956

0.02 acre, lump sum	$100.00	
Amount to be paid owner - chrg to Right of Way		$100.00

THINGS TO BE DONE BY THE STATE

Build approach to hwy. at present driveway location.

Access not controlled -

24260 Vedder, Ethel et al (Black)
Right of Way
Option expires June 20, 1956

950 sq. ft., lump sum	$190.00	
Allowance for moving shrubs, lump sum	20.00	
Damage	740.00	
Amount to be paid owners - chrg to Right of Way		$950.00

Access not controlled -

24261 Gardner, Elmer O. and Eunice L. (Black)
Right of Way
Option expires June 20, 1956

850 sq. ft., lump sum	$190.00	
Damage, lump sum	700.00	
Amount to be paid owners - chrg to Right of Way		$890.00

Access not controlled -

EXHIBIT "A" (Cont)

CHEHALEM MT. -NEWBERG SECTION - HILLSBORO-SILVERTON HIGHWAY (Cont)

24262 Hagadone, Ray G. and Olive R. (Black)
Right of Way
Option expires June 28, 1956

850 sq. ft., lump sum	$190.00
Damage	610.00
Amount to be paid owners - chrg to Right of Way	$800.00

THINGS TO BE DONE BY THE STATE

Reconnect present driveway to highway.

Access not controlled -

24245 Peters, J. H. and Adah (Black)
Right of Way
Option expires June 28, 1956

0.03 acre, lump sum	$ 50.00
Amount to be paid owners - chrg to Right of Way	$ 50.00

Access not controlled -

24248 Lewallen, Marvin and Ruth (Black)
Right of Way
Bargain and Sale Deed dated Dec. 28, 1955

0.01 acre, lump sum	$ 25.00
Amount to be paid owners - chrg to Right of Way	$ 25.00

Access not controlled -

24265 Overland, Charles et al (Black)
Right of Way
Option expires June 29, 1956

0.1 acre, lump sum	$270.00
Amount to be paid owners - chrg to Right of Way	$270.00

Access not controlled -

EXHIBIT "A" (Cont)

CHEHALEM MT. -NEWBERG SECTION - HILLSBORO-SILVERTON HIGHWAY (Cont)

24272 Johnson, Carl and Anna (Stuntz)
Right of Way
Option expires June 20, 1956

0.11 acre previously deeded to County $ 1.00

Amount to be paid owners - chrg to Right of Way $ 1.00

Access not controlled -

24276 Johnson, Eldon R. and Ila F. (Stuntz)
Right of Way
Option expires July 2, 1956

1,000 sq. ft. at $0.20 per sq. ft.	$200.00
Trees, concrete walk and driveway	50.00
Damage	810.00

Amount to be paid owners - chrg to Right of Way $1,060.00

Access not controlled -

24269 Harvey, Lizzie Thomas (Stuntz)
Right of Way
Option expires June 21, 1956

0.25 acre previously deeded to County $ 1.00

Amount to be paid owner - chrg to Right of Way $ 1.00

Access not controlled -

24270 Schulz, Herbert H. et al (Stuntz)
Right of Way
Option expires June 26, 1956

0.12 acre deeded to County $ 1.00

Amount to be paid owners - chrg to Right of Way $ 1.00

Access not controlled -

24271 Dyer, True I. et al (Stuntz)
Right of Way
Option expires June 26, 1956

0.12 acre deeded to County $ 1.00

EXHIBIT "A" (Cont)

CHEHALEM MT. -NEWBERG SECTION - HILLSBORO-SILVERTON HIGHWAY (Cont)

24271 Dyer, True I. et al (Cont)

Amount to be paid owners - chrg to Right of Way $ 1.00

Access not controlled -

24274 McCright, Milo B. and Annetta O. (Stuntz)
Right of Way
Option expires July 2, 1956

450 sq. ft. land and 2 walnut trees, lump sum	$130.00

Amount to be paid owners - chrg to Right of Way $ 130.00

Access not controlled -

24275 Johnson, Elmer I. and Donna R. (Stuntz)
Right of Way
Option expires June 28, 1956

880 sq. ft. at $0.20+ per sq. ft.	$180.00
Allowance for moving trees	40.00
Damage	810.00

Amount to be paid owners - chrg to Right of Way $1,030.00

Grantor may retain small trees on property if removed within 60 days from date of notice.

Access not controlled -

24264 Manary, Gordon J. and Ruth H. (Black)
Right of Way
Option expires June 26, 1956

0.30 acre, lump sum	$450.00
Filberts, fir tree and hedge, lump sum	270.00
Damage	280.00

Amount to be paid owners - chrg to Right of Way $1,000.00

Access not controlled -

EXHIBIT "A" (Cont)

CHEHALEM MT. -NEWBERG SECTION - HILLSBORO-SILVERTON HIGHWAY (Cont)

24268 Wehrley, Robert W. and Virginia E. (Stuntz)
Right of Way
Option expires June 27, 1956

1100 sq. ft. at $0.10 per sq. ft.	$110.00
Damage	100.00
Amount to be paid owners - chrg to Right of Way	$ 210.00

Access not controlled -

24280 Parrett, Velma V. (Stuntz)
Right of Way
Option expires June 29, 1956

330 sq. ft., lump sum	$120.00
Amount to be paid owner - chrg to Right of Way	$ 120.00

Access not controlled -

24281 Baker, R. Da[redacted]V. (Stuntz)
Right of Way
Option expires July 5, 1956

0.10 acre at $4,000 per acre	$400.00
Amount to be paid owners - chrg to Right of Way	$ 400.00

Access not controlled -

24282 Arnold, Harry H. and Freida C. (Stuntz)
Right of Way
Option expires July 8, 1956

750 sq. ft. at $0.20 per sq. ft.	$150.00
2 graveled driveways on strip	50.00
Amount to be paid owners - chrg to Right of Way	$ 200.00

Access not controlled -

24277 Talent, A. P. and Angie P. (Stuntz)
Right of Way
Option expires June 26, 1956

780 sq. ft., lump sum	$150.00
Trees and shrubs	150.00

EXHIBIT "A" (Cont)

CHEHALEM MT.-NEWBERG SECTION - HILLSBORO-SILVERTON HIGHWAY (Cont)

24277 Talent, A. P. and Angie P. (Cont)

Amount to be paid owners - chrg to Right of Way		$ 300.00

Access not controlled -

24279 Krueger, Otto H. and Olinda (Stuntz)
Right of Way
Option expires June 27, 1956

790 sq. ft., lump sum	$150.00	
Trees, shrubs and lawn	150.00	
Allowance to remove sprinkling system	25.00	
Amount to be paid owners - chrg to Right of Way		$ 325.00

Grantor to remove sprinkling system to a new location outside the r/w within 60 days of date of notice of acceptance, and also may retain the shrubs if moved within same period of time.

Access not controlled -

24298 Zimbrick, Edward Emil and Ruby Clara (Grant)
Right of Way
Bargain and Sale Deed dated Dec. 19, 1955

860 sq. ft. at $0.30 per sq. ft.	$258.00	
Yard improvements, concrete slab, etc.	392.00	
Amount to be paid owners - chrg to Right of Way		$ 650.00

Access not controlled -

24301 Robbins, M. B. and Leone B. (Grant)
Right of Way
Bargain and Sale Deed dated Dec. 30, 1955

3,150 sq. ft.	$ 1.00	
Amount to be paid owners - chrg to Right of Way		$ 1.00

Access not controlled -

EXHIBIT "A" (Cont)

CHEHALEM MT. -NEWBERG SECTION - HILLSBORO-SILVERTON HIGHWAY (Cont)

24284 Hochbaum, John F. and Gertie May (Stuntz)
Right of Way
Option expires July 9, 1956

6705 sq. ft. at $0.10- per sq. ft.	$670.00	
Shrubs and flowers	100.00	
Damage	300.00	
Amount to be paid owners - chrg to Right of Way		$1,070.00

Access not controlled -

24285 Fortune, Daniel M. and Edna M. (Stuntz)
Right of Way
Option expires July 9, 1956

850 sq. ft. at $0.20/sq. ft.	$170.00	
Amount to be paid owners - chrg to Right of Way		$ 170.00

Access not controlled -

24286 Miller, E. W. et al (Stuntz)
Right of Way
Option expires July 9, 1956

1550 sq. ft. at $0.20 per sq. ft.	$310.00	
Allowance for moving shrubs	40.00	
Amount to be paid owners - chrg to Right of Way		$ 350.00

Access not controlled -

24287 Lyon, Mary S. and Joe D. (Stuntz)
Right of Way
Option expires July 9, 1956

2010 sq. ft. at $0.15- per sq. ft.	$300.00	
Amount to be paid owners - chrg to Right of Way		$ 300.00

Access not controlled -

24288 Jungwirth, Joseph P. and Mary (Stuntz)
Right of Way
Option expires July 8, 1956

EXHIBIT "A" (Cont)

CHEHALEM MT. -NEWBERG SECTION - HILLSBORO-SILVERTON HIGHWAY(Cont)

24288 Jungwirth, Joseph P. and Mary (Cont)

600 sq. ft. at $0.20 per sq. ft.	$120.00	
5 Cottonwood trees and shrubs	130.00	
Amount to be paid owners - chrg to Right of Way		$ 250.00

Access not controlled -

24289 Belanger, Minnie (Grant)
Right of Way
Bargain and Sale Deed dated 1-10-56

50 sq. ft. at $0.40 per sq. ft.	$ 20.00	
Amount to be paid owner - chrg to Right of Way		$ 20.00

Grantor reserves access at approx. Sta. 502+90.

Access not controlled -

24290 Jaquith, Walter L. and Esther M. (Grant)
Right of Way
Option expires June 26, 1956

3049+ sq. ft. at $0.40- per sq. ft.	$1,219.60	
Damage	280.40	
Amount to be paid owners - chrg to Right of Way		$1,500.00

Grantor to remove all trees, shrubs, etc. by April 1, 1956, or they become property of State. Grantor to have a 30 foot access point at Eng. Sta. 504 and 25 foot at Sta. 504+90.

Access not controlled -

24291 Churchman, Ona A. (Grant)
Right of Way
Bargain and Sale Deed dated 1-9-56

0.16 acre	$ 1.00	
Amount to be paid owner - chrg to Right of Way		$ 1.00

Access not controlled -

EXHIBIT "A" (Cont)

CHEHALEM MT. -NEWBERG SECTION - HILLSBO[illegible]-SILVERTON HIGHWAY (Cont)

24297 Belanger, Durell and Ruth Adell (Grant)
Right of Way
Option expires July 3, 1956

1050 sq. ft. at $0.30 per sq. ft.	$315.00
Yard improvements	210.00
Damage	325.00

Amount to be paid owners - chrg to Right of Way $ 850.00

Grantor to remove all trees, shrubs, etc. by March 1, 1956, or they become property of State.

Access not controlled -

24299 Voss, Dale D. and Alice A. (Grant)
Right of Way
Option expires July 8, 1956

1280 sq. ft. at $0.30 per sq. ft.	$384.00
Yard improvements, cement driveway	50.00
Damage	241.00

Amount to be paid owners - chrg to Right of Way $ 675.00

Access not controlled -

24300 Vanoose, George and Carrie (Grant)
Right of Way
Option expires July 3, 1956

1050 sq. ft. at $0.20 per sq. ft.	$210.00
Yard improvements	40.00
Damage	150.00

Amount to be paid owners - chrg to Right of Way $ 400.00

Grantor to remove all trees, shrubs, etc., by March 1, 1956, or they become property of State.

Access not controlled -

24305 Martin, N. A. and Cecilia C. (Grant)
Right of Way
Option expires June 20, 1956

CHEHALEM MT. -NEWBERG SECTION - HILLSBORO-SILVERTON HIGHWAY (Cont)

24305 Martin, N. A. and Cecilia C. (Cont)

1545 sq. ft. at $0.30 per sq. ft.	$463.50	
Yard improvements	286.50	
Amount to be paid owners - chrg to Right of Way		$ 750.00

Grantor to remove trees and shrubs by March 1, 1956 or they become property of State.

Access not controlled -

24307 Loeks, Gerrit and Anna (Grant)
Right of Way
Option expires June 27, 1956

780 sq. ft. at $0.30 per sq. ft.	$234.00	
Yard improvements	66.00	
Damage	300.00	
Amount to be paid owners - chrg to Right of Way		$ 600.00

Grantor to remove all trees, shrubs, etc., by April 1, 1956 or they become property of State.

Access not controlled -

24302 Blume, Wayne C. and Gertrude I. (Grant)
Right of Way
Bargain and Sale Deed dated Dec. 22, 1955

1,280 sq. ft. at $0.30 per sq. ft.	$384.00	
Yard improvements	316.00	
Damage	300.00	
Amount to be paid owners - chrg to Right of Way		$1,000.00

Access not controlled -

24303 Franks, W. O. and Sarah F. (Grant)
Right of Way
Option expires June 20, 1956

1,545 sq. ft. at $0.15 per sq. ft.	$231.75	
Trees and shrubs	68.25	

EXHIBIT "A" (Cont)

CHEHALEM MT. -NEWBERG SECTION - HILLSBORO-SILVERTON HIGHWAY (Cont)

24303 Franks, W. O. and Sarah F. (Cont)

Amount to be paid owners - chrg to Right of Way $300.00

THINGS TO BE DONE BY THE STATE

Fall large oak tree and place it upon grantor's property. It is understood that all trees and shrubs become property of State.

Access not controlled -

24304 Abner, Paul L. and Jean M. (Grant)
Right of Way
Bargain and Sale Deed dated December 28, 1955

3,150 sq. ft. $ 1.00

Amount to be paid owners - chrg to Right of Way $ 1.00

Access not controlled -

24306 Cooper, Edith G. (Grant)
Right of Way
Option expires June 27, 1956

580 sq. ft. at $0.15 per sq. ft.	$ 87.00
Yard improvements	13.00

Amount to be paid owner - chrg to Right of Way $100.00

Grantor to remove all trees, shrubs, etc. from r/w before April 1, 1956 or they become property of State.

Access not controlled -

24308 Storment, Berthel and Ollie (Grant)
Right of Way
Option expires July 11, 1956

1075 sq. ft. at $0.30 per sq. ft.	$322.50
Yard improvements	130.00
Damage	147.50

Amount to be paid owners - chrg to Right of Way $600.00

EXHIBIT "A" (Cont)

CHEHALEM MT.-NEWBERG SECTION - HILLSBORO-SILVERTON HIGHWAY (Cont)

24308 Storment, Berthel and Ollie (Cont)

Grantor to remove all trees, shrubs, etc., by April 1, 1956, or they become property of State.

Access not controlled -

VALLEY JUNCTION-SHERIDAN SECTION - SALMON RIVER HIGHWAY

24113 Daley, George W. and Birdie (Gemmell)
Right of Way
Option expires June 26, 1956

8.17 acres (5.0 A., $250/; 3.17 A., $100/)	$1,567.00
Damage to remainder	433.00

Amount to be paid owners - chrg to Right of Way $2,000.00

Grantor may remove timber prior to March 15, 1956.

THINGS TO BE DONE BY THE STATE

Fence right of way.

Access controlled - none allowed -

24135 Brandt, William H. and Manila H. (Gemmell)
Right of Way
Option expires June 21, 1956

2.95 acres at $250+ per acre	$ 750.00
Crop damage	90.00

Amount to be paid owners - chrg to Right of Way $ 840.00

THINGS TO BE DONE BY THE STATE

Fence right of way. Install 10" cement pipe through roadbed area to replace 6" tile near Sta. 414+00.

Access controlled - none allowed -

24138 Bell, Elston P. and Ione C. (Gemmell)
Right of Way
Option expires June 18, 1956

EXHIBIT "A" (Cont)

VALLEY JUNCTION-SHERIDAN SECTION - SALMON RIVER HIGHWAY (Cont)

24138 Bell, Elston P. and Ione C. (Cont)

0.06 acre, lump sum	$ 25.00	
Amount to be paid owners - chrg to Right of Way		$ 25.00

Access controlled - none allowed -

24137 Daniels, O. F. and Leotia (Gemmell)
Right of Way
Option expires June 27, 1956

11.00 acres at $250 per acre	$2,750.00	
1.25 acres at $100 per acre	125.00	
Crop damage	330.00	
Severance damage, loss of stock water, roads to construct	1,295.00	
Amount to be paid owners - chrg to Right of Way		$4,500.00

THINGS TO BE DONE BY THE STATE

Fence right of way.

Access controlled - none allowed -

24457 Harris, Bertyl D. et al (Gemmell)
Right of Way
Option expires June 27, 1956

7.50 acres ± at $250 per acre	$1,875.00	
Barn, 31 x 39	400.00	
Damage	325.00	
Amount to be paid owners - chrg to Right of Way		$2,600.00

THINGS TO BE DONE BY THE STATE

Fence right of way.

Access controlled - none allowed -

24108 Jole, M. R. and Inga (Gemmell)
Right of Way
Option expires June 27, 1956

EXHIBIT "A" (Cont)

VALLEY JUNCTION-SHERIDAN SECTION - SALMON RIVER HIGHWAY (Cont)

24108 Jole, M. R. and Inga (Cont)

8.0 acres ±, lump sum	$ 850.00	
850 seeded Douglas Fir trees and 300 Black locust trees	100.00	
Amount to be paid owners - chrg to Right of Way		$ 950.00

THINGS TO BE DONE BY THE STATE

Fence right of way.

Access controlled - none allowed -

24144 Dickey, Glen W., Jr. and Phyllis J. (Gemmell)
Right of Way
Option expires June 21, 1956

4.1 acres at $250 per acre	$1,025.00	
Crop and severance damage and culverting or constructing bridge across water way	775.00	
Amount to be paid owners - chrg to Right of Way		$1,800.00

THINGS TO BE DONE BY THE STATE

Fence right of way; install 16' gate at each approach; and construct farm crossing, at Sta. 472+50.

Access, Sta. 472+50, southerly side for farm and private residential purposes, only.

Access controlled -

24208 Fawk, Esther M. (Gemmell)
Right of Way
Option expires June 23, 1956

10 acres at $100 per acre	$1,000.00	
Sheep shed and corral	350.00	
Amount to be paid owner - chrg to Right of Way		$1,350.00

THINGS TO BE DONE BY THE STATE

Fence right of way.

EXHIBIT "A" (Cont)

VALLEY JUNCTION-SHERIDAN SECTION - SALMON RIVER HIGHWAY (Cont)

24208 Fawk, Esther M. (Cont)

THINGS TO BE DONE BY THE STATE (Cont)

Grantor retains the approach from Salem-Willamina Hwy. to her remaining property, and approach lies approx. 100' easterly of Wallace Bridge, and access thereon.

Access controlled - none allowed to Salmon River -

24111 Harris, Bertyl D. (Gemmell)
Right of Way
Option expires June 27, 1956

16.0 acres at $225 per acre	$3,600.00
0.98 acre at $100+ per acre	100.00
Damage	300.00

Amount to be paid owner - chrg to Right of Way $4,000.00

THINGS TO BE DONE BY THE STATE

Fence right of way.

Access controlled - none allowed -

WALLACE BRIDGE-SHERIDAN UNIT-VALLEY JUNCTION-SHERIDAN SECTION - SALMON RIVER HIGHWAY

24109 Yoder, Elmer and Hazel (Gemmell)
Right of Way
Option expires July 3, 1956

7.75 acres at $200 per acre	$1,550.00
Fruit trees and yard improvements	240.00
Severance damage and proximity	2,750.00

Amount to be paid owners - chrg to Right of Way $4,540.00

THINGS TO BE DONE BY THE STATE

Fence right of way; install 78" C. M. pipe as stockpass at Sta. 355+00. Culvert at Sta. 357+10 to be 36" in diameter. Construct farm crossing 350+85, 25' in width, and install gates 16' in width.
Access: 350+85, 25' in width, S. side for farm and residential purposes, only.

EXHIBIT "A" (Cont)

WALLACE BRIDGE-SHERIDAN UNIT-VALLEY JUNCTION - SHERIDAN SECTION - SALMON RIVER HIGHWAY (Cont)

24109 Yoder, Elmer and Hazel (Cont)

Access controlled -

24112 Rogers, John E. and Gertha (Gemmell)
Right of Way
Option expires July 3, 1956

25 acres at $200 per acre	$5,000.00
23.92 acres at $75+ per acre	1,800.00
House, barn and shed	450.00
6" well	400.00

Amount to be paid owners - chrg to Right of Way $7,650.00

THINGS TO BE DONE BY THE STATE

Fence right of way.

Access controlled - none allowed -

24157 Brandt, Otto P. and Harriet (Harrington)
Right of Way
Option expires July 10, 1956

3.80 acres at $350 per acre	$1,330.00
Allow. for replacement of approach to river	150.00
Crop damage	220.00
Severance damage, etc.	650.00

Amount to be paid owners - chrg to Right of Way $2,350.00

THINGS TO BE DONE BY THE STATE

Fence right of way.

Access controlled - none allowed -

24103 Cerny, John G. and Alta S. (Gemmell)
Right of Way
Option expires July 4, 1956

13.97 acres at $150 per acre	$2,090.50
11.62 acres at $75 per acre	871.50
Allow. for moving machine shed and chicken house	2,000.00

EXHIBIT "A" (Cont)

WALLACE BRIDGE-SHERIDAN UNIT-VALLEY JUNCTION-SHERIDAN SECTION - SALMON RIVER HIGHWAY (Cont)

24103 Cerny, John G. and Alta S. (Cont)

Fruit trees	$ 150.00
Crop damage, 13+ acres at $30 per acre	400.00
Severance damage	1,000.00

Amount to be paid owners - chrg to Right of Way $6,512.00

Grantor to remove all buildings within 60 days from receiving notice. Also may remove all existing fences and gates now owned by them.

THINGS TO BE DONE BY THE STATE

Install fence along each side of r/w; construct farm crossing at Sta. 266+50; install 16' metal gate at each approach to crossing.

Access controlled - none allowed -

24164 Grosser, Martin L. and Florence Mae (Harrington)
Right of Way
Option expires July 10, 1956

0.75 acre, lump sum	$ 400.00

Amount to be paid owners - chrg to Right of Way $ 400.00

THINGS TO BE DONE BY THE STATE

Oak timber to be cut and placed on grantors' remaining property. Pave relocated access road to the r/w line. Fence r/w. Access not to be restricted between relocated access road and grantors' remaining real property.

Access controlled -

24320 Grauer, Glen C. and Darlene M. (Harrington)
Right of Way
Option expires July 2, 1956

0.72 acre, lump sum	$ 300.00

Amount to be paid owners - chrg to Right of Way $ 300.00

EXHIBIT "A" (Cont)

WALLACE BRIDGE-SHERIDAN UNIT-VALLEY JUNCTION-SHERIDAN SECTION - SALMON RIVER HIGHWAY (Cont)

24320 Grauer, Glen C. and Darlene M. (Cont)

THINGS TO BE DONE BY THE STATE

Provide or construct frontage road with approach at Sta. 8+60, and construct fence with 16' gate.

Access controlled - none allowed -

TILLAMOOK-DONALDSON CREEK SECTION - WILSON RIVER HIGHWAY

23497 Johnson, William A. and Pearl I. (Benner)
Right of Way
Option expires June 20, 1956

1.57 acres, lump sum settlement, including damage $1,200.00

Amount to be paid owners - chrg to Right of Way $1,200.00

THINGS TO BE DONE BY THE STATE

Fence right of way.

Access controlled - none allowed -

23500 Dairy Cooperative Association (Benner)
Right of Way
Option expires June 6, 1956

0.23 acre at $1,000 per acre $ 230.00

Amount to be paid owners - chrg to Right of Way $ 230.00

THINGS TO BE DONE BY THE STATE

Fence right of way.

Access controlled - none allowed -

23505 Maxwell, Joseph R. and Gladys V. (Benner)
Right of Way
Option expires April 19, 1956

4.68 acres at $1,000 per acre	$4,680.00
Severance	1,514.00
Allow. for 300 ft. of 3/4" w.p. at $0.20/ft.	60.00

EXHIBIT "A" (Cont)

TILLAMOOK-DONALDSON CREEK SECTION - WILSON RIVER HIGHWAY (Cont)

23505 Maxwell, Joseph R. and Gladys V. (Cont)

Amount to be paid owners - chrg to Right of Way	$6,254.00
State to assume 1955-56 taxes. Estimate	63.00
GRAND TOTAL (Estimate) - chrg to Right of Way	$6,317.00

THINGS TO BE DONE BY THE STATE

Construct 10' x 8' reinforced concrete box culvert at Sta. 142+00; construct farm crossing at Sta. 142+35; construct all r/w fencing; place 6" tile sleeve to accommodate water pipe line across r/w at Sta. 140+00.

Access controlled - none allowed -

23507 Maxwell, Merril et al (Benner)
Right of Way
Option expires March 26, 1956

2.0 acres at $1,000 per acre	$2,000.00	
Total cost		$2,000.00
Less 0.368 acre to be conveyed to grantors		368.00
Amount to be paid owners - chrg to Right of Way		$1,632.00
State to assume 1955-56 taxes. Estimate		20.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$1,652.00

THINGS TO BE DONE BY THE STATE

Reconstruct fence r/w line before commencement of hwy. construction. Reestablish entrance, and reestablish cattleguard at Sta. 160+50, at r/w line, north side. Access 160+50, northerly, residential and farm purposes. Convey to grantors 0.368 acre acquired from Ella Randall, (File #23506), as an exchange part of the settlement upon the grounds and for the reason that the said property, in the opinion of the Commission, is no longer needed, required, or useful for highway purposes, and the value of the property to be acquired by the State is not less than the value of the property to be relinquished by the State, and the cash to be paid by the State.

TILLAMOOK-DONALDSON CREEK SECTION - WILSON RIVER HIGHWAY (Cont)

23507 Maxwell, Merril et al (Cont)

Access controlled - none allowed

23499 Peterson, Roy H. and Claire L. (Benner)
Right of Way
Option expires July 3, 1956

0.7 acre at $1,000 per acre	$ 700.00
Encroachment, lump sum	100.00

Amount to be paid owners - chrg to Right of Way $ 800.00

THINGS TO BE DONE BY THE STATE

Build and maintain r/w fence along south side of property.

Access controlled - none allowed -

MEDA BRIDGE SECTION - LITTLE NESTUCCA HIGHWAY

24192 Hurliman, Catherine et al (Harrington)
Right of Way
Option expires July 9, 1956

0.42 acre, lump sum	$ 500.00
53 rods fencing at $3 per rod	159.00
Allow. to replace drain ditch with tiling	50.00

Amount to be paid owners - chrg to Right of Way $ 709.00

THINGS TO BE DONE BY THE STATE

Reconstruct approach approx. opp. Sta. 71+50.

Access not controlled -

JUMP OFF JOE CREEK-GRANTS PASS SECTION - PACIFIC HIGHWAY

23325 Maddox, Della P. (Morgan)
Right of Way
Option expires July 10, 1956

0.57 acre, lump sum	$1,480.00
House, 520 sq. ft./$3.50/sq. ft.	1,820.00
Garage, 200 sq. ft./$1/ sq. ft.	200.00
Storage house, 100' well, pump house and pump	500.00

EXHIBIT "A" (Cont)

JUMP OFF JOE CREEK-GRANTS PASS SECTION - PACIFIC HIGHWAY (Cont)

23325 Maddox, Della P. (Cont)

Amount to be paid owner - chrg to Right of Way $4,000.00

Grantor to vacate within 90 days after acceptance.

Entire taking -

NORTHBOUND ROUTE IN ASHLAND SECTION - PACIFIC HIGHWAY

23234 City of Ashland (Hill)
Right of Way and Slope Easement
Option expires July 2, 1956

Approx. 9,278 sq. ft. at $0.60 per sq. ft.	$5,560.00
Approx. 2,614 sq. ft. at $3 per sq. ft.	7,840.00
Damages to Fire Hall	3,000.00

Amount to be paid owner - chrg to Right of Way $16,400.00

Access not controlled -

23243 Smith, Chas. L. et ux (Hill)
Right of Way
Quitclaim Deed dated 1-4-56

Common use right of 8 foot driveway across Joan Moeller property	$ 25.00

Amount to be paid owners - chrg to Right of Way $ 25.00

Entire taking -

23243 Cox, Gertrude G. (Hill)
Right of Way
Quitclaim Deed dated 1-3-56

Common use right on 8 foot driveway across Joan Moeller property	$ 100.00

Amount to be paid owners - chrg to Right of Way $ 100.00

Entire taking -

EXHIBIT "A" (Cont)

YELLOW CREEK SECTION - POWERS HIGHWAY

24156 Devereux, James and Emma (Morgan)
Right of Way
Option expires June 13, 1956

4.17 acres at $300 per acre	$1,250.00
0.018 acre, easement	Gratis
225 rods fencing at $4 per rod	900.00
Replacing cattle guard at Sta. 589+20, E. side	100.00
Severance damage	1,000.00

Amount to be paid owners - chrg to Right of Way $3,250.00

THINGS TO BE DONE BY THE STATE

Reconnect the present driveways to new road.
Protect water line at Sta. 580+90.

Access not controlled -

COQUILLE-RINK CREEK SECTION - COOS BAY-ROSEBURG HIGHWAY

24428 Roberts, E. C. and Ivy (Morgan)
Right of Way
Option expires June 13, 1956

0.01 acre, lump sum	$ 50.00

Amount to be paid owners - chrg to Right of Way $ 50.00

Entire taking -

WEST FORK OF ILLINOIS RIVER SECTION - REDWOOD HIGHWAY

24437 Tucker, Robert L. and Nellie (Morgan)
Right of Way
Option expires July 9, 1956

0.77 acre homesite at $300 per acre	$ 231.00
House, 1,056 sq. ft. at $4.75 per sq. ft.	5,016.00
Garage and workshop, 453 sq. ft. at $1 per sq. ft.	453.00
Cabin and woodshed, 400 sq. ft. at $1.50 per sq. ft.	600.00
2 wells and 1 electric pump and tank	400.00

WEST FORK OF ILLINOIS RIVER SECTION - REDWOOD HIGHWAY (Cont)

24437 Tucker, Robert L. and Nellie (Cont)

Amount to be paid owners - chrg to Right of Way $6,700.00

Grantor to vacate within 120 days after acceptance.

THINGS TO BE DONE BY THE STATE

Construct road approach to right of way line.

Grantor to have access at Sta. 516+50 on E. side, private and residential.

Access controlled -

24442 Musil, Lawrence A. et al (Morgan)
Right of Way
Option expires July 9, 1956

0.10 acre, lump sum $ 250.00

Amount to be paid owners - chrg to Right of Way $ 250.00

Grantor to move sign and lights back onto remaining property within 60 days after acceptance.

THINGS TO BE DONE BY THE STATE

Connect to present driveways.
Access: Stas. 544+75 and 546+25, easterly for business purposes.

Access controlled -

24443 Brown, Joel K. and Alina (Morgan)
Right of Way
Option expires July 4, 1956

0.03 acre, lump sum $ 30.00

Amount to be paid owners - chrg to Right of Way $ 30.00

Grantor to have private and residential access opposite Sta. 547+ Bk. on easterly side.

Access controlled -

EXHIBIT "A" (Cont)

DEEP CANYON UNIT-DESCHUTES RIVER SECTION - McKENZIE HIGHWAY

24173 Ahern, James I. and Ida L. (Bucknum)
Right of Way
Option expires June 27, 1956

9.56 acres at $300 per acre	$2,868.00
4.21 acres at $10- per acre	40.00
Allowance for changing irrigation system	500.00
264 rods fencing at $3 per rod	792.00
Damage	2,800.00

Amount to be paid owners - chrg to Right of Way $7,000.00

Grantor to convey with parcel 2, water right to 5½ acres. Grantor to grant easement for ditch to deliver water to parcel 2, across grantors' remaining land. Grantor to have water right to remainder of taking, if transferrable.

THINGS TO BE DONE BY THE STATE

Reestablish irrigation ditches disturbed by taking. Access on S. side at Stas. 13+40 and 21+50 and on N. at Sta. 21+50, for farming and private residential use, only.

Access controlled -

Confirmation of phone approval by Mr. Reynolds December 27, 1955.

ODELL BUTTE-THE DALLES-CALIFORNIA JUNCTION SECTION - WILLAMETTE HIGHWAY

24181 Willey, George R. and Mary V. (CORRECTION REPORT)
Right of Way (Bucknum)
Option expires June 27, 1956

0.14 acre, lump sum	$ 100.00

Amount to be paid owners - chrg to Right of Way $ 100.00

This supersedes and cancels previous option dated November 9, 1955, approved December 19, 1955, 0.14 acre, lump sum $50.

Access controlled - none allowed -

EXHIBIT "A" (Cont)

ODELL BUTTE-THE DALLES-CALIFORNIA JUNCTION SECTION - WILLAMETTE HIGHWAY (Cont)

24180 Gavin, Herbert A. and Ruth (Bucknum)
Right of Way
Option expires June 27, 1956

0.14 acre, lump sum $ 100.00

Amount to be paid owners - chrg to Right of Way $ 100.00

Access controlled - none allowed -

SOUTH 6TH STREET SECTION - KLAMATH FALLS-LAKEVIEW HIGHWAY

23402 Weyerhaeuser Timber Company (Bucknum)
Right of Way

0.13 acre, more or less, lump sum $ 525.00

Amount to be paid owner - chrg to Right of Way $ 525.00

Temporary access reserved to highway until outer highway and approach thereto is constructed by the State.

Access controlled -

UKIAH-FOREST BOUNDARY SECTION - UKIAH-HILGARD HIGHWAY

24460 Hilbert, Kate (Brainerd)
Right of Way
Option expires July 4, 1956

0.50 acre at $100 per acre $ 50.00
141 rods fencing at $3 per rod 423.00

Amount to be paid owner - chrg to Right of Way $ 473.00

Access not controlled -

24461 Kerr, Jack and Grace (Brainerd)
Right of Way
Option expires July 3, 1956

0.03 acre, lump sum $ 25.00

Amount to be paid owners - chrg to Right of Way $ 25.00

Access not controlled -

EXHIBIT "A" (Cont)

UKIAH-FOREST BOUNDARY SECTION - UKIAH-HILGARD HIGHWAY (Cont)

24469 Hoeft, Arnold et al (Bucknum)
Right of Way and Channel Change Easement
Option expires July 4, 1956

5.9 acres at $25 per acre	$ 147.50
9.81 acres, ease. for ch. ch. at $12.50+ per A.	125.00
395 rods fencing at $3 per rod	1,185.00
Severance damage	125.00

Amount to be paid owners - chrg to Right of Way $1,582.50

THINGS TO BE DONE BY THE STATE

Construct road approach wherever feasible between Stas. 370 and 375 on S. side.

Access not controlled -

24459 Mettie, Fayette and Mary L. (Bucknum)
Right of Way
Option expires July 4, 1956

3.13 acres at $100 per A.	$ 313.00
276 rods fencing at $3.50 per rod	966.00
Moving building from r/w	100.00

Amount to be paid owners - chrg to Right of Way $1,379.00

Grantor to relocate fences and remove portion of bldg. in r/w.

THINGS TO BE DONE BY THE STATE

Construct road approaches on S. side at Sta. 14+60 and 28+00 and on N. side at Sta. 28+00. Install 1½" pipe across hwy. at Sta. 40+20, grantor to furnish pipe.

Access not controlled -

SOUTH UNIT-FOREST BOUNDARY-BURNS SECTION - JOHN DAY-BURNS HIGHWAY

23833 Clemens, C. W. and Bessie CORRECTION REPORT (Cozad)
Right of Way
Option expires May 8, 1956

EXHIBIT "A" (Cont)

SOUTH UNIT-FOREST BOUNDARY-BURNS SECTION - JOHN DAY-BURNS HIGHWAY (Cont)

23833 Clemens, C. W. and Bessie (Coat)

9.44 acres at $37+ per acre	$ 352.45
1,678 rods fencing at $3 per rod	5,034.00

Amount to be paid owners - chrg to Right of Way $5,386.45

THINGS TO BE DONE BY THE STATE

Provide stock water on west side at Sta. 351+00. (Est. cost $300.00). Access: 294+20, 325+00, 355+00, 411+40, 414+50 west side, 294+20, 325+00 and 415+00 east side for farming and stock raising.

Approved December 19, 1955, 10.07 acres at $35 per acre, $352.45.

Access controlled -

CHEHALEM MT.-NEWBERG SECTION - HILLSBORO-SILVERTON HIGHWAY

24257 Gunnell, Margaret F. (Black)
Right of Way
Option expires June 23, 1956

0.25 acre, lump sum	$ 446.00
Improvements	204.00

Amount to be paid owners - chrg to Right of Way $ 650.00

Access not controlled -

24266 Groat, Peter J. and Olive A. (Black)
Right of Way
Option expires June 19, 1956

1500 sq. ft., lump sum $ 100.00

Amount to be paid owners - chrg to Right of Way $ 100.00

Access not controlled -

24295 Olsen, Frank and Bertha (Grant)
Right of Way
Option expires July 2, 1956

EXHIBIT "A" (Cont)

CHEHALEM MT.-NEWBERG SECTION - HILLSBORO-SILVERTON HIGHWAY (Cont)

24295 Olsen, Frank and Bertha (Cont)

622.5 sq. ft. at $0.20 per sq. ft.	$ 124.50
Gravel drive, lawn, trees and shrubs	125.50
Damage	200.00

Amount to be paid owners - chrg to Right of Way $ 450.00

Grantor to remove all trees, shrubs, etc., by March 1, 1956, or they become property of State.

Access not controlled -

UKIAH-FOREST BOUNDARY SECTION - UKIAH-HILGARD HIGHWAY

24458 Wagner, Walter W. and Geanie Marie (Brainerd)
Right of Way
Option expires July 9, 1956

1.88 acres at $100 per acre	$ 188.00
204 rods wire at $3.50 per rod	714.00

Amount to be paid owners - chrg to Right of Way $ 902.00

Grantors reserve minerals below 50 feet.

Access not controlled -

24462 Greupner, Victore E. and Lucy Veld et al (Bucknum)
Right of Way
Option expires July 9, 1956

Approx. 0.08 acre, lump sum	$ 25.00
12 rods fencing at $3 per rod	36.00

Amount to be paid owners - chrg to Right of Way $ 61.00

THINGS TO BE DONE BY THE STATE

Construct road approach on N. side at approx. Sta. 87+75.

Access not controlled -

24465 Johnson, Joseph E. and Lillie D. (Bucknum)
Right of Way
Option expires July 10, 1956

EXHIBIT "A" (Cont)

UKIAH-FOREST BOUNDARY SECTION - UKIAH-HILGARD HIGHWAY (Cont)

24465 Johnson, Joseph E. and Lillie D. (Cont)

12.74 acres at $25. per acre	$ 318.50
769 rods fencing at $3 per rod	2,307.00

Amount to be paid owners - chrg to Right of Way $2,625.50

THINGS TO BE DONE BY THE STATE

Install concrete stock pass 78" at Sta. 181+50. Pipe creek water northerly side of r/w where feasible, Sta. 147+00 - 160+00. Construct road approach on N. side at Sta. 110+23. Construct C.L.P. Stock Pass, 78", at Sta. 111+00.

Access not controlled -

24470 Warner, Archie S. et al (Brainerd)
Right of Way
Option expires July 9, 1956

3.71 acres at $10 per acre	$ 37.10
341 rods fencing at $3 per rod	1,023.00

Amount to be paid owners - chrg to Right of Way $1,060.10

State to reestablish existing road approaches.

Access not controlled -

24473 Markgraf, Walde and Margery (Brainerd)
Right of Way and Stock Pile
Option expires July 11, 1956

11.19 acres at $25 per acre	$ 279.75
764 rods fencing at $3 per rod	2,292.00

Amount to be paid owners - chrg to Right of Way $2,546.75

Amount to be paid owners - chrg to Stock Pile 25.00

GRAND TOTAL $2,571.75

THINGS TO BE DONE BY THE STATE

Put in 78" tube for cattle underpass near Sta. 520+00, if possible. (Est. cost $1,500.00)

EXHIBIT "A" (Cont)

UKIAH-FOREST BOUNDARY SECTION - UKIAH-HILGARD HIGHWAY (Cont)

24473 Markgraf, Walde and Margery (Cont)

Access not controlled -

24467 French, John P. and Letha M. (Brainerd)
Right of Way
Option expires July 10, 1956

15 acres at $25 per acre	$ 375.00
4.33 acres at $10 per acre	43.30
1203 rods fencing at $3 per rod	3,609.00

Amount to be paid owners - chrg to Right of Way $4,027.30

THINGS TO BE DONE BY THE STATE

Replace cattle underpasses at Stas. 210+60 and 247+72 with 78" tubes. Construct berm 2' in width, for fencing, along fill.

Access not controlled -

24471 Nelson, James E. and Marie E. (Bucknum)
Right of Way
Option expires July 15, 1956

3.07 acres at $25- per acre	$ 76.25
Removal of buildings by grantor	400.00
280 rods fencing at $3 per rod	840.00

Amount to be paid owners - chrg to Right of Way $1,316.25

THINGS TO BE DONE BY THE STATE

Construct road approach on S. side at Sta. 386+20.

Access not controlled -

MIDDLE UNIT PENDLETON-PILOT ROCK SECTION - PENDLETON-JOHN DAY HIGHWAY

24218 Eldridge, William and Alma, et al (Brainerd)
Right of Way
Option expires July 4, 1956

9.9 acres at $350 per acre	$3,465.00
208 rods fencing at $3 per rod	624.00

EXHIBIT "A" (Cont)

MIDDLE UNIT PENDLETON-PILOT ROCK SECTION - PENDLETON-JOHN DAY HIGHWAY (Cont)

24218 Eldridge, William and Alma, et al (Cont)

Amount to be paid owners - chrg to Right of Way $4,089.00

Grantors reserve minerals below 50 feet.

THINGS TO BE DONE BY THE STATE

Construct deceleration lane on northerly and southerly access point.

Access: 348+00, 359+00, west for farming, country club and residential use.

Access controlled -

EAST AND WEST FORK-ILLINOIS RIVER SECTION - REDWOOD HIGHWAY

24212 Hamilton, E. F. et al (Reeder)
Right of Way
Option expires May 21, 1956

3.33 acres at $400+ per acre	$1,424.00
Severance damage	876.00

Amount to be paid owners - chrg to Right of Way $2,300.00

Access 20' wide easterly at 665+25 for residential.

Access controlled -

24439 Kennedy, Milton S. and Marian A. (Morgan)
Right of Way
Option expires July 9, 1956

2.65 acres at $300+ per acre	$ 800.00
1 well	300.00
Severance damages	400.00

Amount to be paid owners - chrg to Right of Way $1,500.00

Grantor to remove one pump house, pump and tank, within 90 days after acceptance.
Access at Sta. 535+50, easterly side, private and residential.

Access controlled -

EXHIBIT "A" (Cont)

EAST AND WEST FORK-ILLINOIS RIVER SECTION - REDWOOD HIGHWAY (Cont)

24441 Holm, Roland H. and Alice M. (Morgan)
Right of Way
Option expires July 4, 1956

0.13 acre, lump sum	$ 65.00
Amount to be paid owners - chrg to Right of Way	$ 65.00

THINGS TO BE DONE BY THE STATE

Pay low bid for moving sign back onto grantor's remaining property. (Est. cost $150.00)

Access easterly side opposite Sta. 541+40 and 542+40, private residential use.

Access controlled -

GNAT CREEK-WANUNA JUNCTION SECTION - COLUMBIA RIVER HIGHWAY

23688 State Board of Forestry (Benson)
Easement for Right of Way

Easement, lump sum	$ 1.00
Amount to be paid owner - chrg to Right of Way	$ 1.00

Access 163+10, south, for timber management.

Access controlled -

CHEHALEM MT. -NEWBERG SECTION - HILLSBORO-SILVERTON HIGHWAY

24249 Koplin, Nellie E. (Black)
Right of Way
Bargain and Sale Deed dated 12-27-55

0.07 acre, lump sum	$ 110.00
Filbert tree	10.00
Garage, 15' x 14', lump sum	80.00
Amount to be paid owner - chrg to Right of Way	$ 200.00

Access not controlled -

EXHIBIT "A" (Cont)

CHEHALEM MT. -NEWBERG SECTION - HILLSBORO-SILVERTON HIGHWAY (Cont)

24273 Pilkenton, John S. and Vivian E. (Stuntz)
Right of Way
Option expires July 13, 1956

450 sq. ft. at $0.20 per sq. ft.	$ 90.00
Trees and curbing	60.00

Amount to be paid owners - chrg to Right of Way $ 150.00

Access not controlled -

24292 Southwick, Clyde H. and Frances A. (Grant)
Right of Way
Option expires July 4, 1956

300 sq. ft. at $0.30 per sq. ft.	$ 90.00
Gravel drive, lawn, and shrubs	10.00
Damage	200.00

Amount to be paid owners - chrg to Right of Way $ 300.00

Grantor to remove all trees, shrubs, etc. from r/w by March 1, 1956 or they become property of State.

Access not controlled -

24293 Southwick, Clyde H. and Frances A. (Grant)
Right of Way
Option expires July 4, 1956

920 sq. ft. at $0.30 per sq. ft.	$ 276.00
Lawn and shrubs	24.00
Damage	300.00

Amount to be paid owners - chrg to Right of Way $ 600.00

Grantor to remove all trees, shrubs, etc., from r/w by March 1, 1956 or they become property of State.

Access not controlled -

24294 Jewett, Laura and Kendall, W.S., et ux (Grant)
Right of Way
Option expires July 15, 1956

622.5 sq. ft., lump sum	$ 500.00

EXHIBIT "A" (Cont)

CHEHALEM MT.-NEWBERG SECTION - HILLSBORO-SILVERTON HIGHWAY (Cont)

24294 Jewett, Laura and Kendall, W.S., et ux (Cont)

Amount to be paid owners - chrg to Right of Way $ 500.00

Grantors to remove all plants, shrubs and trees by March 1, 1956, or they become property of State.

Access not controlled -

BUELL-MILL CREEK SECTION - WILLAMINA-SALEM HIGHWAY

24002 Cruickshank, Willie M. et al (Gemmell)
Gravel Pit
Option expires July 16, 1956

12.20 acres, lump sum $1,000.00

Amount to be paid owners - chrg to Gravel Pit $1,000.00

Grantor to have right of way across taking for the moving of stock.

Access not controlled -

CHEHALEM MT.-NEWBERG SECTION - HILLSBORO-SILVERTON HIGHWAY

24278 Nelson, Lorene M. et al (Stuntz)
Right of Way
Option expires June 29, 1956

9600 sq. ft. at $0.08 1/3 per sq. ft.	$ 800.00
Hedge and trees	300.00
Damage	400.00

Amount to be paid owners - chrg to Right of Way $1,500.00

Grantor may retain large pine tree if removed within 60 days from date of notice or it becomes property of State.

Access not controlled -

TILLAMOOK-DONALDSON CREEK SECTION - WILSON RIVER HIGHWAY

23492 Watt, Mary E. et al (Benner)

EXHIBIT "A" (Cont)

TILLAMOOK-DONALDSON CREEK SECTION - WILSON RIVER HIGHWAY (Cont)

23492 Watt, Mary E. et al (Cont)
Right of Way
Option expires July 15, 1956

100 sq. ft., lump sum	$ 150.00
Amount to be paid owners - chrg to Right of Way	$ 150.00

THINGS TO BE DONE BY THE STATE

Reestablish sidewalk if disturbed by construction.

Access not controlled -

COQUILLE-RINK CREEK SECTION - COOS BAY-ROSEBURG HIGHWAY

24370 Stone, Clarence W. and Clara Leora (Morgan)
Right of Way
Option expires March 12, 1956

0.45 acre	$1,000.00
House, 860 sq. ft. at $7+ per sq. ft.	6,120.00
Concrete porch, 400 sq. ft. at $0.50/sq. ft.	200.00
Garage, 900 sq. ft. at $2 per sq. ft.	1,800.00
Well and water system	380.00
Amount to be paid owners - chrg to Right of Way	$9,500.00

Grantor to vacate within 45 days of date of acceptance.

Entire taking -

SALEM-BRUSH COLLEGE SECTION - SALEM-DAYTON HIGHWAY

24527 Rentfro, Eugene (Benner)
Right of Way
Option expires July 19, 1956

0.124 acre at $2,000+ per acre	$ 250.00
15 rods wire at $4/ rod, 130' board at $0.50/ft. (fence)	125.00
1,500 sq. ft. lawn at $0.05/sq. ft.	75.00
Encroachment damage	50.00

EXHIBIT "A" (Cont)

SALEM-BRUSH COLLEGE SECTION - SALEM-DAYTON HIGHWAY (Cont)

24527 Rentfro, Eugene (Cont)

Amount to be paid owner - chrg to Right of Way $ 500.00

THINGS TO BE DONE BY THE STATE

Reestablish grantor's driveway at Sta. 60+00, south side of hwy.
Fencing allowance not to be withheld.

Access not controlled -

24528 Glaze, Charles A. and Ethel (Benner)
Right of Way
Option expires July 18, 1956

0.195 acre, at $2,000 per acre	$ 390.00
Encroachment damage	250.00

Amount to be paid owners - chrg to Right of Way $ 640.00

THINGS TO BE DONE BY THE STATE

Install 18" concrete tile at Sta. 68+70, S. side, and reestablish driveway connection, said approach to be 36 feet in width.

Access not controlled -

VALLEY JUNCTION-SHERIDAN SECTION - SALMON RIVER HIGHWAY

24136 Wertz, Sherman L. and Mildred (Gemmell)
Right of Way
Option expires July 19, 1956

12.63 acres at $250- per acre	$3,100.00
Severance damage, etc.	1,000.00

Amount to be paid owners - chrg to Right of Way $4,100.00

THINGS TO BE DONE BY THE STATE

Fence right of way and install 16' gate at approaches; construct approaches designated and install a 78" C. M. pipe at Sta. 423+00 as stock pass; replace tile under roadbed with 12" pipe in vicinity of Sta. 417+00.
Access: Southerly side at Sta. 415+00 for farm and residential use, only. Farm crossing: Sta. 415+00.

Access controlled -

EXHIBIT "A" (Cont)

DEEP CANYON UNIT-SISTERS-DESCHUTES RIVER SECTION -McKENZIE HIGHWAY

24175 Gray, Joseph W. CORRECTION REPORT (Cozad)
Right of Way
Option expires May 9, 1956

7.8 acres at $10+ per acre $ 80.00

Amount to be paid owner - chrg to Right of Way $ 80.00

Access at Sta. 67+00, southerly for farming and stockraising activities on grantor's remaining land and private residential use, only.

7.8 acres at $10+ per acre, $80 approved by Commission December 19-20, 1955. Access omitted on original report.

Access controlled -

SUCKER CREEK-IDAHO LINE SECTION - L.O.N. HIGHWAY

23982 Shea, Neal and Florence CORRECTION REPORT (Brainerd)
Lease for Quarry Site
20 year lease expires November 2, 1975

13.33 acres, 20 year lease $ 666.50

Amount to be paid owners - chrg to Quarry Site $ 666.50

THINGS TO BE DONE BY THE STATE

Install cattle guard at entrance of haul road with hwy.

13.33 acres, $666.50 approved by Commission December 19-20, 1955. Correction report necessary to show this transaction as a 20 year lease and not a purchase.

EAST FORK OF ILLINOIS RIVER SECTION - REDWOOD HIGHWAY

24449 Frerichs, Carl D. and Anna M. (Morgan)
Right of Way
Option expires July 17, 1956

0.71 acre, lump sum $ 50.00
Damage 200.00

Amount to be paid owners - chrg to Right of Way $ 250.00

EXHIBIT "A" (Cont)

EAST FORK OF ILLINOIS RIVER SECTION - REDWOOD HIGHWAY (Cont)

24449 Frerichs, Carl D. and Anna M. (Cont)

THINGS TO BE DONE BY THE STATE

Reconnect the roadway to the new road.
Access opposite Sta. 647+50 on westerly side, unrestricted.

Access controlled -

WILDERVILLE-JEROME PRAIRIE UNIT-HAYES HILL-GRANTS PASS SECTION - REDWOOD HIGHWAY

23984 Cook, C. L. and Glenn Adele (Hill)
Right of Way
Option expires July 15, 1956

½ acre, shrubs and trees, lump sum	$ 800.00
House, approx. 700 sq. ft. at $6 per sq. ft.	4,200.00
Well, pump, tank and pump house	300.00
Shed like barn, woodshed, 200' of fence, lump sum	200.00

Amount to be paid owners - chrg to Right of Way $5,500.00

Grantor to vacate 60 days after approval.

Entire taking -

VALLEY JUNCTION-SHERIDAN SECTION - SALMON RIVER HIGHWAY

24498 De Lashmutt, Ellery L. and Florence M. (Gemmell)
Borrow Pit
Option expires July 22, 1956

8.75 acres at $150 per acre $1,312.50

Amount to be paid owners - chrg to Borrow Pit $1,312.50

Grantor to have existing fence along existing hwy. right of way.

THINGS TO BE DONE BY THE STATE

Fence west and north boundaries and install new approach and 14 foot metal gate on N. side opposite Sta. 31+50.

Access not controlled -

EXHIBIT "A" (Cont)

EAST FORK ILLINOIS RIVER SECTION - REDWOOD HIGHWAY

24448 Haberman, H. T. and Lillian F. (Reeder)
Right of Way
Option expires July 9, 1956

1.19 acres at $300 per acre	$ 357.00
Severance damage	119.00

Amount to be paid owners - chrg to Right of Way $ 476.00

Grantors to have access to the existing county road, said road to connect to proposed hwy.

Access controlled - none allowed -

24453 Renfro, Helen and D. W. (Reeder)
Right of Way
Option expires July 10, 1956

0.02 acres, lump sum	$ 25.00

Amount to be paid owners - chrg to Right of Way $ 25.00

Grantors to have access right to construct 20 foot roadway or to construct a bridge, Sta. 668+60, E. side of hwy., private use.

Access controlled - none allowed -

WILDERVILLE-JEROME PRAIRIE UNIT-HAYES HILL-GRANTS PASS SECTION - REDWOOD HIGHWAY

23989 Price, Clara (Hill)
Right of Way
Option expires July 16, 1956

5 acres at $600 per acre	$3,000.00
House, approx. 600 sq. ft., lump sum	3,500.00
Well, pump, tank, and pump house	300.00
Small barn	850.00
Garage, hog house and pens, woodshed	350.00

Amount to be paid owner - chrg to Right of Way $8,000.00

Grantor to vacate within 60 days from approval.

Entire taking -

EXHIBIT "A" (Cont)

SHADY-CANYONVILLE SECTION - PACIFIC HIGHWAY

24582 Moon, Sam C. et al (Holt)
Haul Road Easement
Option expires July 23, 1956

.255 acres	Gratis
.255 acres, lump sum	$ 50.00

Amount to be paid owners - chrg to Gravel Pit $ 50.00

THINGS TO BE DONE BY THE STATE

Reestablish fence along new easement line.

Access not controlled -

EAST FORK OF ILLINOIS RIVER SECTION - REDWOOD HIGHWAY

24450 Miller, George F. and Mildred L. (Reeder)
Right of Way
Option expires July 8, 1956

0.79 acre - lump sum	$ 500.00
House, 672 sq. ft. at $6.00 per sq. ft.	4,032.00
Garage and shop, 320 sq. ft. at $2.40 per sq. ft.	768.00

Amount to be paid owners - chrg to Right of Way $5,300.00

Grantor to vacate within 10 days after approval of option.

Entire taking -

24451 Kellert, Joy Badden and Arthur (Reeder)
Right of Way
Option expires July 18, 1956

0.5 acre, lump sum	$ 466.00
House, 848 sq. ft. at $8.00 per sq. ft.	6,784.00

Amount to be paid owners - chrg to Right of Way $7,250.00

Grantors to vacate property 30 days after option approved.

Entire taking -

EXHIBIT "A" (Cont)

EAST FORK OF ILLINOIS RIVER SECTION - REDWOOD HIGHWAY (Cont)

24446 Dunlap, Howard and Aubrey L. (Reeder)
Right of Way
Option expires July 9, 1956

6.6 acres at $500.00	$3,300.00
1.0 acre at $200.00	200.00
House, 1008 sq. ft. at $4.00	4,032.00
House, approx. 1250 sq. ft. /$2.40	3,000.00
Barn, approx. 624 sq. ft./$1.00	624.00
3 sheds at $100.00 each; 1 shed at $69.00	369.00

Amount to be paid owners - chrg to Right of Way $11,525.00

Grantors to vacate property within 60 days after the approval of option.

THINGS TO BE DONE BY THE STATE

Construct road approach at Station 621+60.
Access: Unrestricted access 20 foot wide, at Station 621+60 easterly side.

Access controlled -

VALLEY JUNCTION - SHERIDAN SECTION - SALMON RIVER HIGHWAY

24106 Nelson, N. S. and Dagmar L. (Gemmell)
Right of Way
Option expires July 23, 1956

50 acres at $125 per acre	$6,250.00
38 acres at $100 per acre	3,800.00
Damage	950.00

Amount to be paid owners - chrg to Right of Way $11,000.00

Grantor to have temporary farm crossing until October 1, 1956, and to remove crop from portion S. of r/w by same date.

Access controlled - none allowed -

WEST FORK-ILLINOIS RIVER SECTION - REDWOOD HIGHWAY

24433 Kelly, Lenore and O. W. (Reeder)
Right of Way
Option expires July 16, 1956

EXHIBIT "A" (Cont)

WEST FORK-ILLINOIS RIVER SECTION - REDWOOD HIGHWAY (Cont)

24433 Kelly, Lenore and O. W. (Cont)

2.0 acres at $900 per acre	$1,800.00
8.3 acres at $250 per acre	2,075.00
3 cabins, 2004 sq. ft. at $3.50 per sq. ft.	7,014.00
Wash house, 195 sq. ft. at $3.14- per sq. ft.	611.00

Amount to be paid owners - chrg to Right of Way $11,500.00

Grantors to vacate within 30 days after approval.

THINGS TO BE DONE BY THE STATE

Construct road approach 20' wide at Sta. 493+55, easterly side.
Access 20' E., 30' roadbed, commercial motel and camp ground.
State consideration to be mailed to U.S National Bank at Grants Pass, paid in escrow.

Access controlled - none allowed -

SHADY CANYONVILLE SECTION - PACIFIC HIGHWAY

24580 Bounds, Edmund V. and Pauline M. (Holt)
Haul Road Easement and Plant Site
Option expires July 19, 1956

1.33 acres, haul road easement	$ 250.00
5.46 acres at $686+ per acre (Par. 1)	3,750.00

Amount to be paid owners - chrg to Gravel Pit $ 4,000.00

THINGS TO BE DONE BY THE STATE

Fence and maintain same on E. and S. boundaries of Par. 1.
Agrees to leave haul road in serviceable condition.

24583 Tucker, Homer A. and Marion et al (Holt)
Haul Road Easement
Option expires July 17, 1956

.17 acres, existing roadway	Gratis
.17 acres, lump sum	$ 50.00

EXHIBIT "A" (Cont)

SHADY CANYONVILLE SECTION - PACIFIC HIGHWAY (Cont)

24583 Tucker, Homer A. and Marion et al (Cont)

Amount to be paid owners - chrg to Gravel Pit $ 50.00

24584 Williams, Abe A. and Margaret (Holt)
Haul Road Easement
Option expires July 18, 1956

.22 acres, existing road	Gratis
.22 acres, lump sum	$ 75.00

Amount to be paid owners - chrg to Gravel Pit $ 75.00

THINGS TO BE DONE BY THE STATE

Reestablish fence along new easement line.

24585 Tucker, Homer A. and Marion (Holt)
Haul Road Easement
Option expires July 17, 1956

.655 acres, existing road	Gratis
.655 acres, lump sum	$ 300.00

Amount to be paid owners - chrg to Gravel Pit $ 300.00

THINGS TO BE DONE BY STATE

Reestablish fence along new easement line.
Agrees not to disturb barn.

COQUILLE-RINK CREEK SECTION - COOS BAY-ROSEBURG HIGHWAY

24050 Coos Bay Lumber Company (Holt)
Right of Way
Option expires June 19, 1956

1.15 acres and well	$ 1.00

Amount to be paid owner - chrg to Right of Way $ 1.00

State to fill and level parcel between RR and hwy. Sta. 26+80 to 36+00. Est.	$4,423.00
State to deed that portion of former Pettengill property to Coos Bay Lumber Co., 1.28 acres at $1,500 per acre (outside new r/w limits)	1,920.00

EXHIBIT "A" (Cont)

COQUILLE-RINK CREEK SECTION - COOS BAY-ROSEBURG HIGHWAY (Cont)

24050 Coos Bay Lumber Company (Cont)

GRAND TOTAL COST (Est) - chrg to Right of Way $6,344.00

Grantor reserves 8-25' access westerly, unrestricted.

THINGS TO BE DONE BY THE STATE

Install 18" culvert vicinity of Sta. 25+50.

Any fill on R.R. property is to be arranged for by Coos Bay Lumber Co.

Convey to grantors 1.28 acres from Pettengill property, as an exchange part of the settlement upon the grounds and for the reason that the said property, in the opinion of the Commission, is no longer needed, required, or useful for highway purposes, and the value of the property to be acquired by the State is not less than the value of the property to be relinquished by the State, and the cash to be paid by the State.

Access controlled -

CHEMULT-BEAVER MARSH SECTION - THE DALLES-CALIFORNIA HIGHWAY

21778 Parks, Denver SUPPLEMENTAL REPORT (Cozad)
Right of Way
Bargain and Sale Deed dated 1-18-56

16.5 acres at $70 per acre
(mineral rights only) $1,155.00

Amount to be paid owner - chrg to Right of Way $1,155.00

Title to be free and clear in State before payment made.

Original negotiations for fee title were closed with St. Helens Pulp and Paper Co. May 20th, 1954. Excepted mineral rights (Pumice claim)

Access controlled -

EXHIBIT "A" (Cont)

TILLAMOOK-DONALDSON CREEK SECTION - WILSON RIVER HIGHWAY

23495 Wiseman, Henry E. and Esther (Benner)
Right of Way
Option expires July 24, 1956

0.06 acre, lump sum	$ 100.00

Amount to be paid owners - chrg to Right of Way $ 100.00

Access controlled - none allowed -

CHEHALEM MT.-NEWBERG SECTION - HILLSBORO-SILVERTON HIGHWAY

24309 Crawford, Clark R. et al (Grant)
Right of Way
Option expires July 10, 1956

680 sq. ft., lump sum	$ 100.00
Moving TV antenna	50.00
Shrubs and flowers	80.00
Damage	150.00

Amount to be paid owners - chrg to Right of Way $ 380.00

Amount to be paid Mr. and Mrs. Crawford.

Access not controlled -

EXHIBIT "B-1"

Minutes of January 26 and 27, 1956

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land on the Tigard-Newberg Section of Pacific Highway West, described as follows:

> A parcel of land lying in Sections 3 and 10, Township 2 South, Range 1 West, W. M., Washington County, Oregon, and being a portion of that property described in that deed to State of Oregon, by and through its State Highway Commission, recorded in Book 334, Page 197, of Washington County Records of Deeds; the said parcel being that portion of said property lying West of a line parallel to and 40 feet westerly of the center line of the southbound lane of the Pacific Highway West, which center line is described as follows:
>
> Beginning at Engineer's center line Station 144+80.44, said Station being 69.02 feet North and 521.64 feet West of the northeast corner of said Section 10; thence along a 5729.58 foot radius curve right (the long chord of which bears South 35° 55' West) 143.33 feet to Station 146+23.77; thence on a spiral curve right (the long chord of which bears South 37° 28' West) 250 feet to Station 148+73.77; thence South 37° 53' West 820.88 feet to Station 156+94.65, the limits of said parcel being approximately opposite Stations 145+85 and 147+60, and containing 0.33 acre.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes,

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $2300.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Secretary of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060, et seq.

AND BE IT FURTHER RESOLVED that this Miscellaneous Resolution No. 179 be entered in the minutes and records of the Commission as of the 26th day of January, 1956.

January 26, 1956

EXHIBIT "B-2"

Minutes of January 26 and 27, 1956

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the Goshen-Divide Section of the Pacific Highway described as follows:

A parcel of land lying in Sections 14 and 15, Township 20 South, Range 3 West, W.M., Lane County, Oregon, and being a portion of that tract of land described in that certain deed to the State of Oregon, by and through its State Highway Commission, dated August 23, 1954, and recorded on reel 43-54 D, Instrument 37052 of Lane County Records of Deeds; the said parcel being described as follows:

Beginning at the southwest corner of the Daniel Stanton D. L. C. No. 51 in said Section 14; thence N. 0° 20' W. 1678 feet, N. 89° 42' W. 1355 feet, S. 0° 20' E. 895.5 feet and N. 89° 42' W. 2189 feet along the boundaries to an interior corner of said State of Oregon tract; thence S. 0° 20' E. 835 feet more or less to a line which is parallel to and 60 feet northerly of the South line of said State of Oregon tract; then S. 89° 05' W. 950 feet more or less to a line which is parallel to and 180 feet easterly of the relocated center line of the Pacific Highway; thence southwesterly parallel to said center line 65 feet more or less to the South line of said State of Oregon tract; thence N. 89° 05' E. along said South line to the southeast corner and thence N. 0° 20' W. 113 feet to the point of beginning.

The parcel of land to which this description applies contains 95 acres more or less.

WHEREAS, after consideration the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes.

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $4500.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Secretary of the Commission, be and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et Seq.

AND BE IT FURTHER RESOLVED that this Miscellaneous Resolution No. 182 be entered in the minutes and records of the Commission as of the 26th day of January, 1956.

January 26, 1956

EXHIBIT "B-3"

Minutes of January 26 and 27, 1956

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in Olds Ferry-Ontario Section of the Old Oregon Trail Highway described as follows:

> A parcel of land lying in the NE¼ of Section 19, Township 17 South, Range 47 East, W. M., Malheur County, Oregon, and being Parcel #3 of that property described in that certain deed to State of Oregon, by and through its State Highway Commission, recorded in Book 99, Page 159 of Malheur County Records of Deeds; the said parcel being described as follows:
>
> That portion of said NE¼ lying southwesterly of a line which is parallel to and 100 feet southwesterly of the relocated center line of the Oregon Trail Highway as said center line is described in said State of Oregon Deed.
>
> The parcel of land to which this description applies contains 59.04 acres.

WHEREAS, after consideration the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes.

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $4,000.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Secretary of the Commission, be and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et Seq.

AND BE IT FURTHER RESOLVED that this Miscellaneous Resolution No. 183 be entered in the minutes and the records of the Commission as of the 26th day of January, 1956.

January 26, 1956

EXHIBIT "C-1"

Minutes of January 26 and 27, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites, or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Hillsboro-Silverton Secondary Highway; and

WHEREAS, for the purpose of widening, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, construction, improvement and maintenance of the said Hillsboro-Silverton Secondary Highway, fee simple title to certain parcels of real property. The said parcels of real property needed and required, or which in the best interests of the State and the owners should be acquired, and the specific use to be made thereof, are more particularly described in the attached list, marked Exhibit "A", under the Commission's respective file number and the name of the record owner or reputed owner; and said Exhibit "A" is by this reference adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That the widening, construction, improvement and maintenance of the said Hillsboro-Silverton Secondary Highway and the highway facilities for which each of the said parcels of property is required and being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons having an interest in said parcels of real property as to the compensation to be paid for the taking; and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, the Chief Counsel or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 26th day of January, 1956, as Condemnation Resolution No. 572.

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*FOOTNOTE:

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission , Salem, being Resolution No. 572, under the heading "Real Property Condemnation Resolutions", and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C-2"

Minutes of January 26 and 27, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: for rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street, quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials, approach or hauling roads, connecting road, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve, construct, and maintain the Lost River-Hatfield Junction Section of the Klamath Falls-Malin Highway; and

WHEREAS, for the purpose of widening, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, construction, improvement and maintenance of the said Lost River-Hatfield Junction Section of the Klamath Falls-Malin Highway, fee simple title to a certain parcel of real property. The said parcel of real property needed and required, or which in the best interests of the State and the owner should be acquired, and the specific use to be made thereof, is more particularly described in the attached list, marked Exhibit "A", under the Commission's respective file number and the name of the record owner or reputed owner; and said Exhibit "A" is by this reference adopted and made a part hereof as completely and fully as though set forth herein in full. *

EXHIBIT "C-2" (Cont)

2. That the widening, construction, improvement and maintenance of the said Lost River-Hatfield Junction Section of the Klamath Falls-Malin Highway and the highway facilities for which the said parcel of property is required and being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owner and other persons having an interest in said parcel of real property as to the compensation to be paid for the taking; and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcel of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interest of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 26th day of January, 1956, as Condemnation Resolution No. 573.

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*FOOTNOTE:

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 573, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C-3"

Minutes of January 26 and 27, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve, and maintain the McMinnville (Adams Street) Section of the Pacific Highway West; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said McMinnville (Adams Street) Section of the Pacific Highway West, fee simple title to certain parcels of real property. The said parcels of real property needed and required, or which in the best interest of the State and the owners should be acquired, and the specific use to be made thereof, are more particularly described in the attached list, marked Exhibit "A", under the Commission's respective file number and the name of the record owner or reputed owner; and said Exhibit "A" is by this reference adopted and made a part hereof as completely and fully as though set forth herein in full.*

EXHIBIT "C-3" (Cont)

2. That the relocation, construction, improvement and maintenance of the said McMinnville (Adams Street) Section of the Pacific Highway West and the highway facilities for which each of the said parcels of property is required and being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons having an interest in said parcels of real property as to the compensation to be paid for the taking; and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, the Chief Counsel or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 26th day of January, 1956, as Condemnation Resolution No. 574.

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*FOOTNOTE:

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 574, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C-4"

Minutes of January 26 and 27, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Washington County Line-Hillsdale Section of the Beaverton-Hillsdale Highway; and

WHEREAS, for the purpose of widening, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, two members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said Washington County Line-Hillsdale Section of the Beaverton-Hillsdale Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

EXHIBIT "C-4" (Cont)

2. That the widening, improvement and maintenance of the said Washington County Line-Hillsdale Section of the Beaverton-Hillsdale Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 26th day of January, 1956, as Condemnation Resolution No. 575.

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*FOOTNOTE:

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 575, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C-5"

Minutes of January 26 and 27, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Jumpoff Joe Creek-Grants Pass Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the "Throughway Law"; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement, and maintenance of any throughway or section thereof, or for a service road, may, in its

EXHIBIT "C-5" (Cont)

discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving, and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The State Highway Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Jumpoff Joe Creek-Grants Pass Section of the said Pacific Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property, except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A".*

3. That the relocation, construction, improvement and maintenance of the said Jumpoff Joe Creek-Grants Pass Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

EXHIBIT "C-5" (Cont)

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 26th day of January, 1956, as Condemnation Resolution No. 576.

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*FOOTNOTE:

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 576, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C-6"

Minutes of January 26 and 27, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Tillamook-Donaldson Creek Section of the Wilson River Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the "Throughway Law"; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement, and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is

necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving, and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The State Highway Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Tillamook-Donaldson Creek Section of the Wilson River Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Wilson River Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A".*

3. That the relocation, construction, improvement and maintenance of the said Tillamook-Donaldson Creek Section of the Wilson River Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels

EXHIBIT "C-6" (Cont)

of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 26th day of January, 1956, as Condemnation Resolution No. 577.

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*FOOTNOTE:

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 577, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C-7"

Minutes of January 26 and 27, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve, and maintain the West Fork Illinois River Bridge and East Fork Illinois River Bridge Sections of the Redwood Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said sections of said highway shall be

EXHIBIT "C-7" (Cont)

relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the "Throughway Law"; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement, and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving, and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The State Highway Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said West Fork Illinois River Bridge and East Fork Illinois River Bridge Sections of the Redwood Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interest therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

EXHIBIT "C-7" (Cont)

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated West Fork Illinois River Bridge and East Fork Illinois River Bridge Sections of the Redwood Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A".*

3. That the relocation, construction, improvement and maintenance of the said West Fork Illinois River Bridge and East Fork Illinois River Bridge Sections of the Redwood Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 26th day of January, 1956, as Condemnation Resolution No. 578.

*(See next page for footnote)

EXHIBIT "C-7" (Cont)

*FOOTNOTE:

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 578, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C-8"

Minutes of January 26 and 27, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: Rights of way, either for the original location or the widening, straightening or otherwise changing of any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, highway drainage, drainage tunnels; the elimination or prevention of hazardous points of entry from adjacent property to state highways; or the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the State Highway Commission plans and proposes to relocate, construct, improve and maintain the Dodson-Bonneville Section of the Columbia River Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of highway shall be relocated, constructed, improved and maintained under the provisions of, and within the meaning and for the accomplishment of the purposes declared and provided under, the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare

EXHIBIT "C-8" (Cont)

promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways in the state highway system and for the relocation, construction, improvement and maintenance of the said Dodson-Bonneville Section of the Columbia River Highway as a throughway, certain interests in or fee simple title to a certain parcel of real property. The said parcel of real property, or particular interests therein, needed and required, or which in the best interests of the State and the owner should be acquired, and the specific use to be made thereof, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Dodson-Bonneville Section of the Columbia River Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservation as is noted on the attached list marked Exhibit "A". *

3. That the relocation, construction, improvement and maintenance of the said Dodson-Bonneville Section of the Columbia River Highway and the highway facilities for which the said parcel of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcel of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcel of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or,

in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interest of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 26th day of January, 1956.

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*FOOTNOTE:

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 579, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C-9"

Minutes of January 26 and 27, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Ukiah-West Forest Boundary Section of the Ukiah-Hilgard Secondary Highway; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Ukiah-West Forest Boundary Section of the Ukiah-Hilgard Secondary Highway, fee simple title to certain parcels of real property. The said parcels of real property needed and required, or which in the best interests of the State and the owners should be acquired, and the specific use to be made thereof, are more particularly described in the attached list, marked Exhibit "A", under the Commission's respective file number and the name of the record owner or reputed owner; and said Exhibit "A" is by this reference adopted and made a part hereof as completely and fully as though set forth herein in full.*

EXHIBIT "C-9" (Cont)

2. That the relocation, construction, improvement and maintenance of the said Ukiah-West Forest Boundary Section of the Ukiah-Hilgard Secondary Highway and the highway facilities for which each of the said parcels of property is required and being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons having an interest in said parcels of real property as to the compensation to be paid for the taking; and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, the Chief Counsel or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 26th day of January, 1956, as Condemnation Resolution No. 580.

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*FOOTNOTE:

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 580, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C-10"

Minutes of January 26 and 27, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: Rights of way, either for the original location or the widening, straightening or otherwise changing of any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; the elimination or prevention of hazardous points of entry from adjacent property to state highways; or the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, the Highway Commission is required to designate, locate, relocate, construct and maintain in the State of Oregon a system of highways, including all necessary bridges and culverts; and

WHEREAS, for the purpose of constructing and maintaining certain sections of the state highway system, the real property hereinafter described is necessary for the acquisition of roadbuilding materials; and

WHEREAS, the Highway Commission is authorized to take fee simple title to said real property;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, fee simple title to a certain parcel of real property. The said parcel of real property needed and required, or which in the best interests of the State and the owners should be acquired, and the specific use to be made thereof, is more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner and the Commission's respective file number; and said Exhibit "A" is by this reference adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That the highway facilities for which the said parcel of property is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed, in a manner which will be most compatible with the greatest public good and the least private injury or damage.

EXHIBIT "C-10" (Cont)

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons having an interest in said parcel of real property as to the compensation to be paid for the taking, and that in the event no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcel of real property.

4. That upon the trial of any suit or action instituted to acquire the said real property, the Chief Counsel or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admissi[illegible] as in his judgment may be for the best interest of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of this Commission this 26th day of January, 1956, as Condemnation Resolution No. 581.

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*FOOTNOTE:

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 581, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C-11"

Minutes of January 26 and 27, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: Rights of way, either for the original location or the widening, straightening or otherwise changing of any highway, road or street; quarry sites, gravel pits, storage sites, stock-pile sites; the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; the elimination or prevention of hazardous points of entry from adjacent property to state highways; or the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the State Highway Commission plans and proposes to relocate, construct, improve and maintain the Valley Junction-Sheridan Section of the Salmon River Highway; and,

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions of, and within the meaning and for the accomplishment of the purposes declared and provided under, the said

EXHIBIT "C-11" (cont.)

Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and,

WHEREAS, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof or for a service road, the Highway Commission may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owner and the State are best served, even though the entire tract is not immediately needed for the highway proper; and,

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways in the state highway system and for the relocation, construction, improvement and maintenance of the said Valley Junction-Sheridan Section of the Salmon River Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owner should be acquired are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

EXHIBIT "C-11" (cont.)

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Valley Junction-Sheridan Section of the Salmon River Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked EXHIBIT "A".*

3. That the relocation, construction, improvement and maintenance of the said Valley Junction-Sheridan Section of the Salmon River Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 26th day of January, 1956.

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*(See next page for Footnote.)

*FOOTNOTE:

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 582, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "D"

Minutes of January 26 and 27, 1956

RESOLUTION

WHEREAS, ORS 366.800 provides that:

"There shall be and hereby are appropriated out of the highway fund annually such sums of money as will equal 10 percent of all moneys credited to the highway fund by the State Treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the highway fund by the State Treasurer under ORS 319.410, 481.540, 767.635 and from fines and penalties collected for violations of the motor vehicle and transportation laws. The appropriation shall be distributed among the several cities as provided in ORS 366.785 to 366.820."

AND, WHEREAS, ORS 366.805 provides:

"The appropriation specified in ORS 366.800 shall be allocated to the cities as follows:

(1) The sum of $250,000 shall be withdrawn from the appropriation each year and set up in a separate account to be administered by the commission.

(2) Such account shall be spent each year by the commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic.

(3) The commission shall determine the distribution of the expenditures after considering applications made to it therefor from the cities.

(4) The balance remaining in the appropriation after the withdrawal of the $250,000 shall be distributed to all the cities.

(5) Each city shall receive such share of the balance as its population bears to the total population of the cities."

AND, WHEREAS, ORS 366.810 provides that:

"Funds accrued and payable to cities under ORS 366.785 to 366.820 shall be remitted semiannually by the Secretary of State to the financial officer of each city. The funds appropriated shall be apportioned on a semiannual basis immediately following June 30 and December 31 of

EXHIBIT "D" (Cont)

each year by the commission, which shall certify the apportionment to the Secretary of State. Upon receipt of such certificate the Secretary of State shall issue his warrants therefor payable to the cities in the amounts set out."

WHEREAS, the funds or moneys which have been by the State Treasurer credited to the state highway fund during the period of July 1 to December 31, inclusive, of the year 1955, and which have accrued from the sources named herein, produced the following amounts:

Funds resulting under the provisions of ORS 481.540 (motor vehicle registration and operators' license fees) total.....	$ 4,548,895.63
Funds resulting under the provisions of ORS 319.410 (gasoline tax) total.....	18,991,326.53
Funds resulting under the provisions of ORS 767.635 (motor carrier fees) total.....	6,301,533.50
Funds resulting from fines and penalties collected for violations of the motor vehicle and transportation laws total.....	242,997.29
	$30,084,752.95

AND, WHEREAS, the statutory ten percent of said total produces for allocation and distribution by the Highway Commission to the benefited cities and towns a total of $3,008,475.30, from which sum there is to be deducted one-half of the sum of $250,000, or $125,000, thus leaving for allocation and distribution for the period July 1 to December 31, 1955, the sum of $2,883,475.30, and

WHEREAS, by applying the factors of allocation or distribution provided for in ORS 366.800 to 366.810, the State Highway Commission has determined upon an apportionment of said balance among the cities of the state as shown in the tabulation given below:

NOW, THEREFORE, be it and it hereby is resolved and ordered by this Commission as follows:

1. The Commission does hereby find, declare and order that the funds made available for allocation and distribution to the several cities of the State of Oregon pursuant to law, are hereby allocated and appropriated to the cities and/or towns named below in the amounts set opposite the names of the respective cities:

EXHIBIT "D" (Cont)

I. Cities of Populations 1,000 or more

City	Population	Amount
Albany	10,115	$ 37,851.88
Ashland	7,739	28,960.53
Astoria	12,331	46,144.50
Baker	9,471	35,441.94
Bandon	1,251	4,681.43
Beaverton	3,213*	12,023.54
Bend	11,409	42,694.23
Brookings	2,273*	8,505.91
Brownsville	1,175	4,397.03
Burns	3,093	11,574.48
Canby	2,035*	7,615.28
Canyonville	1,139*	4,262.31
Carlton	1,081	4,045.27
Central Point	1,909*	7,143.77
Coos Bay	6,223	23,287.42
Coquille	4,616*	17,273.78
Cornelius	1,145*	4,284.77
Corvallis	16,207	60,649.08
Cottage Grove	3,536	13,232.25
Dallas	4,793	17,936.14
Drain	1,150	4,303.48
Eastside	1,277*	4,778.73
Elgin	1,397*	5,227.79

EXHIBIT "D" (Cont)

City	Population	Amount
Empire	3,493*	$ 13,071.34
Enterprise	1,958*	7,327.14
Eugene	38,074*	142,478.76
Florence	1,655*	6,193.26
Forest Grove	4,973*	18,609.73
Garibaldi	1,249	4,673.95
Gladstone	3,263*	12,210.65
Gold Beach	1,437*	5,377.47
Grants Pass	8,116	30,371.32
Gresham	3,049	11,409.83
Heppner	1,648	6,167.07
Hermiston	3,804	14,235.15
Hillsboro	5,142	19,242.15
Hines	1,088*	4,071.46
Hood River	3,701	13,849.71
Independence	1,987	7,435.66
Jacksonville	1,193	4,464.39
John Day	1,597	5,976.22
Junction City	1,475	5,519.68
Klamath Falls	15,875	59,406.69
La Grande	8,635	32,313.50
Lakeview	2,831	10,594.04
Lebanon	5,873	21,977.68
Madras	1,258	4,707.63

EXHIBIT "D" (Cont)

City	Population	Amount
McMinnville	6,635	$ 24,829.19
Medford	19,050*	71,288.03
Mill City	1,792	6,705.94
Milton-Freewater	3,851	14,411.03
Milwaukie	5,253	19,657.53
Molalla	1,472*	5,508.45
Monmouth	1,956	7,319.65
Mount Angel	1,315	4,920.93
Myrtle Creek	2,436*	9,115.89
Myrtle Point	2,033	7,607.80
Newberg	3,946	14,766.54
Newport	4,422*	16,547.80
North Bend	7,200*	26,943.50
Nyssa	2,525	9,448.93
Oakridge	2,035*	7,615.28
Ontario	4,465	16,708.72
Oregon City	7,682	28,747.22
Oswego	4,219*	15,788.15
Pendleton	12,291*	45,994.81
Philomath	1,289	4,823.64
Pilot Rock	1,421*	5,317.60
Portland	249,085**	932,114.33
Port Orford	1,160*	4,340.90
Prineville	3,317*	12,412.72

EXHIBIT "D" (Cont)

City	Population	Amount
Rainier	1,285	$ 4,808.67
Redmond	2,956	11,061.81
Reedsport	3,038*	11,368.66
Riddle	1,054*	3,944.23
Rockaway	1,100*	4,116.37
Roseburg	11,117*	41,601.52
St. Helens	4,711	17,629.29
Salem	44,947*	168,198.58
Sandy	1,003	3,753.38
Seaside	3,886	14,542.01
Sheridan	1,922	7,192.42
Silverton	3,146	11,772.82
Springfield	12,436*	46,537.42
Stayton	2,041*	7,637.74
Sutherlin	2,737*	10,242.27
Sweet Home	3,603	13,482.98
The Dalles	9,864*	36,912.60
Tillamook	3,685	13,789.84
Toledo	2,749*	10,287.18
Union	1,307	4,890.99
Vale	1,518	5,680.59
Vernonia	1,521	5,691.82
Wallowa	1,055	3,947.97
Warrenton	1,896	7,095.12

EXHIBIT "D" (Cont)

City	Population	Amount
West Linn	3,581*	$ 13,400.65
Willamina	1,082	4,049.01
Winston	1,960*	7,334.62
Woodburn	2,579*	9,651.01
Wood Village	1,202*	4,498.07
	717,783	$2,686,054.24

* Population as determined by actual count made under supervision of Secretary of State or by federal census taken subsequent to the 1950 census.

** 2/3 of 1950 census, as defined in ORS 366.785 (3).

II. Cities of Populations Less than 1,000

City	Population	Amount
Adams	154	$ 576.29
Amity	672	2,514.73
Antelope	60	224.53
Arlington	686	2,567.12
Athena	750	2,806.62
Aumsville	281	1,051.55
Aurora	242	905.60
Banks	376	1,407.05
Barlow	75	280.66
Bay City	761	2,847.78
Boardman	120	449.06
Bonanza	259	969.22
Butte Falls	372	1,392.08
Canyon City	508	1,901.01

EXHIBIT "D" (Cont)

City	Population	Amount
Cascade Locks	733	$ 2,743.00
Cave Junction	298*	1,115.16
Chiloquin	909*	3,401.62
Clatskanie	901	3,371.68
Coburg	693	2,593.31
Columbia City	405	1,515.57
Condon	968	3,622.40
Cove	282	1,055.29
Creswell	768*	2,873.97
Culver	301	1,126.39
Dayton	719	2,690.61
Dayville	286	1,070.26
Delake	644	2,409.95
Detroit	274*	1,025.35
Donald	187	699.78
Dufur	422	1,579.19
Dundee	308	1,152.58
Eagle Point	607	2,271.49
Echo	457	1,710.16
Elkton	201	752.17
Estacada	854*	3,195.80
Fairview	438	1,639.06
Falls City	853	3,192.06
Fossil	645	2,413.69

EXHIBIT "D" (Cont)

City	Population	Amount
Gaston	368	$ 1,377.11
Gates	422	1,579.19
Gearhart	568	2,125.54
Gervais	457	1,710.16
Glendale	871	3,259.42
Gold Hill	619	2,316.39
Granite	40	149.69
Grass Valley	195	729.72
Haines	321	1,201.23
Halfway	312	1,167.55
Halsey	388	1,451.96
Hammond	522	1,953.40
Harrisburg	862	3,225.74
Helix	182	681.07
Hubbard	493	1,844.88
Huntington	733	2,743.00
Idanha	442	1,654.03
Imbler	149	557.58
Ione	333*	1,246.14
Island City	138	516.42
Jefferson	636	2,380.01
Jordan Valley	236	883.15
Joseph	666	2,492.27
Juntura	107	400.41

EXHIBIT "D" (Cont)

City	Population	Amount
Lafayette	662	$ 2,477.31
Lexington	237	886.89
Lonerock	38	142.20
Long Creek	288	1,077.74
Lostine	246*	920.57
Lowell	581*	2,174.19
Malin	592	2,215.35
Manzanita	339	1,268.59
Maupin	312	1,167.55
Merrill	835	3,124.70
Metolius	157	587.52
Mitchell	415	1,552.99
Monroe	362	1,354.66
Monument	228	853.21
Moro	359	1,343.43
Mosier	259	969.22
Mount Vernon	451	1,687.71
Nehalem	270	1,010.38
North Powder	403	1,508.09
Oakland	829	3,102.25
Oceanlake	731*	2,735.51
Paisley	214	800.82
Phoenix	746	2,791.65
Powers	895	3,349.23

EXHIBIT "D" (Cont)

City	Population	Amount
Prairie City	822	$ 3,076.05
Prescott	119	445.32
Richland	220	823.27
Rogue River	590	2,207.87
St. Paul	268*	1,002.90
Scappoose	659	2,466.08
Scio	448	1,676.48
Scotts Mills	217	812.05
Shaniko	61	228.27
Sherwood	659*	2,466.08
Siletz	570	2,133.03
Sisters	723	2,705.58
Sodaville	157	587.52
Stanfield	845	3,162.12
Sublimity	367	1,373.37
Summerville	73	273.18
Sumpter	146	546.35
Taft	450	1,683.97
Talent	739	2,765.45
Troutdale	514	1,923.47
Tualatin	329*	1,231.17
Turner	610	2,282.71
Umatilla	883	3,304.32
Waldport	689	2,578.34

EXHIBIT "D" (Cont)

City	Population	Amount
Wasco	305	$ 1,141.36
Waterloo	180	673.59
Weston	679	2,540.92
Wheeler	291	1,088.97
Yamhill	539	2,017.02
Yoncalla	626	2,342.59
Totals	52,756	$197,421.06

* Population as determined by actual count made under supervision of Secretary of State.

2. That a certified copy of this resolution be delivered to the Secretary of State for his use and guidance in the administration of said law with respect to the distribution of said funds.

3. That this resolution be entered in the minutes and records of the Commission as of January 26, 1956.

EXHIBIT "E"

Minutes of January 26 and 27, 1956

RESOLUTION

WHEREAS, pursuant to the provisions of ORS 366.810, there have been by the Oregon State Highway Commission apportioned to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Funds Accrued during first half, 1954:

Grass Valley	$ 555.26
North Powder	1,147.54
Shaniko	173.70
Sublimity	1,045.03

Funds Accrued during second half, 1954:

Helix	$ 640.11
Siletz	2,004.73
Sublimity	1,270.76

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper

EXHIBIT "E" (Cont)

officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 26th day of January, 1956.

EXHIBIT "F"

Minutes of January 26 and 27, 1956

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of State Highway projects have been completed according to the terms and provisions of said contracts and that said jobs are now ready for acceptance:

"Contract No. 3915 with Warren Northwest, Inc. for paving on the 92nd Avenue-Fairview Section of the T. H. Banfield Expressway in Multnomah County, completed November 28, 1955.

"Contract No. 3957 with Rogers Construction, Inc., for grading and paving on the Barbur Blvd.-Boones Ferry Road Unit, Barbur Blvd.-White School Section on the W. Portland-Hubbard Highway (Portland-Salem Expressway) in Multnomah, Washington and Clackamas Counties, completed September 30, 1955.

"Contract No. 4157 with E. C. Hall Co. and J. C. Compton Co. for paving on the Deady-South Umpqua River Unit, Deady-Shady Section of the Pacific Highway in Douglas County, completed October 6, 1955.

"Contract No. 4172 with Rogers Construction, Inc. for paving on the Clatskanie-Delena Section of the Columbia River Highway in Columbia County, completed November 9, 1955.

"Contract No. 4212 with E. C. Hall Co. & J. C. Compton Co. for paving on the S. Umpqua River-Shady Unit, Deady-Shady Section of the Pacific Highway in Douglas County, completed October 6, 1955.

"Contract No. 4239 with Ernest Ferrante & Co. for roadside improvement on the S. Umpqua River-Fairgrounds Unit, Deady-Shady Section of the Pacific Highway in Douglas County, completed November 9, 1955.

"Contract No. 4270 with the Colorado Fuel & Iron Corporation, Pacific Coast Division, for fencing on the 42nd Avenue-Sundial Section of the Columbia River Highway in Multnomah County, completed December 20, 1955.

"Contract No. 4278 with Earl L. McNutt for grading on the Olds Ferry-Ontario Section of the Old Oregon Trail Highway in Malheur County, completed October 15, 1955.

"Contract No. 4353 with Parker-Schram Co. for grading and paving on the St. Helens Paper Company-Mildreds Corner Section of the Kaster Road and Old Portland Road in Columbia County, completed September 21, 1955.

EXHIBIT "F" (Cont)

"Contract No. 4389 with C. E. Leseberg for grading and oil mat surfacing on the Arock-Highway Junction Section of the Arock County Road in Malheur County, completed October 25, 1955.

"Contract No. 4415 with Stevenson Construction Co. for grading and paving on the Hess Creek (Newberg) Section of the Pacific Highway West in Yamhill County, completed November 9, 1955.

"Contract No. 4432 with Asphalt Paving Co. for paving on the Chiloquin (Klamath Ave.) City Street Section in Klamath County, completed September 13, 1955.

"Contract No. 4435 with John R. Saxton for paving on the West Unit, Springfield-Walterville Section of the McKenzie Highway in Lane County, completed November 3, 1955.

"Contract No. 4456 with Columbia Empire Constructors, Inc. and P. S. Lord, Mechanical Contractors for constructing Wagner Creek culvert and Bear Creek Bridges on the Valley View County Road in Jackson County, completed December 31, 1955.

"Contract No. 4465 with K. F. Jacobsen & Co., Inc. for grading and paving on the Park Avenue-Gladstone Section of the Oatfield Road in Clackamas County, completed December 8, 1955.

"Contract No. 4529 with Vern Hoaglin for constructing guardrail on the West Unit, Weston-Weston Mountain Section of the Weston-Elgin Highway in Umatilla County, completed December 11, 1955.

"Contract No. 4565 with M. C. Lininger & Sons for furnishing crushed materials in stock pile on the Spring Creek Hill-Klamath Falls Section of The Dalles-California Highway in Klamath County, completed December 14, 1955.

THEREFORE, BE IT RESOLVED that the work covered by State Highway Contracts for the construction of said State Highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

BE IT FURTHER RESOLVED that this Contracts Completed Resolution No. 49 shall be entered in the minutes and records of the Commission as of the 26th day of January, 1956.

EXHIBIT "G-1"

Minutes of January 26 and 27, 1956

RESOLUTION

WHEREAS, the Highway Commission has found it necessary and desirable to relocate that section of the Columbia River Primary Highway No. 2 in Columbia County known as the Clatskanie-Delena Section, the westerly terminus of which is at Highway Engineer's Survey Station 1674+00 and the easterly terminus of which is at Highway Engineer's Survey Station 2053+06.09 on the relocated highway; and

WHEREAS, as a consequence of the relocation of said section of highway, portions or units of the old right of way have been eliminated from the boundaries of the relocated highway and are no longer needed for state highway purposes; and

WHEREAS, Columbia County, the City of Clatskanie, and the State Highway Commission entered into an agreement under date of May 13, 1953, relating to the disposition to be made of the eliminated portions, therein and hereinafter referred to as Units "A" and "B"; and

WHEREAS, the said agreement provided that after the relocation was completed and opened to public travel Units "A" and "B" would be abandoned as part of the Old Oregon Trail Highway to Columbia County by the State Highway Commission; that Unit "B" would be maintained thereafter by said County as part of the county road system; and that Unit "A", being within the city limits of Clatskanie, would be relinquished by the County to the City and be maintained thereafter by the City as part of the city street system; and

WHEREAS, it is the judgment of the Highway Commission that certain portions of the former right of way of the Clatskanie-Delena Section of the Columbia River Highway, together with other real property acquired by the state for roadway right of way and other public purposes, are needed and are valuable for right of way purposes and public use; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon its records the disposition made of the portions or units of the former right of way of said highway referred to herein as Units "A" and "B" as well as the property affected by reason of the said relocation; and

WHEREAS, that section of the Columbia River Primary Highway No. 2 located in Columbia County and known as the Clatskanie-Delena Section, the westerly terminus of which is at Highway Engineer's Survey Station 1674+00 and the easterly terminus of which is at Highway Engineer's Survey Station 2053+06.09 on the relocated highway, has been completed and opened to public travel;

EXHIBIT "G-1" (Cont)

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The portions or units of the old right of way which by reason of the relocation of the said section of highway are no longer within the boundaries of the new right of way and which are identified as Unit "A" as shown colored in blue on the map attached hereto, which is marked Exhibit "A" and by this reference made a part hereof; and Unit "B" as shown colored in red on the said map attached hereto, are more particularly described as follows:*

Unit "A"

All the land situated within the right of way boundaries of the Columbia River Highway as formerly routed, beginning at the northerly right of way line opposite Highway Engineer's Survey Station L 1679+23 of said highway as relocated in the northwest quarter of the southeast quarter (NW$\frac{1}{4}$ - SE$\frac{1}{4}$), Section 8, Township 7 North, Range 4 West, W. M.; thence northerly via said highway as formerly routed to the northerly city boundary of the City of Clatskanie.

Unit "B"

All the land situated within the right of way of the Columbia River Highway as formerly routed, beginning on said highway as formerly routed at the northerly city boundary of the City of Clatskanie; thence easterly via said highway as formerly routed to the northerly right of way line opposite Highway Engineer's Survey Station 2046+30 of said highway as relocated in the southeast quarter of the southwest quarter (SE$\frac{1}{4}$ - SW$\frac{1}{4}$), Section 9, Township 7 North, Range 3 West, W. M.

2. That, pursuant to the aforesaid agreement entered into with Columbia County and the City of Clatskanie on the 13th day of May, 1953, Units "A" and "B" are hereby duly abandoned as part of the Columbia River Highway and the State Highway System, and all right, title and interest which the State had in the right of way of Units "A" and "B" herein described is hereby confirmed and vested in the said Columbia County effective October 27, 1955, provided, however, that the county, pursuant to and under the provisions of ORS 373.270, shall surrender to the City of Clatskanie complete jurisdiction and control over Unit "A", and the same shall thereafter be maintained by the city as a city street. Units "A" and "B" are shown on the map attached hereto and marked Exhibit "A" and by this reference made a part hereof.*

EXHIBIT "G-1" (Cont)

3. That the area shown colored in green on the said Exhibit "A" includes right of way acquired for the said relocated section of highway. It also includes some parts or areas of the old right of way not now incorporated with the boundaries of the right of way proper. In connection with the area colored in green, it is the judgment and finding of the Commission that all of said area is, and will be needed for right of way and other highway purposes and uses. Therefore, the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said Exhibit "A" shall be retained and held by the State.*

4. This Abandonment and Retention Resolution No. 275 be entered in the minutes and records of the Oregon State Highway Commission as of the 26th day of January, 1956, and the Secretary is ordered to mail a duly certified copy hereof to the Columbia County Court and to the City of Clatskanie.

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*FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 275 under the heading "Abandonment and Retention Resolutions" and said map by this reference is made part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "G-2"

Minutes of January 26 and 27, 1956

RESOLUTION

WHEREAS, Union County has advised the Highway Department that it is willing to assume jurisdiction and control over a spur of the Ukiah-Hilgard State Secondary Highway No. 341, hereinafter described; and

WHEREAS, the present Ukiah-Hilgard State Secondary Highway No. 341 was designated as such by the Oregon State Highway Commission on April 1, 1954, and is described as "Beginning at a junction with the Pendleton-John Day Highway at Milepost 49.63 near Ukiah; thence northeasterly to a junction with the Old Oregon Trail Highway at Milepost 279.04 near Hilgard, including the Starkey Connection, a total distance of approximately 51.26 miles"; and

WHEREAS, Union County has consented to assume jurisdiction and control of the Starkey Connection thereof, beginning at Milepost 13.70 of the Ukiah-Hilgard Highway, thence southerly to Milepost 17.00 at Starkey, provided that the State will perform snow removal for the County on the abandoned section, for which work the State will be reimbursed by Union County; and

WHEREAS, by authority contained in ORS 366.300 whenever the Commission relocates or realigns a state highway or section thereof and a part thereof is eliminated, the same may be maintained by the Commission at State expense or by the County or by the State and County upon such terms and conditions as may be agreed upon.

NOW, THEREFORE, based upon the power and authority vested in the State of Oregon, it is hereby resolved and ordered:

That the section or unit of Ukiah-Hilgard State Secondary Highway No. 341, known as the Starkey Connection and described as "Beginning at Milepost 13.70 of the existing Ukiah-Hilgard Highway, and running thence southerly via the Starkey Connection to Milepost 17.00 at Starkey", as shown in red on that Exhibit marked Exhibit "A", attached hereto and by these premises made a part hereof by reference is hereby duly abandoned as part of the Ukiah-Hilgard State Secondary Highway No. 341, and that all right, title, and interest which the State has in the right of way of said unit herein described hereby passes to and vests in the said Union County.*

That this Resolution be entered in the minutes and records of the Commission on the 26th day of January, 1956, as Abandonment and Retention Resolution No. 313, and that the Secretary mail a duly certified copy thereof to the County Clerk of Union County.

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*FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 313 under the heading "Abandonment and Retention Resolutions" and said map by this reference is made part of this minute entry to the same extent as if copied in full herein.

January 26, 1956

EXHIBIT "H"

Minutes of January 26 and 27, 1956

RESOLUTION

WHEREAS, the Highway Commission entered into an agreement dated January 21, 1954 as amended on the 4th day of January, 1956, for the improvement of a portion of Sunset Highway; and

WHEREAS, said agreement provided that the State would acquire the right of way for the contemplated project and pursuant thereto acquired fee simple title to certain real property southerly of Sunset Highway and westerly of S. W. Humphrey Boulevard for the purpose of relocating the said S. W. Humphrey Boulevard; and

WHEREAS, it was provided in said agreement as amended that the State would relinquish fee simple title to that portion of the real property hereinafter described upon which S. W. Humphrey Boulevard has been relocated for county road purposes; and

WHEREAS, under ORS 271.330 the State is authorized to relinquish title to any of its property not needed for public use to a political subdivision within the State, providing such property shall be used and continue to be used for a public purpose; and

WHEREAS, the real property hereinafter described is not needed for State Highway purposes and it is to the best interest of the public that the same be relinquished to Multnomah County to be used and to continue to be used for a public purpose.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission that:

1. The hereinafter described real property now belonging to the State of Oregon, by and through its State Highway Commission, be relinquished to Multnomah County to be used and to continue to be used for a public purpose, and that this be accomplished by executing and delivering a good and sufficient deed relinquishing to Multnomah County the real property described as follows:

> A parcel of land lying in Section 6, Township 1 South, Range 1 East, W.M., Multnomah County, Oregon and being a portion of that property conveyed by those deeds to the State of Oregon by and through its State Highway Commission, recorded in Book 1325, Page 562, and Book 1503, Page 402, also Book 1591, Page 328, of Multnomah County Records of Deeds. The said parcel being that portion of said State of Oregon property included in a strip of land 80 feet in width, 40 feet on each side of the center line of Humphrey Boulevard as said boulevard has been relocated, which center line is described as follows:

EXHIBIT "H" (Cont)

Beginning at O. S. H. D. Engineer's center line Station HB^{2}154+37. 86 P. C. which equals County Road Department Station 154+32. 37 B. C. which point is 968. 39 feet North and 465. 15 feet east of the south quarter corner of said Section 6; thence along a 30° curve to the left having a 190. 99 foot radius, through an arc of 263. 01 feet from a tangent bearing N 10°06'W O. S. H. D. equals N 10° 07'W County Road Department to Station HB^{2}157+00. 87 P. T. ; thence N 89°00' W a distance of 529. 86 feet to Station HB^{2}162+30. 73 P. C. ; thence along a 10° curve to the left having a 572, 96 foot radius through an arc of 116. 67 feet to Station HB^{2}163+47. 40 P. T. ; thence S 79°20' W a distance of 179. 78 feet to Station HB^{2}165+27. 18 P. C. which Station is the westerly end of said strip of land that lies at right angles to said center line.

The parcel of land to which this description applies contains 1. 45 acres.

2. This Resolution be entered in the minutes and records of the Highway Commission this 26th day of January, 1956, as Miscellaneous Resolution, File No. 181.

EXHIBIT "I-1"

Minutes of January 26 and 27, 1956

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: PACIFIC HIGHWAY WEST (Benton County)

Highway number 1W Route number US99W

M.P. 86.26 (south city limits of Corvallis)	to	M.P. 88.57 (Keiger Island Road)	40 MPH

EXCEPT THAT BETWEEN

a point 0.07 mile north of Lincoln Lane (M.P. 86.99) and a point 0.10 mile south of Lincoln Lane (M.P. 87.16), the indicated speed shall be 20 miles per hour during the hours of school crossings in accordance with the provisions of Subsection 1.a. of ORS 483.104.

EXHIBIT "I-1" (Cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 220 be entered in the minutes and records of the Commission as of the 26th day of January, 1956.

EXHIBIT "I-2"

Minutes of January 26 and 27, 1956

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: PACIFIC HIGHWAY EAST (Linn County)

Highway number 1E Route number US99E

M. P. 84.35 (0.49 mile north of the road to Oakville)	to M. P. 85.45 (0.36 mile south of "B" Street in Tangent)	45 MPH

EXCEPT THAT

from a point 100 feet south of "B" Street (M. P. 85.11) to a point 0.26 mile south of "B" Street (M. P. 85.35), the indicated speed shall be 20 miles per hour during the hours of school crossings in accordance with the provisions of Subsection 1.a., ORS 483.104.

EXHIBIT "I-2" (Cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways, particularly as pertains to Speed Limit Resolution No. 56, adopted by the State Highway Commission on January 23, 1951, which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 221 be entered in the minutes and records of the Commission as of the 26th day of January, 1956.

EXHIBIT "J-1"

Minutes of January 26 and 27, 1956

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make complete and final surveys of the route and location of the Harris Beach-Brookings Section of the Oregon Coast Highway in Curry County, and of the Davis Creek-Bethel Creek Section of the Oregon Coast Highway in Coos County, and in connection therewith to prepare maps showing the route and location of said sections and to file said maps, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said surveys and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said surveys, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That the survey of the Harris Beach-Brookings Section of the Oregon Coast Highway, beginning at Highway Engineer's Station 684+50 near Harris Beach Park and extending in a southerly direction to Highway Engineer's Station 749+71, approximately one mile north of the Chetco River, together with the map which for identification purposes bears Map File No. 7B-36-20, and the date of January, 1956, (Drawing No. 1R-5-859), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

1-a. That the survey of the Davis Creek-Bethel Creek Section of the Oregon Coast Highway beginning at Highway Engineer's Station 508+00, a short distance south of Davis Creek and extending in a southerly direction to Highway Engineer's Station 537+62 at Bethel Creek, together with the map which for identification purposes bears Map File No. 7B-36-15 and the date of January, 1956, (Drawing No. 1R-5-856), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That when said highway sections are permanently constructed, the same shall be done in accordance with said surveys and locations unless otherwise directed or ordered by the Commission.

EXHIBIT "J-1" (Cont)

3. That the approval and adoption of said surveys shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the construction, reconstruction, or improvement of the highway along and over said surveys. Said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right of Way Department to proceed promptly with the acquisition of rights of way pursuant to the normal and approved method.

4. That heretofore by resolution of this Commission dated February 17, 1953, said Harris Beach-Brookings Section of the Oregon Coast Highway and said Davis Creek-Bethel Creek Section of the Oregon Coast Highway have been designated as throughways within the meaning and purpose of ORS 374.005, commonly known as the "Throughway Law", and, for the reasons stated therein, the above-named sections of said highway should be and it is hereby directed that the construction of the same shall be accomplished pursuant to and within the meaning and scope of said law except any portion of said sections which had more than ten commercial businesses abutting thereon catering to the motoring public in any one mile as of the date said sections of highways were designated as throughways.

5. That this resolution be entered in the minutes and records of the Commission as of the 26th day of January, 1956, as Survey Resolution No. 136.

EXHIBIT "J-2"

Minutes of January 26 and 27, 1956

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make complete and final surveys of the route and location of the:

1. Newberg-Gerin Corner Section of the Hillsboro-Silverton Secondary Highway in Yamhill and Marion Counties.

2. Rink Creek-Myrtle Point Section of the Coos Bay-Roseburg Highway in Coos County.

3. Catching Slough-Chandler Bridge Section of the Coos River Secondary Highway in Coos County.

4. Yellow Creek Section of the Powers Secondary Highway in Coos County.

5. Vine Maple Bridge Section of the Fishhawk Falls Secondary Highway in Clatsop County, and in connection therewith to prepare maps showing the route and location of each of said highway sections and to file said maps, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said surveys and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said surveys, field notes and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1-a. That the survey of the Newberg-Gerin Corner Section of the Hillsboro-Silverton Highway beginning at Engineer's Station 0+00 at an intersection with the Pacific Highway West in the City of Newberg and extending in an easterly and southerly direction to Highway Engineer's Station 231+00 at Gerin Corner approximately 1.5 miles south of the Willamette River, together with the map which for identification purposes bears Map File No. 8B-1-5 and the date of January, 1956, (Drawing No. 1R-5-866) field notes and other engineering data submitted by the Engineer hereby is approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

EXHIBIT "J-2" (Cont)

1-b. That the survey of the Rink Creek-Myrtle Point Section of the Coos Bay-Roseburg Highway beginning at Highway Engineer's Station 97+08, approximately one-half mile south of Rink Creek and extending in a southerly direction to Highway Engineer's Station 463+60 in the City of Myrtle Point, together with the map, which for identification purposes bears Map File No. 7B-36-19, and the date of January, 1956, (Drawing No. 1R-3-1106), field notes and other engineering data submitted by the Engineer hereby is approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

1-c. That the survey of the Catching Slough-Chandler Bridge Section of the Coos River Secondary Highway beginning at Highway Engineer's Station 0+00, approximately one-half mile west of Catching Slough and extending in an easterly direction to Highway Engineer's Station 98+69 near the south bank of the Coos River, together with the map which for identification purposes bears Map File No. 6B-20-6, and the date of January, 1956, (Drawing No. 1R-5-850), field notes and other engineering data submitted by the Engineer hereby is approved, and and Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

1-d. That the survey of the Yellow Creek Section of the Powers Secondary Highway beginning at Highway Engineer's Station 574+70, a short distance north of Yellow Creek and extending in an easterly and southerly direction to Highway Engineer's Station 597+44.30, P.T. back equals 596+82.00 P.O.T. ahead, a short distance south of Yellow Creek together with the map which for identification purposes bears Map File No. 7B-35-9, and the date of November, 1955, (Drawing No. 1R-5-822), field notes and other engineering data submitted by the Engineer hereby is approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

1-e. That the survey of the Vine Maple Bridge Section of the Fishhawk Falls Secondary Highway, beginning at Highway Engineer's Station 9+22.83, a short distance north of the Nehalem River and extending in a southerly direction to Highway Engineer's Station 32+00, a short distance south of the Nehalem River Crossing, together with the map which for identification purposes bears Map File No. 7B-36-5, and the date of January, 1956 (Drawing No. 1R-5-846), field notes and other engineering data submitted by the Engineer hereby is approved and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That when said highway sections are permanently constructed, the same shall be done in accordance with said surveys and locations unless otherwise directed or ordered by the Commission.

EXHIBIT "J-2" (Cont)

3. That the approval and adoption of said surveys shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the construction, reconstruction, or improvement of the highways along and over said surveys. Said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right of Way Department to proceed promptly with the acquisition of rights of way pursuant to the normal and approved method.

4. That this resolution be entered in the minutes and records of the Commission as of the 26th day of January, 1956 as Survey Resolution No. 137.

EXHIBIT "K"

Minutes of January 26 and 27, 1956

RESOLUTION

WHEREAS, pursuant to ORS 366.205, the State Highway Commission has jurisdiction and control over all state parks; and

WHEREAS, pursuant to ORS 366.345(2), the State Highway Commission may develop, construct, improve, operate, and maintain park facilities in a manner as will best afford the motoring public necessary conveniences and accommodations; and

WHEREAS, pursuant to ORS 366.350, the State Highway Commission may make regulations and provisions for the use and administration of such facilities, including reasonable charges for the use of accommodations provided in such parks and areas; and

WHEREAS, for the purpose of maintaining and operating such accommodations for the benefit of the motoring public, it is the judgment of the Commission that reasonable charges should be made; and

WHEREAS it is the purpose of the Highway Commission to take official action and impress upon its records the rates and charges so set;

NOW THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

(1) That the Commission does hereby find and declare that the following charges are reasonable, such charges being necessary to defray the cost of special services and supplies furnished in connection with the use of accommodations in certain park facilities, to wit:

OREGON STATE PARKS DIVISION
RATES FOR PARK FACILITY USE
1956

I. CAMPING FEES

A. GROUP USE - ORGANIZATIONS

1.	Silver Falls Youth Camp, Silver Falls State Park. Season June 1 to Labor Day. Camper Capacity - 100	$700.00
2.	Smith Creek Youth Camp, Silver Falls State Park. Season June 1 to Labor Day. Camper Capacity - 50	350.00

EXHIBIT "K" (Cont)

3.	North Falls Youth Camp, Silver Falls State Park. Season June 1 to Labor Day. Camper Capacity - 150. No charge in accordance with agreement dated September 26, 1955.	No charge
4.	Intermediate permit: 2-8 weeks, North Falls Camp, Silver Falls State Park per week per camper, including staff and help.	.75
5.	Short-term permit: (up to 2 weeks) Silver Falls and Smith Creek Youth Camps, Silver Falls State Park.	
	Opening and closing camp when the time required for both opening and closing by the representative of the department at the camp is not in excess of two hours.	$ 5.00
	Opening and closing camp when the time required for both opening and closing by the representative of the department at the camp is in excess of two hours is Two Dollars per hour for each hour or fraction thereof in excess of the first two hours.	2.00
	Each person per night	.25
6.	Short-term permit: (up to 2 weeks) North Falls Youth Camp, Silver Falls State Park, also at Emigrant Springs and Battle Mountain State Parks.	
	Opening and closing camp when the time required for both opening and closing by the representative of the department at the camp is not in excess of two hours.	3.00
	Opening and closing camp when the time required for both opening and closing by the representative of the department at the camp is in excess of two hours is Two Dollars per hour for each hour or fraction thereof in excess of the first two hours.	2.00
	Each person per night.	.15

Fuel, propane gas, miscellaneous materials, breakage and losses will be charged at cost.

EXHIBIT "K" (Cont)

B. GROUP USE - GENERAL (Any Park)

1. Short-term permit, open area group camping. 20 persons or less - first night.	3.00
Each person over 20 for the first night, and per person each night thereafter.	.05

C. INDIVIDUAL, FAMILY, AND GROUP OVERNIGHT CAMPERS

1. Improved camps where water, fuel, toilet, are provided, per night per car.	1.00
Per night per car and trailer.	$1.25
2. Unimproved camps with table, stove, but water and sanitary facilities some distance away; or for areas outside of improved camp.	.75

II. BATHHOUSE FEES

A. JESSIE M. HONEYMAN STATE PARK

1. Children 14 years of age and under.	.20
2. Over 14 years of age.	.40
3. Season tickets - Children under 14 years of age.	4.00
4. Season tickets - Over 14 years of age.	6.00
5. Red Cross Swimming Classes - Children under 14 years of age, 8:00-11:00 a.m.	Free of charge

III. LANTERN FEES

A. LAVA RIVER CAVES STATE PARK

1. State-owned lanterns used for visiting the caves.	.10

IV. STOVE METER CHARGES

A. ANY PARK SO FACILITATED

1. Meter-controlled units - approximately 30 minutes of electricity or gas.	.10

(2) That the above charges shall be posted within the main entrance of the above park facilities.

EXHIBIT "K" (Cont)

(3) That said charges are to take immediate force and effect for the year 1956.

(4) That this resolution be duly entered in the minutes and records of the Commission this 26th day of January, 1956, as State Parks Resolution No. 4.

EXHIBIT "L"

Minutes of January 26 and 27, 1956

RESOLUTION

WHEREAS, the State Highway Commission has relocated and realigned the Pacific Highway No. 1 (U.S. 99) in Douglas County between Anlauf and Shady Point; and

WHEREAS, said relocation has made it possible to remove certain portions of the old Pacific Highway from the route of the Pacific Highway; and

WHEREAS, the redesignation of those portions of the old route of the Pacific Highway eliminated by the said relocation (in the manner hereafter set forth) as secondary state highway or as extensions of primary state highways is in the best interests of the people of the State of Oregon and the motoring public;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the present old route of the Pacific Highway No. 1 (U.S. 99) from the point where said highway is intersected by the Umpqua Highway No. 45 in Drain to its intersection with the relocated Pacific Highway in Anlauf at or near Mile Post 155.74 of said relocated Pacific Highway is redesignated as an extension of the Umpqua Highway, said Umpqua Highway shall retain its present designation and classification as a primary state highway, its route and termini being hereafter described as follows:

> From a junction with the Oregon Coast Highway in Reedsport, easterly via Scottsburg and Elkton to a junction with Pacific Highway at or near Anlauf.

That portion of the old route of the Pacific Highway redesignated as a part of the Umpqua Highway is shown colored in purple on the map attached hereto, marked Exhibit "A", and by this reference made a part hereof.*

2. That the present old route of the Pacific Highway No. 1 (U.S. 99) from the point where said highway is intersected by the Umpqua Highway No 45 in Drain to its intersection with the relocated Pacific Highway at or near Mile Post 168.19 of said relocated Pacific Highway is redesignated as the Drain-Yoncalla Secondary State Highway No. 236, to be hereafter maintained as a secondary state highway of the state highway system, its route and termini being described as follows:

> Beginning at a junction with the Umpqua Highway No. 45 in Drain, thence southerly via Yoncalla to a junction with the

EXHIBIT "L" (Cont)

relocated Pacific Highway No. 1 near Yoncalla a distance of approximately 8.06 miles.

That portion of the old route of the Pacific Highway redesignated as the Drain-Yoncalla Secondary State Highway is shown colored in green on Exhibit "A" attached hereto.*

3. That the present route of the old Pacific Highway No. 1 (U.S. 99) from its intersection with the relocated Pacific Highway at or near Mile Post 177.99 of said relocated Pacific Highway near Oakland to its intersection with the relocated Pacific Highway near Shady Point is redesignated as the Oakland-Shady Secondary State Highway No. 234, to be hereafter maintained as a secondary state highway of the state highway system, its route and termini being hereafter described as follows:

Beginning at a junction with the relocated Pacific Highway near Oakland; thence southerly via Oakland, Sutherlin, and Roseburg to a junction with the relocated Pacific Highway near Shady Point, a distance of approximately 22.26 miles.

That portion of the old route of the Pacific Highway redesignated as the Oakland-Shady Secondary State Highway is shown colored in red on Exhibit "A" attached hereto. *

4. That this resolution be entered in full in the minutes and records of the Commission this 26th day of January, 1956.

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*FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 35 under the heading "Secondary Highway Designations" and said map by this reference is made part of this minute entry to the same extent as if copied in full herein.

Portland, Oregon
March 1, 1956

The State Highway Commission met in regular session at 9:00 a.m. in the Queens Room of the Imperial Hotel.

Present were:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, Deputy State Highway Engineer
W. W. Stiffler, Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
Robert L. May, Jr., Assistant Chief Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

Commissioner M. K. McIver was excused.

Also present were the following representatives of the Washington State Highway Commission and the Washington Toll Bridge Authority:

R. E. Hensel, Highway Commissioner
Ernest Huntley, Highway Commissioner
William A. Bugge, Director of Highways
Ray Dinsmore, Assistant Director of Highways
William Bailey, District Engineer
Darrell Hedges, Secretary, Washington Toll Bridge Authority
Herbert Higgins, Engineer, Toll Facilities, Toll Bridge Authority
Richard Thorgrimson, Representing Preston, Thorgrimson and Horowitz, Seattle, Bond Counsel for the Washington Toll Bridge Authority.

Bids as follows for highway construction were opened and read aloud by the Secretary who then announced that the awards of contracts would be made in the same room at 4:00 p.m.

MULTNOMAH COUNTY, OREGON
CLARK COUNTY, WASHINGTON
NEW INTERSTATE AND OREGON SLOUGH BRIDGES OVER COLUMBIA RIVER, BETWEEN PORTLAND, OREGON, AND VANCOUVER, WASH.

Guy F. Atkinson Co., San Francisco, Calif. Alt "B" + Alt."B"	$6,681,940.00
Peter Kiewit Sons Co., Vancouver, Wash. Alt "A" + Alt "A"	6,778,815.00
M & K Corp. and Ben C. Gerwick, Inc., San Francisco, Calif., Alt "A" + Alt "A"	7,168,952.00

New Interstate and Oregon Slough Bridges-Cont.

Gilpin Const. Co. and Associates, Portland, Alt "A" + Alt "A"	$7,435,720.00
Kuckenberg Const. Co., Portland *, Alt "A" + Alt "A"	7,603,080.00

*If bidder is successful bidder on this project will form a joint venture with Manson Const. and Engineering Co. of Seattle, Washington.

BAKER COUNTY
STONE BASE AND OILING MUDDY CREEK SCHOOL-HAINES JCT. AND MIDDLE UNIT, ROCK CREEK-HAINES SECTIONS OF THE MUDDY CREEK AND ROCK CREEK COUNTY ROADS

Babler Bros., Inc., Portland	$ 51,147.00
Arthur Simonsen & Co., Baker	55,973.00

CURRY COUNTY
MUSSEL CREEK SLIDE CORRECTION PROJECT ON OREGON COAST HIGHWAY

Glen Ousley, Eugene	$ 28,458.50
Q. L. Rufener, Inc., Portland	34,085.00
Alvin P. Parker & F. E. Wilburn, Springfield	37,765.50
Funderburk Constr. Corp., Sutherlin	40,540.00
L. C. Daniel & Floyd Grahm Constr. Co., Eugene	42,450.00
Fred H. Stegeman & Assoc., Lebanon	45,140.00
Walter Goodat, Portland	53,742.00

DOUGLAS COUNTY
GLENDALE (PACIFIC AVE.) PAVING PROJECT

Warren Northwest, Inc., Portland	$ 7,126.00
Roseburg Paving Co., Roseburg*	7,466.00
The Central Heating Co., Ore. Ltd., Eugene	8,808.00
Rogue River Paving Co., Medford	9,362.00

*Will accept this project only if also awarded Riddle (Main Street) Paving Project.

DOUGLAS COUNTY
RIDDLE (MAIN ST.) GRADING AND PAVING PROJECT

Warren Northwest, Inc., Portland	$ 13,370.00
Roseburg Paving Co., Roseburg*	14,637.00
The Central Heating Co., Ore. Ltd., Eugene	17,123.60

*Bidder will accept award of this project only in the event he is awarded the Glendale Paving Project also.

JOSEPHINE COUNTY
CONCRETE DECK GIRDER BRIDGE OVER WEST FORK OF ILLINOIS RIVER

Tom Lillebo, Reedsport	$140,243.00
P. S. Lord Mechanical Contractors, Portland	141,525.00
Hamilton & Thoms, Eugene	155,704.00

KLAMATH COUNTY
LITTLE DESCHUTES RIVER BRIDGE WIDENING ON THE WILLAMETTE HIGHWAY

Roger Holmes, Olympia, Washington	$ 13,955.00
R. H. Jones, Hillsboro	14,970.00
C. P. Patterson, Redmond	15,202.50
Concrete Structures, Portland	16,162.50

LINCOLN COUNTY
CONCRETE AND STEEL GIRDER BRIDGE OVER YAQUINA RIVER AT TOLEDO

Tom Lillebo, Reedsport	$149,059.00
The Gilpin Constr. Co.	150,899.00
C. J. Eldon, Portland	152,926.00
Lee Hoffman, Beaverton	158,508.00

LINCOLN COUNTY
NEWPORT ROCK PRODUCTION ON THE OREGON COAST AND CORVALLIS-NEWPORT HIGHWAYS

Barney B. Helser, Beaverton	$ 42,240.00
Calkins Crushing Co., Oceanlake	52,000.00
J. N. Conley, Portland	53,940.00
E. C. Hall Co., Portland	56,455.00

MALHEUR COUNTY
ADRIAN ROCK PRODUCTION PROJECT ON 4 HIGHWAYS, NEAR ADRIAN

Quinn Bros. and Robbins, Inc., Boise, Idaho	$ 14,935.00
C. E. Leseberg, Nyssa	15,384.50
N. A. Toole Constr. Co., Ontario	18,017.50
Richard Beshey, Parma, Idaho *	20,790.00

*Bidder will accept award of only one project at this or March 2 letting.

MARION COUNTY
STAYTON-SUBLIMITY OVERCROSSING & MILL CREEK BRIDGE

Tom Lillebo, Reedsport	$ 71,274.00
P. S. Lord Mechanical Contractor, Portland	76,212.40

March 1, 1956

Stayton-Sublimity Overcrossing and Mill Creek Bridge-Cont.

Babler Bros., Inc., Portland	$ 79,520.00
Schrader Constr. Co., Portland	92,280.00

MULTNOMAH COUNTY
GRADING AND PAVING S. E. STARK ST. -POWELL VALLEY ROAD SECTION OF EAST BURNSIDE ROAD

Warren Northwest, Inc., Portland	$125,665.50
Oregon Asphaltic Paving Co., Portland	139,408.50
Vernie Jarl, Gresham	141,814.00
Parker Schram Co., Portland	157,926.50

MULTNOMAH COUNTY
INSTALLATION OF TRAFFIC SIGNALS ON MT. HOOD HIGHWAY (E. POWELL BLVD.)

W. R. Grasle, Portland	$ 10,862.00
Rochat Electric, Portland	11,235.00
Trowbridge Electric Co., Roseburg	11,650.00
A. R. Johnson Electrical Contracting, Portland	14,472.00
Steeck Electric Co., Roseburg	14,960.00

MULTNOMAH, CLACKAMAS AND WASHINGTON COUNTIES
PORTLAND AREA AERIAL PHOTOGRAPHY AND MOSAIC PROJECT

Delano Aerial Surveys, Portland	$ 11,830.00
H. G. Chickering, Jr., Photogrammeterist, Inc., Eugene	15,378.50

UNION AND BAKER COUNTIES
LA GRANDE-NORTH POWDER PAVEMENT SEALING AND ROCK PRODUCTION PROJECT ON OLD OREGON TRAIL

Arthur Simonsen Co., Baker	$ 97,142.50

WASHINGTON COUNTY
GRADING AND PAVING CORNELIUS-HILLSBORO UNIT, FOREST GROVE-HILLSBORO SECTION OF TUALATIN VALLEY HIGHWAY

Warren Northwest, Inc., Portland	$401,671.50
Parker-Schram Co., Portland	427,889.00
Vernie Jarl, Gresham	453,487.00
Central Paving Co. and Calkins Crushing Co., Inc., Independence	468,272.50
Rogers Constr., Inc., Portland	469,326.00
E. C. Hall Co. and J. C. Compton Co., Portland	486,120.50
Porter W. Yett Co., Portland	486,514.80

The Parks Superintendent reported on the following park matters:

1. Acceptance of a quitclaim deed from Lane County for a strip of land 15 feet wide and 850 feet long on the south side of the Hendricks Bridge wayside area on the McKenzie Highway between Springfield and Walterville: He stated that several years ago when the wayside area was deeded to the State by Lane County this strip was retained by the County, perhaps by oversight, as there seems to be no reason for the retention. The County was contacted and after investigating the matter it was their desire to deed the strip to the State. He recommended that the land be accepted. The Commission accepted the property.

2. Proposed sale of down and dead timber in the Carpenterville-Brookings Forest Wayside north of Brookings, the Joaquin Miller Forest Wayside south of the Siuslaw River, and in the Van Duzer Forest Corridor on the Salmon River Highway: The Parks Superintendent reported that there has been considerable loss in timber in these areas because of strong winds. A cruise has been made of the dead and down timber in the Carpenterville-Brookings Forest Wayside, amounting to $4,358. A cruise is in progress in the Joaquin Miller Forest Wayside which will include approximately 150 trees. Also in progress is a cruise of approximately 100 trees to be removed from the Van Duzer Forest Corridor. The sale of this down and dead timber, he said, will not injure or destroy the remaining stand and as it is economically beneficial to remove the trees, he recommended that the timber be sold at public auction to the highest bidder at not less than the appraised value of the timber as determined by cruise. The Commission authorized the sale as recommended.

3. Offer of Charles Kik of Hermiston to donate one-half acre of land and right of way as may be necessary for establishment of a lookout point approximately one mile north of Hat Rock State Park in Umatilla County: The Parks Superintendent reported that Mr. Kik in return for donation of his property expects the Highway Commission to construct a mile of road leading from the park to his home development and to the proposed lookout. The cost of the road on such basis, he stated, would be approximately $11,000 plus approximately $3,000 for development of the lookout site. Mr. Kik contends that people using Hat Rock Park make use of the present road in driving to the Kik development. As the expected use of the area would not be great and is within a developed area, the Parks Superintendent recommended that the gift be not accepted. The recommendation was adopted by the Commission.

4. Request of Mr. Gus Moore, Manager of the Salem YMCA to construct a swimming pool in the Silver Creek Falls Youth Camp Area: This proposal, the Parks Superintendent commented, is very similar to the agreement entered into with the Conservative Baptists at the North Silver Creek Youth Camp whereby they constructed a swimming pool at a cost of approximately $8,500 and were given free use of the area for a period of ten years in lieu of the normal

charge of $700 per year. Construction of a swimming pool, as requested by the YMCA, he added, would be of considerable benefit to the Silver Falls State Park and would increase the attractiveness of this area by providing warmer water for swimming than is now available in the dammed creek. He recommended that the YMCA be granted permission to construct the swimming pool at a cost of approximately $8,500, and that they be given free use of the facilities for a 10-year period, with the understanding that the pool is to become State property. The Commission approved his recommendation.

5. Suggestion of Gordon W. Olcott, Eugene, that a State park along the Oregon Coast be named in honor of former Governor Oswald West in recognition of his interest in retaining the beaches for public use while he was Governor of the State of Oregon: The Parks Superintendent suggested several parks that would be so named, including Fort Stevens State Park, Short Sand Beach State Park, Fogarty Creek State Park and an unnamed, undeveloped area about one-half mile south of Yaquina Bay. It was his personal feeling that the name should be given to some area which has not heretofore been named. Some comment, he stated, has reached him indicating that changing the name of Fort Stevens State Park would not be acceptable in that area. It was the feeling of the Commission that Short Sand Beach would be an appropriate park to be named in honor of Ex-Governor West, and after some further discussion the Commission ordered that "Short Sand Beach State Park" be changed to "Oswald West State Park" by adopting the attached resolution relative thereto marked EXHIBIT "C", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

6. Report on Owyhee project in Malheur County: The Parks Superintendent reported that the Director of the National Park Service has recommended to the Secretary of the Interior that a road be constructed around the north and east edge of the Owyhee Reservoir from the dam to the Gordon Gulch and Cherry Creek areas where recreational facilities are located. The cost of this project including facilities is estimated at $511,428. The Director has also suggested that legislation be enacted that would permit the Federal Government to construct the facilities, contingent upon the State paying 50 per cent of the cost involved and assuming maintenance of the developed areas for a period of not less than 20 years. This project, however, does not include the cost of the road to the dam, consisting of 18.6 miles, estimated to cost $982,400. He suggested that the cost of the approach road be added to the proposed Federal legislation. Commissioner Reynolds stated that he is very much interested in this project and hopes for an answer from the Federal Government within the near future. At his request, the Commission deferred action on the report until more information has been received from the Federal Government.

7. Request of Mrs. Hattie G. Henderson, Nehalem, that Nehalem Sand Spit State Park, south of Nehalem, be named in honor of Sergeant Hugh T. Ahearn who lost his life in the Korean conflict;

The Parks Superintendent stated that, as near as he can determine, Sergeant Ahearn was shot down in a plane during the Korean conflict; also, that available information indicates that he was stationed for a time in Portland but was born in the State of New York and spent most of his adult life in the army. He recommended that the request be denied as a matter of policy. The Commission approved his recommendation.

8. Report of hearing conducted by State Parks Advisory Committee in Portland on February 24-25, 1956: The Parks Superintendent commented that each person speaking before the group presented his own thinking in regard to the state park separation proposal. Eight people favored separation, five favored the present setup, and four did not express themselves either in favor of or against the separation proposal. It was his feeling that the hearing served a good purpose in giving all interested parties an opportunity to express their ideas. He pointed out that those in favor of a separate parks department presented no evidence to show that a separate parks department could operate more economically. Questioning by Mr. Tugman, Chairman of the Committee, and others, revealed some discrepancies in statements made by proponents of the separation proposal, particularly concerning the sale of lands at Cove State Park and 80 acres of land in the canyon of the North Fork of the John Day River along the Pendleton-John Day Highway. The Commission accepted his report.

9. Report on acquisition of land in the Columbia River Gorge: The Parks Superintendent stated that agreement has been reached for the purchase of another tract of land, being an area requested for purchase by the Columbia Gorge Commission and owned by William E. and Ethel Mayes, in the $N\frac{1}{2}S\frac{1}{2}$ of Section 27, Township 1 North, Range 4 East, W.M. The land consists of approximately 14 acres and contains timber valued at $1,600 which has been appraised at $2,854. A tentative agreement also has been reached with Troutdale Farms to purchase an area immediately west of the Mayes' property for $3,000, and it is expected this acquisition will be ready for the next Commission meeting. It also appears that an adequate appraisal may be made on the Coopey property very soon. The Spear and Lenske properties, he said, do not appear to be negotiable within a reasonable time. He recommended that he be authorized to offer $2,700 for the Mayes' property. The Commission accepted the report and authorized the Parks Superintendent to negotiate purchase of the Mayes' property at this recommended offer.

The Right of Way Engineer presented for consideration options secured for acquisition of real property needed for state highway improvements and for other purposes. After careful consideration of each item, the Commission unanimously approved closing of the options at the prices mentioned therein, by adopting the attached resolution relative thereto, marked EXHIBIT "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Right of Way Engineer also presented a list of properties required for highway construction and requested authority to negotiate for acquisition as no specific authority previously has been given by the Commission. The Commission gave the matter careful attention and upon assurance by the Right of Way Engineer that all of the properties are needed for highway purposes, thereupon authorized negotiations to acquire the following properties:

COUNTY AND SECTION	FILE NO. AND NAME	PURPOSE	AREA	HIGHWAY
Klamath				
S. Limits, Klamath Falls-Green Springs	24615-Ganong	Right of way	4.66	The Dalles-Calif.
" " "	24616-Baker	"	1.82	" "
" " "	24617-Cleve	"	3.48	" "
" " "	24618-Butts	"	0.06	" "
" " "	24619-Mann	"	2.76	" "
Washington				
Middleton-Newberg	24566-Thornbloom	"	0.68	Pacific West

Also presented for consideration was a report on sales of miscellaneous properties made by the Property Manager since the last Commission meeting. The Commission accepted the report.

(For details regarding sales see the Property Manager's written report, dated March 1-2, 1956 in the Highway Commission's files in Salem, Oregon).

A supplemental rental report was presented by the Right of Way Engineer showing properties which have been put into rental service from January 15 to February 22, 1956. The Commission accepted the report, but in connection with this report and the report on Miscellaneous Sales,

they requested that they be submitted to the Commission at an earlier date so that the Commission could have time to study them prior to the Commission meeting. Chairman Chandler stated that these instructions are also applicable to the Chief Counsel's reports.

Consideration was given to a type of agreement with Oliver G. Garrett covering release of certain option obligations. The Right of Way Engineer explained that an option was secured from Mr. Garrett covering a 9.18-acre parcel for a gravel pit on the Southern Pacific Overcrossing-Lane County Line Section of the Pacific Highway East in Linn County. It later developed that it was not desirable to proceed with the purchase, and after considerable correspondence Mr. Garrett very kindly agreed to release the option. The Commission approved the release of option obligations.

Authority to sell at public auction two parcels of excess property was requested by the Right of Way Engineer. One of these parcels, he explained, is on the Goble-St. Helens Section of the Columbia River Highway in Columbia County, under Files #21469 and #21650. This 50-acre parcel has been evaluated at $4,500 and is to be sold with a restriction as to display advertising. The other parcel consists of 6.9 acres on the Orr Corner-Monmouth Section of the Pacific Highway West in Polk County, and has been evaluated at $3,000. The property is to be sold with restriction as to display advertising. Both of these properties, he stated, are no longer required for highway purposes and he recommended that they be offered at public sale for not less than the values mentioned. The Commission authorized the sales by adopting the attached resolutions relative thereto, marked EXHIBITS "B-1" and "B-3", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

Sale of Lots 10 and 11 of Walters Second Addition to Lakeview in Lake County was also discussed. The U. S. Bureau of Land Management, the Right of Way Engineer explained, has requested this property, which has been appraised at $4,844.28 and formerly used as a maintenance headquarters site in Lakeview. He recommended that the property be sold to the Bureau for that price. The Commission approved the sale by adopting the attached resolution relative thereto, marked EXHIBIT "B-2", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

Sale of 0.86 acre of excess property, adjacent to the Old Pacific Highway, approximately three miles south of Roseburg, was considered. The Right of Way Engineer explained that it is proposed to sell this property to Charles H. and Irene Boniols, whereby a new approach road can be made to their property and two other approaches barricaded. The property is not required for highway purposes and he recommended that it be sold to the Boniols for its appraised value of $250. The Commission approved the sale.

Authority to sell 14.7 acres on the Gervais-Hayesville Section of the Portland-Salem Expressway was also requested by the Right of Way Engineer. He explained that this property, file No. 20361, is no longer needed for highway purposes and has been appraised at $2,125.50. The Commission authorized sale of this property for not less than $2,125.50 by adopting the attached resolution relative thereto marked EXHIBIT "B-4", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Changes in access points for properties adjoining highways were presented by the Right of Way Engineer. He explained that in each instance no additional access was being granted and the changes were made principally to afford safer access to the highway. Upon his favorable recommendation, the Commission approved changes of access for the following properties:

1. Robert Dollar Company, File No. 12118, on the Glendale Junction-Wolf Creek Section of the Pacific Highway in Josephine County.

2. Christiansen property, File No. 18548, on the Newport-Toledo Section of the Corvallis-Newport Highway in Lincoln County.

3. Coons property, File No. 19096, on the Anlauf-Elkhead Road Section of the Pacific Highway in Josephine County.

4. Rossner and Bozeman property, File No. 18115, on the Sheridan-Deer Creek Section of the Salmon River Highway in Yamhill County.

Purchase of additional right of way to accommodate sidewalk construction along the Tualatin Valley Highway in the City of Hillsboro was discussed. The Right of Way Engineer explained that there is a short section on the Tualatin Valley Highway in Hillsboro where the width of the existing right of way is not sufficient for construction of sidewalks which the City wishes to construct at its expense. He estimated that the necessary right of way could be acquired for approximately $500 and recommended that authority be granted to purchase this right of way. The Commission approved his request.

Consideration was given to an agreement with the U. S. Forest Service providing for the moving and relocation of their phone line on the Ukiah-Forest Boundary Section of the Ukiah-Hilgard Secondary Highway. The Right of Way Engineer explained that the agreement provides that the Highway Commission will compensate the Forest Service for the actual cost of moving and relocating that portion of their telephone line that is made necessary by construction. The estimated cost of the moving is $7,000. The State, he added, is to be responsible for the cost only on that portion of the telephone line between Stations 125+00 and 520+00. Following his favorable recommendation, the Commission approved the agreement.

The matter of attempting to purchase 16.34 acres of property along the Pacific Highway near the Veterans Hospital in Roseburg was considered. This parcel, the Right of Way Engineer stated, has now been declared surplus by the Veterans Administration and will be offered for sale by the General Services Administration. It was his thought that in order to control access on this section of highway the property should be purchased by the Highway Commission, and he requested authority to bid up to $25,000 for the land. The Chief Counsel commented that it might be possible to acquire the land for recreational and park purposes under the Surplus Property Act of 1944. The Engineer pointed out that an odd situation exists wherein one governmental body, the Bureau of Public Roads, insists on access control before they will cooperate financially on a project, whereas another governmental agency, the General Services Administration, hopes to profit by sale of land without access control. He suggested that a request be made to the General Services Administration for purchase of the property for recreational and park purposes, and, if that is unsuccessful, to bid for the property at the time of sale; if this is also unsuccessful, that access to the highway by the purchaser be resisted by all legal means and be condemned if necessary. He also suggested that all bidders should be warned that access rights to this property will be resisted. After discussion, the Commission granted the Right of Way Engineer authority to bid for the property up to $25,000. The Chief Counsel was directed to file immediately a request for the land to be used for public park and recreational purposes.

The Chief Counsel requested authority to acquire by condemnation, if necessary, the following properties which are needed as right of way in connection with various highway improvements, or for other purposes, and to tender offers for the same in conformity with instructions given him by the Commission in its resolution dated December 20, 1951:

Ukiah-West Forest Boundary Section of the Ukiah-Hilgard Secondary Highway

R-24463- Glenn E. Leverenz
(Umatilla)
Parcel No. 1: 2.25 acres for Right of Way
Parcel No. 2: 7.55 acres for Roadbuilding Materials
Parcel No. 3: 1.70 acres for Right of Way

R-24466- Melton E. McMillin and Rosie McMillin
Right of Way (Umatilla)
Parcel No. 1: 2.70 acres
Parcel No. 2: 0.57 acre

R-24468- Clair Metteer
(Umatilla)
Parcel No. 1: 23.4 acres for Right of Way
Parcel No. 2: 6.0 acres for Roadbuilding Materials

Tillamook-Donaldson Creek Section of the Wilson River Highway

R-23512- Peter Wyss
Right of Way (Tillamook)
1.44 acres

R-24474- Peter Wyss, legal owner; Leonard Braden and Margaret Braden, husband and wife, contract purchasers
Right of Way (Tillamook)
4.0 acres

Cornelius-Hillsboro Unit of the Forest Grove-Hillsboro Section of the Tualatin Valley Highway

R-24400- Ervin John Buerke and Mary E. Buerke
Right of Way (Washington)
0.15 acre

R-24397- School District No. 2, Washington County
Right of Way (Washington)
0.05 acre

R-22348- Rolfe LeCrone and Erma LeCrone
Right of Way (Washington)
0.24 acre

R-24003- L. F. Emmont
Right of Way (Washington)
0.98 acre

R-24378- Delmar Kiser and Loleta Kiser
Right of Way (Washington)
0.28 acre

R-2[illegible]380- Henry Behrman
Right of Way (Washington)
Parcel No. 1: 1.98 acres
Parcel No. 2: 0.35 acre

R-24381- Archie C. Towne and Lorraine B. Towne
Right of Way (Washington)
0.09 acre

R-24382- Robert L. Handley and Bertha M. Handley
Right of Way (Washington)
0.05 acre

R-24383- George Behrman, Annie Behrman, John Behrman and Walter Behrman
Right of Way (Washington)
0.59 acre

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Cornelius-Hillsboro Unit of the Forest Grove-Hillsboro Section of the Tualatin Valley Highway -Cont.

R-24384- Neil D. Springer and Lois M. Springer and Earl Thompson and Wanda Thompson
Right of Way (Washington)
0.33 acre

R-24385- Carl E. Crider and Billy Ruth Crider, Donald E. Werner and Maxine Werner, Charles Werner and Rosemary Werner
Right of Way (Washington)
0.4 acre

R-24387- Jose Jesus Lopez and Maria S. Lopez
Right of Way (Washington)
0.17 acre

R-24388- Vera J. Stokes
Right of Way (Washington)
0.22 acre

R-24389- Joseph L. Berry and Harriet M. Berry
Right of Way (Washington)
0.41 acre

R-24390- Alfred Iverson
Right of Way (Washington)
0.41 acre

R-24391- James Lavern Gould and Geraldine Gould
Right of Way (Washington)
0.82 acre

R-24392- Elsie Straughan
Right of Way (Washington)
0.31 acre

R-24393- Doris L. Hedley
Right of Way (Washington)
0.08 acre

R-24394- George Simantel and Bertha Simantel
Right of Way (Washington)
0.09 acre

R-24395- Harold V. Simantel and Frances Simantel
Right of Way (Washington)
0.07 acre

March 1, 1956

Cornelius-Hillsboro Unit of the Forest Grove-Hillsboro Section of the Tualatin Valley Highway-Cont.

R-24405- E. B. Kelsey and Lois F. Kelsey
Right of Way (Washington)
0.22 acre

R-24402- Neva Milne
Right of Way (Washington)
0.58 acre

R-24403- J. A. Oppenlander and Mary Oppenlander
Right of Way (Washington)
Parcel No. 1: 0.25 acre
Parcel No. 2: 0.90 acre

R-24408- Lloyd Wiedewitch and Viola Wiedewitch
Right of Way (Washington)
0.15 acre

R-24409- Lucy C. Brindle
Right of Way (Washington)
0.45 acre

R-24410- Edward Phillips and Myra L. Phillips
Right of Way (Washington)
0.43 acre

R-24412- Connie E. Boyd and Olive E. Boyd
Right of Way (Washington)
0.23 acre

R-24413- Charles Judson James, et al.
Right of Way (Washington)
1.06 acres

R-24414- Lena R. Karn
Right of Way (Washington)
0.26 acre

R-24415- Robert A. Shulke and Gladys Shulke
Right of Way (Washington)
0.17 acre

R-24417- Shelby J. Forney and Inez Hazlitt Forney
Right of Way (Washington)
0.50 acre

R-24419- W. P. Beach and Coletta R. Beach
Right of Way (Washington)
0.12 acre

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Cornelius-Hillsboro Unit of the Forest Grove-Hillsboro Section of the Tualatin Valley Highway-Cont.

R-24420- Wilbur L. Jones and Margaret M. Jones
Right of Way (Washington)
0.05 acre

R-24421- William Stafford and Mildred Stafford
Right of Way (Washington)
0.15 acre

R-24422- Albert J. Hadley and Catherine Hadley and Wallace Hadley and Flora Hadley
Right of Way (Washington)
0.54 acre

R-24423- Minnie Erickson
Right of Way (Washington)
0.15 acre

R-24424- Robert A. Harrow: Heirs of Mary L. Swanson
Right of Way (Washington)
0.52 acre

R-24425- Martin N. Mockley and Marie M. Mockley
Right of Way (Washington)
0.62 acre

R-24426- Floyd W. Bridges and Nayoma J. Bridges
Right of Way (Washington)
0.10 acre

R-24427- Mabel Schenbet, et al.
Right of Way (Washington)
0.16 acre

Salem By-Pass-Jefferson Junction Section of the Pacific Highway East

R-22114- Ben F. Brandon and Phyllis Brandon
Right of Way (Marion)
0.05 acre

Davis Creek-Bethel Creek Section of the Oregon Coast Highway

R-24628- A. L. Wilkinson and Adele P. Wilkinson
Right of Way (Coos)
1.03 acres

R-24631- J. A. Zuppe and Giovanne Zuppe
Right of Way (Coos)
2.13 acres

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Rinehart Creek-Frankport Section of the Oregon Coast Highway

R-24632- Norman J. Nash
Right of Way (Curry)
3.8 acres

Interstate Bridge, Pacific Highway

R-23605- Hayden Island Amusement Co.
(Multnomah)
Parcel No. 1: 2.918 acres for Right of Way
Parcel No. 2: 16,153 square feet for Right of Way
Parcel No. 3: 0.46 acre for Right of Way
Parcel No. 4: 1,035 square feet for Retaining Wall easement

Troutdale Section of the Columbia River Highway

R-24183- Paul Martin and Verla Martin
Right of Way (Multnomah)
Parcel No. 1: 0.22 acre
Parcel No. 2: 1.4 acres

S. E. Flavel Street-Lake Road Section of Cascade Secondary Highway

L-2369- L. Helen Fischer, et al.
New resolution required for change in description

Coquille-Rink Creek Section of the Coos Bay-Roseburg Highway

R-24497- Elmer E. and Ida D. Benham
Right of Way (Coos)
0.84 acre

Right of Way maps, construction plans and other data were submitted to the Commission and the Engineer advised that the acquisition of the properties listed is required in order to carry out plans for highway improvements and other projects heretofore approved by the Commission. After considering the matter in the light of information and advice submitted, together with the general knowledge of the members of the Commission concerning the various projects and the properties involved, the Commission approved the request with respect to all cases, except that of Paul and Verla Martin, action concerning which was deferred until the following day when Mr. George Mead, Attorney for the Martins, is scheduled to be present for a discussion of the matter. The Commission desired to hear and consider Mr. Mead's statements before taking final action. (See ahead for additional entry.) The attached resolutions relative to the remaining cases, marked EXHIBITS "L-1" through "L-9" , which resolutions by this reference are made a part hereof, with like effect as though extended in full herein were thereupon adopted by the Commission.

The Commission also considered and accepted a written report submitted by the Chief Counsel on cases which have been tried in court by his staff since the last Commission meeting, as follows:

REPORT OF CONDEMNATION CASES TRIED JANUARY 26, 1956 to FEBRUARY 24, 1956

Case	County	Highway	Section	State's Offer	Defendant's Demands	Verdict
Chapman R-22910	Washington	Wilson River	Washburn-North Plains	$ 125.00	$ 139.00	$ 139.00
Lenske R-24206	Clackamas	Mt. Hood	Laurel Hill-Still Creek	$1,638.00	$3,000.00	$2,250.00

REPORT OF OTHER CASES TRIED, FEBRUARY 23, 1956

Case	Plaintiff	Defendant	County	Cause of Action	Demands of Plaintiff	Verdict or Judgment
L-2281	State	Johnston	Coos	Automobile accident	$ 168.75	$ 168.75
L-2291	State	Plywood, Inc.	Klamath	Timber trespass	$1,114.50	$ 825.00

(For further details regarding cases tried, see copy of the Chief Counsel's report, dated February 23 and 28, 1956, in the Commission files in Salem).

The Commission considered and accepted a written report submitted by the Chief Counsel on cases which have been settled out of court since the last Commission meeting, as follows:

REPORT OF CONDEMNATION CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
A. W. Franklin R-21611 R-21612	Harney	Central Oregon	Sage Hen Hill-Hines	$600.00	$700.00

March 1, 1956

REPORT OF CONDEMNATION CASES SETTLED-Cont.

Case	County	Highway	Section	State's Offer	Amount of Settlement
Earl W. Morris R-20799	Jackson	Pacific	Blackwell Hill-Medford	$19,103.00	$27,000.00
C.C. Whitehill R-22793	Union	Old Oregon Trail	Meacham-Hilgard	525.00 for 7.68 ac.	3,518.39 for 40 ac.
J. L. Chapman R-19822	Washington	Wilson River	Washburn-North Plains	5,741.00	5,849.53
Lachlan Docherty R-23432	Yamhill	Three Mile Lane Secondary	McMinnville Airport-Dayton Junction	500.00	800.00
Goudy R-23908	Clackamas	Mt. Hood	Laurel Hill-Still Creek	3,730.00	4,730.00
Stanley, et al. R-24191	Tillamook	Little Nestucca	Meda Bridge	950.00	800.00
Lyda, et al. R-23397	Washington	Pacific West	Tualatin River-Middleton	3,100.00	3,100.00
Sinnerud R-22810	Washington	Tualatin Valley	Beaverton-Reedville	2,050.00	2,250.00
Tipton R-21069	Douglas	Pacific	Shady Point-Booth Ranch	9,206.00	11,000.00
Jimmie Juhl R-23756	Douglas	Pacific	Myrtle Creek-Canyonville	750.00 for 0.42 ac. in Right of Way	2,500.00 for entire parcel 0.56 ac.
Haslebacher R-18162	Polk	Willamina-Salem	Dolph Corner-Rickreall	2,450.00	2,450.00
Tavenner L-2448	Douglas	Pacific	Myrtle Creek-Canyonville	6,600.00	8,500 for 9.75 acres

(For further details, see copy of the Chief Counsel's report of cases settled, dated February 23, 24, and 28 and March 1, 1956, in the Commission's files in Salem).

March 1, 1956

A number of offers tendered to property owners by the Chief Counsel prior to the institution of condemnation proceedings were considered. The Chief Counsel explained that these offers were made after careful appraisals of the various properties and were made in compliance with the resolution adopted by the Commission at its meeting December 20, 1951. The Commission approved the following offers:

Jumpoff Joe Creek-Grants Pass Section of the Pacific Highway:

R-23324-Orlo J. Smith, et al. 4.75 acres for right of way purposes. Offer of $13,000.00 approved by Mr. Chandler, January 5, 1956.

West Fork Illinois River Bridge and East Fork Illinois River Bridge Section of the Redwood Highway

	Recommended Offer
R-24214-Frank Rauber and Valerie E. Rauber	$ 650.00
R-24434-C. C. Mullally and Grace Mullally, et al.	2,500.00

Jumpoff Joe Creek-Grants Pass Section of the Pacific Highway

R-23321-Mitchell H. Ewers	$ 8,500.00
R-23323-George D. Needham and Madge Needham	8,000.00
R-23326-L. O. Baker and Katie Mae Baker	8,400.00

Valley Junction-Sheridan Section of the Salmon River Highway

R-24107-H. I. Black and Marian E. Black	$ 7,264.00
R-24146-Reinhold Kruger and Sophia Kruger	6,200.00
R-24155-Loda Early and Glennie Mae Early	6,500.00
R-24152-Cordell Ray Papstein	3,355.00
R-24153-Wayne V. Sparks and Kathleen L. Sparks	14,150.00

Chehalem Mountain-Newberg Section of the Hillsboro-Silverton Highway

R-24296-Herbert V. Zensen and Olive P. Zensen	$ 720.00
R-24310-A. R. Compton and Orva Compton	786.00

Lost River-Hatfield Junction Section of the Klamath Falls-Malin Highway

R-14509-James O'Keefe	$ 3,150.00

Ukiah-West Forest Boundary Section of the Ukiah-Hilgard Secondary Highway

R-24463-Glenn E. Leverenz	$ 2,653.00
R-24466-Melton E. McMillin and Rosie McMillin	1,663.00
R-24468-Clair Metteer	2,356.00

March 1, 1956

A report was presented by the Chief Counsel concerning status of matters before the Public Utilities Commissioner pertaining to state highways, as follows:

PUX 142: Kendall Crossing Signals of the Portland Traction Company at S. E. 82nd Avenue in Portland. Supplemental order has been issued to clarify the obligation of the Portland Traction Company to maintain the crossing signals, the railroad track and roadbed.

PUX 149: Grade crossing of the Wallowa Lake Highway, at Minam, by a spur track of the Oregon-Washington Railroad & Navigation Company. The Railroad Company is to pay the cost of installing the crossing, including reflectorized crossing signs. Train movements are to be in daylight hours only and protected by flagmen. An old crossing near this location is to be abandoned. The Railroad Company is to maintain its ties, rails, and railroad facilities, including the reflectorized signs, and the Commission is to maintain the highway and install and maintain advance warning signs.

PUX 151: Reconstruction of existing Messner Overcrossing over the tracks and across the right of way of the Oregon-Washington Railroad & Navigation Company near Messner Station on the Columbia River Highway in Morrow County. This report is made simply to correct an error in a previous designation of the location of the project.

PUX 156: Train speeds within the limits of incorporated cities of less than 100,000 population between Portland and Idaho. An Oregon Supreme Court decision has cited that jurisdiction over train speeds in cities of less than 100,000 population is not vested in the various municipalities but in the Public Utilities Commissioner.

PUX 162: Grade crossing in Tremont Street and across State Street in North Bend on application of the Southern Pacific Company. This is an industrial spur and is of interest to the Commission only in that the crossing is in close proximity to the route of the Oregon Coast Highway.

The Commission accepted the report.

Vacation of portions of N. E. Broadway Court and N. E. 71st Avenue in Portland was discussed. The Chief Counsel stated that a request had been received from Newport Construction Company for this vacation as the Highway Commission is the owner of the right of way of the T. H. Banfield Expressway which abuts upon the area to be vacated. The matter, he stated, has been carefully investigated and it appears that the interest of the State would not suffer by vacation of the street areas involved. He recommended that the Commission consent to the vacation. The Commission accepted his recommendation.

A report was presented by the Chief Counsel concerning damage claims which have been abandoned as being uncollectible, as follows:

CAO-53-44, Rolland B. Powers: Mr. Powers' driver's license has been suspended and he is at present in Alaska and contact with him has not been possible. Amount of claim $41.63.

CAO-54-60, National Transfer: For damages to a traffic arm at the south end of the Interstate Bridge. It appears that the traffic arm may have been dropped on top of the truck instead of the truck running into the traffic arm. Amount of claim $40.00.

CAO-56-182, Sam T. Ray: For damages to a state-owned truck. Later reports from the accident revealed that the primary cause of the accident was the negligence of the State driver. Also, a claim was presented by Mr. Ray against the State for damages to his house trailer, which claim was paid by the Surety providing insurance for the State Highway Department. Amount of claim $50.00.

The Commission approved abandonment of the three claims.

The Chief Counsel requested authority to institute legal proceedings for collection of damages resulting from removal of timber from the Carpenterville-Brookings Forest Wayside in Curry County. Mr. Warnick, the Chief Counsel commented, does not deny that he removed the timber valued at $253.70 but has made no move to pay for it. The Commission approved his request.

Upon favorable recommendation by the Chief Counsel, the Commission approved out-of-state travel expenses for the Chief Counsel and Mr. S. N. Mayhew, District Right of Way Supervisor, to attend the Annual Meeting of the National Board of Directors of the American Right of Way Association and National Educational Seminar in Houston, Texas, on June 14-17, 1956, at an estimated total cost of $630.00.

The Commission gave attention to a proposed annexation of property to the City of Port Orford. The Chief Counsel explained that the City wishes to include in its city limits Lot 1, Section 4, Township 33 South, Range 15 West, Willamette Meridian. The State Highway Commission is owner of a part of the property that the City desires to annex and consent of the Commission is required before annexation can be made. The interests of the State, he stated, would suffer in no way if the area is annexed by the City of Port Orford, and he recommended that the City's request be granted. The Commission granted the request and authorized the Chief Counsel to execute a form of "Consent to Annexation" in behalf of the Commission.

An amendment to an agreement with Cedar Hills Company correctly describing an easement pertaining to a sewer line on the Barnes Road-Multnomah County Line Section of the Sunset Highway was discussed. The Chief Counsel explained that on March 14, 1947 an agreement had been entered into with Cedar Hills Company concerning an easement for construction of a sewer line. When the sewer line was constructed, however, it was

placed along a route different from that described in the easement, and to prevent a cloud on the title of the sewer, he recommended that a revised easement be granted correctly describing the location of the sewer line. The Commission approved the revised agreement.

Abandonment of a gravel pit and haul road on the Ramsey Canyon-Crater Lake Section of the Sams Valley Secondary Highway in Jackson County was considered. The Chief Counsel commented that this property, consisting of 11.59 acres, and an easement for a haul road across 3.81 acres, had been secured from Mr. and Mrs. Burdette L. Dodge, Jr., on June 4, 1948. A provision in the deed states that if the property is no longer needed for a gravel bar and haul road, it is to be abandoned to the grantor. It now appears that the State no longer needs the gravel bar and the haul road and he recommended that quitclaim deeds be executed in favor of Mr. and Mrs. Dodge. The Commission accepted the recommendation and thereupon adopted the attached resolution relative thereto, marked EXHIBIT "D", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

Consideration was given to authorizing sale of a parcel of land in Lot 19, Kinnesswood Acreage, in Section 11, Township 1 South, Range 2 West, W.M., Washington County. This property, the Chief Counsel stated, is located on the Reedville-Beaverton Section of the Tualatin Valley Highway and is no longer needed for highway purposes and has been appraised at $800. The land is also adjacent to property owned by Raymond R. Mathis, a part of which is under condemnation. An attempt was made to deed the property to Mathis to provide a location for his septic tank and a drain field. The offer, however, was refused by Mathis. The Commission authorized sale of the property by competitive bids for not less than $800, by adopting the attached resolution relative thereto, marked EXHIBIT "B-5", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

Employment of William H. Winslow as an assistant attorney was recommended by the Chief Counsel, at a salary of $551 per month. He pointed out that Mr. Winslow, who is 60 years of age, has had a very broad and varied experience in the field of law, his last position being as Professor of Law at Willamette University from 1946 through 1955. His employment has been authorized by the Attorney General. The Commission also approved his employment.

The matter of limiting the use of advertising signs on the excess property sold by the State was discussed. The Chief Counsel called attention to the fact that the 1955 Legislature had passed a law limiting the erection of advertising signs and structures within view of public highways. This matter, he stated, has been discussed with the Engineer and it is their joint recommendation that the Commission adopt a policy of limiting advertising rights on property sold adjacent to highways. He presented a form of resolution to accomplish that purpose and recommended its adoption. The Commission adopted the attached resolution relative thereto, marked EXHIBIT "E", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The Commission also instructed that the provisions of this resolution are to be applicable to those parcels of property for which sale was approved or authorized at this meeting.

The Engineer reported that as previously authorized by the Commission he has awarded contracts referred to him to award when certain conditions were satisfied, as follows:

1. Grading and topping on Boulder Gorge Section of Sumpter Valley Highway, Baker County. Bids received December 20, 1955. Conditions of award satisfied January 30, 1956. Contract awarded to Durbin Bros., Eugene, low bidder.

2. Construction of South 6th Street grade separation structure on Klamath Falls-Lakeview Hignway, Klamath County. Bids received December 20, 1955. Conditions of award satisfied January 30, 1956. Contract awarded to Tom Lillebo, Reedsport, low bidder.

3. Construction of Meda Bridge over Little Nestucca River on Little Nestucca Highway, Tillamook County. Bids received December 19, 1955. Conditions of award satisfied February 2, 1956. Contract awarded to Tom Lillebo, Reedsport, low bidder.

4. Grading the Short Creek Section of Cape Meares Loop Road, Tillamook County. Bids received January 26, 1956. Conditions of award satisfied February 2, 1956. Contract awarded to Hill A. Lind, Beaverton, low bidder.

5. Grading, paving and shoulder oiling the Middle Unit, Pendleton-Pilot Rock Section of Pendleton-John Day Highway, Umatilla County. Bids received December 19, 1955. Conditions of award satisfied February 2, 1956. Contract awarded to Roy L. Houck & Sons, Salem, low bidder.

6. Grading, paving and shoulder oiling on the East Unit, Crescent Lake Junction-The Dalles-California Junction Section of Willamette Highway, Klamath County. Bids received December 20, 1955. Conditions of award satisfied February 2, 1956. Contract awarded to Warren Northwest, Inc., Portland, low bidder.

7. Construction of two composite concrete-timber bridges on county roads near Lebanon, Linn County. Bids received January 26, 1956. Conditions of award satisfied February 6, 1956. Contract awarded to Charles E. Wiedeman, Dallas, low bidder.

8. Construction of Weaver Bridge over Wallowa River on Werst Corner-Wallowa Road, Wallowa County. Bids received January 26, 1956. Conditions of award satisfied February 6, 1956. Contract awarded to Jackson & Ray, Hermiston, low bidder.

(Award of Contracts-Cont.)

9. Construction of Nyssa Bridge over the Snake River on Old Oregon Trail Highway, Malheur County. Bids received January 27, 1956. Conditions of award satisfied February 14, 1956. Contract awarded to Hansen & Parr Construction Co., Spokane, Washington, low bidder.

10. Construction of McKee Bridge over Applegate River on Applegate County Road, Jackson County. Bids received January 27, 1956. Conditions of award satisfied February 16, 1956. Contract awarded to R & M Construction Company, Central Point, low bidder.

11. Construction of N. E. 21st Avenue Structure over Banfield Expressway, Multnomah County. Bids received January 26, 1956. Conditions of award satisfied February 24, 1956. Contract awarded to Birkemeier Construction Co., Milwaukie, low bidder.

A report was presented by the Engineer showing the results of bids received in Salem on February 15, 1956 for sale of used equipment and scrap materials stored at Salem, La Grande, Coquille and Klamath Falls. He pointed out that the total amount bid was $16,486.57 compared with an estimated value of $14,141.50. He stated that all items had been awarded to the high bidders, with the exception of Item 1, a Buick, 4-Door Sedan; Item 4, a Ford, 4-Door Sedan; Item 70, a radio transmitter; and Item 71, radio transmitter, as the bids for these four units were too low. The Commission confirmed the Engineer's action.

In discussing sale of used equipment, Commissioner Reynolds inquired if the State could sell articles of used equipment to other governmental agencies without receiving competitive bids. The Chief Counsel stated that he knew of no law which would prohibit the State from taking such action, but he called attention to the fact that all sales of used equipment or scrap material must be approved by the Department of Finance and Administration. The Commission requested the Engineer to contact the Department of Finance and Administration as to what its attitude is in this respect.

The Engineer reported that under authority previously granted by the Commission he had placed a temporary speed zone on the Umpqua Highway limiting the maximum speed to 30 miles per hour between M.P. 1.5 and M.P. 2.1 and between M.P. 3.9 and M.P. 7.4, effective at 12:00 noon, February 8, 1956. The reduced speed zone, he stated, was necessary for the protection of motor vehicles and pedestrians as well as the highway because of damage caused by excessive rainfall, flood and landslides. The Commission accepted his report.

The Commission gave attention to a protest submitted by F. L. Somers against an assessment of engineering costs on his contract 4434, assessed because of failure to complete the contract within the specified

time limit. The Engineer reported that this matter had been referred to him at the previous Commission meeting. He pointed out that the contract had been let on May 25, 1955, with the completion date set for August 31, 1955. The contractor did no work until July 11, 1955 and after starting work he had considerable crusher trouble. These difficulties, combined with the late starting date, prevented him from starting his oiling operations until September 28, 1955. The contract was not completed until November 4, 1955. It was his feeling that the contractor had been negligent in starting the project and he recommended that the engineering assessment be reaffirmed for the period between August 31, 1955, the specified completion date, and November 4, 1955, the actual completion date. The amount of the engineering costs comprising the assessment is approximately $1,625. The Commission reaffirmed the assessment.

The Engineer reported placement of reduced load limits on the following state highway sections, restricting loads to 11,000 pounds on any single axle, 20,000 pounds gross on any pair of tandem axles, and 36,000 pounds maximum gross load, because of surface breakup caused by rain and freezing and thawing action:

1. Medical Springs Secondary Highway, No. 340, from M.P. 0.57 to M.P. 20.35, effective 8:00 a.m., March 3, 1956.

2. Pendleton-Cold Springs Highway, No. 36, entire length, effective 8:00 a.m., March 2, 1956.

3. Athena-Holdman Secondary Highway, No. 334, entire length, effective 8:00 a.m., March 2, 1956.

4. Havana-Helix Secondary Highway, No. 335, entire length, effective 8:00 a.m., March 2, 1956.

5. Weston-Elgin Secondary Highway, No. 330, from the Weston city limits at M.P. 0.25 to M.P. 37.9, effective 8:00 a.m., March 2, 1956.

6. Alsea Highway, No. 27, from M.P. 7.13, to M.P. 20.17, effective 12:00 noon, February 24, 1956.

7. Alsea Highway, No. 27, from M.P. 20.17 to M.P. 40.38, effective 8:00 a.m., March 6, 1956.

8. Siletz Secondary Highway, No. 181, from M.P. 17.49 to M.P. 23.85, effective 8:00 a.m., March 1, 1956.

9. Crane-Scotts Butte Secondary Highway, No. 442, from M.P. 56.2, 28 miles south of Crane, to M.P. 68.5, near Follyfarm, effective 8:00 a.m., February 28, 1956.

As a matter of unfinished business, the Engineer reported that he had made an investigation concerning a request by the McKenzie River Chamber of Commerce and Highway 126 Association for improvement of the McKenzie Highway east of Springfield. The general area in which improvements are urged, he said, is a section approximately two-miles long between M.P. 38 and M.P. 40, on which the present alignment and shoulder width are sub-standard. Sharp curvature and narrow width also increase the hazard to traffic by reason of a large number of log trucks, there being an average of 125 or more daily. He stated that there is set up in the 1956 budget under "State Construction Projects" the sum of $150,000 for paving three miles in the vicinity of Walterville. As there have been many requests for improvements between M.P. 38 and M.P. 40, he recommended that the money set up for paving in the vicinity of Walterville be used to improve the approximate two-mile section between M.P. 38 and M.P. 40 to provide better alignment and greater width. The Commission approved the project and the transfer of funds.

An agreement was considered with the Maplewood Water District covering re-establishment of their water mains on the Washington County Line-Hillsdale Section of the Beaverton-Hillsdale Highway in Multnomah County. The Engineer explained briefly that the agreement provides that the State will reimburse the District for moving its facilities for not more than $5,150. The District agrees to furnish certain new materials. Upon his favorable recommendation the Commission approved the agreement.

The Engineer also presented a report on another item of unfinished business concerning a request for sidewalk construction on 82nd Avenue (Cascade Secondary Highway) between Glencoe Road and Flavel Street at the easterly edge of Portland. An extensive survey and investigation were conducted and several remedial measures were considered. After a careful study of all of these measures, he recommended that a four-foot footpath be constructed on both sides of the highway in front of those properties where the owners donate three feet of additional property, and two-foot sidewalks in front of those properties whose owners do not provide additional property. The two-foot width, he stated, can be constructed by utilizing the six-inch top width of the curb plus an additional one and one-half feet to the property line. The estimated cost of the project is $16,500, excluding cost of right of way. The Commission approved the project, to be contracted as soon as plans can be prepared and the weather is favorable.

The Engineer recalled that several months ago the Commission had requested him to make an investigation and estimate of cost for an extension of 82nd Avenue from Killingsworth Street to a connection with the proposed new access to the Portland International Airport. Multnomah County, he stated, had also started a survey which they did not complete. The total cost of constructing a four-lane highway with grade separations at Killingsworth Street and N. E Columbia Boulevard and the Union Pacific Railroad tracks he estimated at $1,036,000. Of this amount, the construction of a

section to ultimately fit into the proposed Cascade Freeway is estimated to cost $775,000. The portion northerly would not be on the State system and is estimated to cost $261,000. He suggested that consideration be given to a plan which, when additional funds are available, would provide that the State extend the Cascade Secondary Highway northerly over such distance as would be common with the ultimate Cascade Freeway, at an estimated cost of $775,000, and that Multnomah County, or the airport agency, construct the remaining section. He pointed out that no action is required at this time but a reconnaissance survey only has been made. The Commission took no action other than to authorize the Engineer to make a location survey on this section.

Consideration was given to a request previously submitted by Frank J. Kernan that he be allowed access from his property to the southbound traffic lane on Denver Avenue, used as a route for the Pacific Highway. The Engineer reported that he had made a personal investigation of the matter and there appears to be no objection to granting Mr. Kernan access from the frontage road which parallels his property on the easterly side, and he recommended that such access be permitted. The Commission accepted his recommendation.

The Commission gave attention to a request previously made by Judge Cook of Umatilla County to improve two curves on the Havana-Helix Secondary Highway north of the section now under contract. A reconnaissance survey was made, the Engineer stated, and it was determined that to improve the two existing curves would involve complete reconstruction of a 0.6-mile section at an estimated cost of $40,000. Also, such improvement would necessitate the use of 7.5 per cent grade. The two existing curves, he stated, are 12° and 8° curves and, as the traffic on the road is approximately 300 vehicles per day, it was his opinion that improvement is not warranted. He recommended that the request be denied. The Commission approved his recommendation.

Items of unfinished business as shown on the Secretary's summary, dated January 27, 1956, were discussed, as follows:

1. Request for signs on scenic drive in Hood River Valley: Action on this matter was deferred, pending Commission inspection at a later date. The item is to remain on the list of unfinished business.

2. Proposed gift of land by the Lloyd Corporation for park purposes on the Oregon Coast Highway, north of Wedderburn: The Parks Superintendent reported that the Lloyd Corporation had not yet submitted a reply, following submission to them of appraisals on the land. This item is to remain on the list of unfinished business.

3. Request for sidewalk construction on 82nd Avenue (Cascade Secondary Highway) between Glencoe Road and Flavel Street. This item is to be removed from the list of unfinished business as the Engineer had presented a report on it earlier in the day.

Unfinished Business-Cont.

4. Request of Mr. Roy Harland for two additional accesses for Safeway Stores property north of Salem on US99 business route: The Engineer reported that it had been agreed with representatives of Safeway Stores to provide two adjoining 30-foot accesses which will provide the access requested by the property owner and also provide better traffic control and a greater degree of safety. This item is to be removed from the list of unfinished business.

5. Request of Judge Cook of Umatilla County to improve two bad curves on the Havana-Helix Secondary Highway north of the newly constructed section: This item was ordered removed from the list of unfinished business as the Engineer had reported on the matter earlier in the day.

6. Request of Frank J. Kernan that access for southbound traffic be allowed to his property in connection with the new bridge between Portland and Vancouver: As the Engineer had presented his report on this subject earlier in the day, the Commission ordered the item deleted from the list of unfinished business.

7. Adoption of revised form of permit for installation of utility facilities on highway right of way: The Chief Counsel reported that as previously instructed by the Commission, a form of permit is being prepared but is not complete at this time. However, he anticipated that it would be ready for the next Commission meeting. This item is to remain on the list of unfinished business.

8. Hearings to be held in cities due to proposed by-pass of cities: The Engineer reported that all of the towns and cities along the route of the Pacific Highway between Albany and Eugene which may be by-passed have been notified of such possibility but none of them have requested a hearing under State law. However, hearings are required by Federal law unless the law is amended.

He also requested authority to notify the towns and cities of Talent, Phoenix, Medford, Central Point and Ashland, which towns and cities may be by-passed by contemplated relocation of the Pacific Highway. The Commission granted authority to notify these cities in compliance with State law.

After a short discussion, the Commission deferred action in the setting of a date for a hearing in Burns concerning a proposed relocation of the Central Oregon Highway through that city and the town of Hines. This item is to be removed from the list of unfinished business.

9. Request of the McKenzie River Chamber of Commerce and Highway 126 Association for improvement of the McKenzie Highway east of Springfield: The Commission ordered this item deleted from the list of unfinished business as the Engineer had presented a report on it earlier in the day.

Unfinished Business-Cont.

10. Protest of F. L. Somers concerning alleged excess engineering cost assessed for overrunning the stipulated time limit on Contract No. 4434: This item was also removed from the list of unfinished business as a report had been presented by the Engineer earlier in the day.

11. Request of the Mt. Angel delegation to improve the Hillsboro-Silverton Highway between Mt. Angel and Silverton: The Engineer stated that, as instructed by the Commission previously, the matter had been investigated but a report is not yet ready. This item is to remain on the list of unfinished business.

12. Request of Baker delegation for improvement and reconstruction of roads in the vicinity of proposed Snake River Dams near Robinette and Brownlee: The Engineer stated that weather conditions will probably have moderated enough by mid-March so that he can make a personal inspection and present a report at the April meeting. This item is to remain on the list of unfinished business.

The installation of illumination on the Pacific Highway at the north edge of the City of Eugene was discussed. When the investigation was conducted, the Engineer stated, the area at that time was outside the city limits. However, the city limits have since been extended and he requested that this matter be deferred until contact can be made with the Eugene City officials regarding their cooperation. The Commission approved his request.

Attention was given to a request from George H. Layman, Mayor of the City of Newberg, for illumination on the northeasterly approach of US99W to the City of Newberg. A part of this section, the Engineer stated, has recently been widened to four lanes between River and Church Streets, the average daily traffic is approximately 10,000 vehicles and a considerable number of pedestrians walk alongside the highway. The city, he added, is willing to cooperate in the project on a fifty-fifty basis, the total cost being estimated at $7,000. He recommended that the illumination be installed, with the State to pay one-half the cost of installation, which is to be done by the Portland General Electric Company under the supervision of the City of Newberg. It is also understood that the maintenance of the illumination fixtures and the power to operate them is to be the sole responsibility of the City. The Commission approved the project, the State to pay $3,500 to the City upon completion of the installation in a manner satisfactory to the State Highway Department.

The Engineer reported that the Bureau of Public Roads has recently completed paving on the Ochoco Mountain Section of the Ochoco Highway in Crook and Wheeler Counties. The guardrail which was in place prior to the paving needs considerable rehabilitation to make it conform to the new grade. The Bureau, he stated, has requested the State to perform the work, to be reimbursed by the Bureau for an amount not exceeding $5,000. The Commission approved the project after the Engineer had given his favorable recommendation.

The Commission discussed with the Engineer a resolution submitted by the Coos County Chamber of Commerce requesting reconstruction, realignment, and modernizing of the Coos Bay-Roseburg Highway from Myrtle Point to the Pacific Highway. In the discussion of this project it was pointed out that there seems to be a difference of opinion among Coos County people as to where the reconstructed highway should be relocated. No action was taken at this time, pending the appearance of a delegation on this matter on the following day.

(The Commission took no action following the appearance of Mr. Bowen on March 2).

Attention was given to a letter written by Mr. Murl W. Laird of Sitkum, requesting a heavy duty highway from the Coos Bay area through Roseburg to a junction with the Cascade Lakes Highway. Mr. Laird urged early commencement of a survey on this route. No action was taken on the matter.

Extension of an Accident Analysis Agreement with the Secretary of State and the City of Portland was considered. The Engineer explained briefly that this is an extension from January 1, 1956 to December 31, 1957 of an agreement which has been in effect since 1951 whereby accident data is provided and made available to the three parties of the agreement. The Commission approved the extension of the agreement.

A petition from residents of Hood River requesting a direct connection to the Columbia River Highway at M.P. 61.06 was discussed. The Engineer stated that this point of access is immediately west of Hood River in an area now served by a frontage road accommodating about nine residences. If additional access is granted, he pointed out, it would force the State to build an interchange or other facility to care for the access when the highway is completed to a freeway status. The Commission accepted his recommendation that the request be denied.

The Engineer reported that a number of requests have been received for improvement of the Klamath Lake Secondary Highway between Lake of the Woods Junction and Fort Klamath to the north. There are a number of residences, he stated, on a three-mile section immediately

north of the Woods Junction. Investigation has determined that placing of a thin layer of cinders on this three-mile section would decrease the dust nuisance and facilitate maintenance. He recommended that this work be done by State forces at an estimated cost of $3,000. The Commission approved the project.

Attention was given to a request from the Portland Police Department for construction of a chain-link fence along the center median on portions of Harbor Drive in the City of Portland. The Engineer reported that although there are two grade separations for pedestrians in this area many pedestrians prefer to cross the highway at grade and two fatalities have recently occurred and another pedestrian was seriously injured. He recommended that a chain-link fence be constructed on a 7-block section between Hooker Street and Pennoyer Street, at an estimated cost of $6,000 with funds from the 1956 budget. The Commission approved the project.

A "Major Program Change" in the Forest Highway Program for the fiscal year 1953 was considered. The Engineer reported that the change involved is in the Oregon Forest Highway project 8-B2 on the Umpqua Highway, beginning three miles east of Reedsport and extending easterly 3.43 miles. The change is caused by conditions resulting from flood waters, necessitating the providing of rock embankment instead of dredged embankment. This work, he added, is being conducted by the U. S. Forest Service through the Bureau of Public Roads, and he recommended that the change be approved. The Commission accepted his recommendation.

Changes in partitions in the Mailing Room in the State Highway Building in Salem were requested by the Secretary, to better accommodate mailing equipment and a new teletype machine. Action on this matter was deferred until later in the day.

(In the afternoon this matter was again discussed. The Engineer stated that the change is needed and he recommended that the work be performed at an estimated cost of $1,050. The Commission approved the project.)

Resolutions submitted by the Josephine County Court and the City of Grants Pass were discussed. These resolutions, the Engineer stated, favor completion of Project No. 1 in the Highway Traffic Survey prepared for the Grants Pass vicinity in 1954. The petition also requests that Project No. 7 in the same traffic survey be given further study by the Highway Commission. Project No. 7 is a continuation of the Redwood Highway from its present junction with the Pacific Highway to a point on the relocated Pacific Highway south and east of Grants Pass. Project No. 1 is a one-way street couplet on the Pacific Highway involving 6th and 7th Streets in the City of Grants Pass. The Commission took no action on these matters at

this time but indicated that further consideration would be given to them in the allocation of future highway funds.

The following increases in project authorizations for contracts were requested by the Engineer and granted by the Commission:

1. Increase of $4,250 in Contract No. 4512 for developments at Detroit Lake State Park. This work consists principally of removing 280 additional stumps and extension of the parking area at the boat ramp below the normal lake level. Funds are to be transferred from the 1956 Park Betterment Budget.

2. An increase of $1,600 in Contract No. 4317 for expansion of a camping area in Humbug Mountain State Park. Installation of more culvert pipe than was anticipated caused the overrun.

The Engineer reported that the following cities and towns have satisfied legal requirements with respect to the expenditure of State Tax Street Funds accrued to them during the first half of 1954, the second half of 1954, and the first half of 1955, and the plans for the projects proposed to be financed with such funds have been examined and found satisfactory:

From funds accrued during first half of 1954:

Jordan Valley.	$ 672.01

From Funds accrued during second half of 1954:

Cave Junction.	$1,048.09
Island City.	485.36
Jordan Valley.	830.03
Richland.	773.75

From funds accrued during first half of 1955:

Boardman	$ 362.18

The Engineer recommended approval of the plans. The Commission approved the plans by adopting the attached resolution relative thereto, marked EXHIBIT "F", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The Commission considered and upon recommendation of the Engineer, granted extensions of time within which to complete state highway contracts as follows:

1. Fred Rouse & Henry H. Miller, Contract No. 4195, for grading and oil mat surfacing on the Burns Corner-Lewisville Section of the Burns Corner-Suver Road in Polk County, requested an additional extension of time from July 31, 1955 to September 13, 1955. Approved as recommended.

2. Rogers Construction Co., Contract No. 4036, for grading the Glenwood-North Plains Section of the Wilson River Highway in Washington County, requested an extension of time from July 31, 1955 to February 1, 1956. Approved as recommended.

3. Tom Lillebo, Contract No. 4462, for construction of the Mill Creek and Pen Annex Bridges on the Salem-Turner Aumsville Road in Marion County, requested an additional extension of time from February 1, 1956 to May 31, 1956. Approved as recommended.

4. Trowbridge Electric Co., Contract No. 4549, for the illumination project on the Anlauf-Shady Unit of the Goshen-Myrtle Creek Section of the Pacific Highway in Douglas County, requested an extension of time from March 31, 1956 to May 29, 1956. Approved as recommended.

5. Trowbridge Electric Company, Contract No. 4500, for installation of a traffic signal on the Palatine Road-Briarwood Road Section of the Oswego Highway in Clackamas and Multnomah Counties, requested an additional extension of time from January 15, 1956 to May 15, 1956. Approved as recommended.

6. Trowbridge Electric Company, Contract No. 4511, for installation of traffic signals in the City of Salem, Marion County, requested an additional extension of time from January 29, 1956 to May 28, 1956. Approved as recommended.

7. Wold Brothers, Contract No. 4238, for construction of a guardrail on the Rocky Point-Greggs Creek Section of the Oregon Coast Highway in Curry County, requested an additional extension of time from August 31, 1955 to February 15, 1956. Approved as recommended.

8. Wold Brothers, Contract No. 4303, for Fencing Project on the Greggs Creek-Wedderburn Section of the Oregon Coast Highway in Curry County, requested an additional extension of time from July 31, 1955 to February 15, 1956. Approved as recommended.

9. A. H. Saxton & Son, Contract No. 4337, for construction of the Boomer Hill Road Overcrossing on the Pacific Highway in Douglas County, requested an additional extension of time from November 30, 1955 to January 19, 1956. Approved as recommended.

10. Tom Lillebo, Contract No. 4336, for construction of the Frankport Viaduct and Euchre Creek Bridges on the Oregon Coast Highway in Curry County, requested an extension of time from December 1, 1955 to January 14, 1956. Extension granted but the contractor is to be charged for the engineering costs incurred during the period of December 1, 1955 to January 14, 1956.

FOOTNOTE: The action taken by the State Highway Commission upon the extensions of time within which to complete the highway contracts listed above was based upon the recommendation of the Engineer and his reports which considered but did not necessarily adopt either or any of the reasons given by the contractors in their requests for such extensions of time. For details regarding these extensions of time, see copies of the contractors' requests and the Engineer's recommendations on file in the respective contracts in the Secretary's office.

The Engineer reported that Contract Nos. 3805, 4019, 4036, 4153, 4179, 4195, 4238, 4273, 4282, 4303, 4317, 4331, 4336, 4337, 4380, 4450, 4490 for highway construction have been completed according to the requirements of the contracts or modifications thereof and that said contracts are now ready for acceptance by the Commission. After due consideration, the Commission accepted said contracts by adopting the attached resolution relative thereto, marked EXHIBIT "G", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The Commission gave attention to a form of agreement with the City of Cornelius covering a one-way couplet section on the Tualatin Valley Highway in Cornelius. The Engineer explained briefly that the agreement provides as to what streets are to be used by the couplet, things to be performed by the City and by the State, and requiring certain ordinances to be enacted by the City. Upon his favorable recommendation the Commission approved the agreement.

Also considered was an easement agreement with Southern Pacific Company involving the Tillamook Undercrossing of the Wilson River Highway. This agreement, the Engineer explained, is necessary in performing the contract for construction of the Tillamook-Donaldson Creek Section of the Wilson River Highway, on which bids are to be received on March 2, 1956. The Commission approved the agreement.

The meeting recessed for luncheon at 12:00 noon and reconvened at 2:00 p.m. with the same persons present and participating.

The Commission gave attention to a number of requests for the placing of reduced speed zones at various locations on state highways. The Engineer reported that in each instance a careful investigation had been made by the Traffic Engineering Department and as a result of these investigations he recommended that action on the following requests be taken as indicated:

1. Request from Mr. Harold Davis, City Engineer of Salem, for extension of the 30-mile per hour speed zone on the Willamina-Salem Highway at the westerly edge of Salem. The Engineer recommended that a 30-mile per hour speed zone be established from a point 0.12-mile west of Cascade Drive to the west city limits of Salem. The Commission accepted his recommendation by adopting the attached resolution relative thereto, marked EXHIBIT "H-1", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

2. Request from Sherman Pomona Grange No. 31 for a 35-mile per hour speed zone on the Columbia River Highway in Rufus. In view of the favorable accident record, the relatively sparse culture, and the prevailing speeds, the Engineer recommended that the request be denied and that the existing 45-mile per hour speed zone be maintained. The Commission approved his recommendation.

3. Request of the Hon. Joe Rogers, State Representative, for establishment of a speed zone on the Willamina-Salem Highway in the community of Derry. As the section is very short in which there is roadside culture in this location, the Engineer recommended that the request be denied. The Commission approved his recommendation.

4. The Engineer reported that a number of requests had been received for a reduced speed zone on S. W. Barbur Boulevard (US99W) between S. W. Capitol Highway and the Multnomah-Washington County line. In view of the findings disclosed by investigation, he recommended that the resolution of May 26, 1952 establishing a 50-mile per hour speed zone be rescinded and a 45-mile per hour speed zone be established on the section of US99W between M.P. 6.45, approximately 0.2 mile west of Capitol Highway intersection, and M.P. 7.65 at the Multnomah-Washington County Line. He also recommended that left turn movements from the north approach of S. W. 55th Avenue to Barbur Boulevard be prohibited. The Commission approved his recommendations and thereupon adopted the attached resolution restricting vehicular speed on this section to 45-miles per hour, marked EXHIBIT "H-2", which resolution by this reference is made a part hereof, with like effect as though extended in full herein. The Engineer was instructed to erect signs prohibiting left-turn movements at S. W. 55th Avenue as recommended.

5. Request of Matlack's Supermarket, Medford, for a reduced speed zone on the Medford-Provolt Highway in the vicinity of Ross and Lozier Lanes, and for the painting of a crosswalk at this intersection.

The Engineer recommended that the request be denied in view of the prevailing speeds and the relatively favorable accident record, but that the existing 40-mile per hour speed zone be amended to provide a 40-mile per hour speed zone from a point 0.13 mile west of Arnold Lane at M.P. 22.00 to the west city limits of Medford at M.P. 24.15, except that the indicated speed shall be 20-miles per hour during the hours of school crossings from a point 200 feet west of Renault Avenue at M.P. 23.24 to a point 300 feet east of Oak Grove Road at M.P. 23.37; and from a point 200 feet west of Clover Lane at M.P. 23.71 to a point 400 feet east of Ross Lane at M.P. 23.87. He also recommended that an overhead illuminated crosswalk sign be installed at this intersection at an estimated cost of $600 with funds from the 1956 Minor Betterment Budget. The Commission approved his recommendations and thereupon adopted the attached resolution relative thereto, marked EXHIBIT "H-3", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

Authorization for out-of-state travel expense was recommended by the Engineer and approved by the Commission, as follows:

1. Forrest Cooper, Construction Engineer, to attend a demonstration by the U. S. Bureau of Public Roads in computing earthwork computations from aerial photography maps at Chicago, Illinois, March 6 and 7, 1956, at an estimated cost of $240.

2. C. H. Maison, Auditor, and George LeTourneux, Engineering Assistant, to go to Sacramento, California, March 19-22, 1956, to study California Division of Highways key-punch system, at an estimated cost of $107 for each person.

3. Carl W. Jordan, Director of Travel Information Division, to attend a travel and vacation show in Los Angeles, California, April 11-23, 1956, at an estimated cost of $277.

4. Dennis D. Clarke, Assistant Director, Travel Information Division, to attend the Dallas Travel Show in Dallas, Texas, March 31 to April 8, 1956, at an estimated cost of $392.

5. W. C. Williams, Deputy State Highway Engineer, to attend a meeting of the Highway Research Board in Washington, D. C., March 14-15, 1956, at an estimated cost of $310. The cost of this trip, the Engineer stated, will probably be borne by the Highway Research Board.

The Engineer requested and the Commission granted authority for himself or Mr. W. C. Williams, or Mr. W. W. Stiffler, or Mr. G. S. Paxson to sign applications for the renewal of any existing radio station license, any change made at a licensed station, or for new stations put in operation. The Commission granted authority by adopting the attached resolution relative thereto marked EXHIBIT "J", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Consideration was given to a written request made by the Tillamook County Court that the old Meda Bridge over the Little Nestucca River on the Little Nestucca Secondary Highway be turned over to them when the new bridge is completed. The Engineer stated that the old truss is too light and too narrow to be of any value on the state highway system, and inasmuch as the bridge was originally built by Tillamook County, he recommended that the structure be given to Tillamook County upon completion of the new bridge. The Commission accepted his recommendation.

The Engineer reported that an inquiry had been received from the Superintendent of Schools at Canyonville as to whether the Highway Commission would sell an old 60-foot steel deck truss stock-piled at Blackwell Hill near Medford. This truss, the Engineer explained, was removed in 1948 from the Little Butte Creek crossing of the Crater Lake Highway because it was too narrow. No use has been found for the truss and the School Board subsequently offered to pay 5 cents per pound for the material and submitted a check in the amount of $2,348.50, which is the full price at 5 cents per pound. He recommended that the sale be completed. The Commission approved the sale as outlined.

The Commission discussed briefly with the Engineer a suggestion made by Dr. Morgan S. Odell, President of Lewis and Clark College, that the Columbia River Expressway be known as the "Lewis and Clark Trail." In this discussion, it was brought out that the highway has been named by law and cannot be changed by Commission action alone.

The Commission approved the Secretary's report showing papers signed by him in behalf of the Commission during the period of January 24 to February 29, 1956.

The Commission set the next regular meeting for April 26 and 27, 1956, in the Imperial Hotel in Portland, and a tentative date of May 31 and June 1, 1956 for the next following meeting.

The Commission discussed with the Engineer the various matters to be presented by delegations scheduled to appear the following day. No action was taken at this time, pending the appearance of the delegations.

A form of agreement with the City of Tillamook concerning a one-way street couplet on the Wilson River Highway in the City of Tillamook was presented by the Engineer. He explained briefly that the agreement provides for construction and improvement on First and Second Streets to provide a one-way couplet section on the Wilson River Highway. The agreement also details things that are to be done by the State and by the City. Upon the Engineer's favorable recommendation, the Commission approved the agreement.

Also considered was an agreement with Lane County covering the designation of the "Q" Street Route between Eugene and Springfield. The Engineer stated that this agreement is a written form of a previous oral understanding with Lane County whereby the State is to designate "Q Street" as a state highway and to conduct a survey along the "Q Street" route. Lane County is to contribute by July 1, 1956, the sum of $130,000 to the State for the acquisition of right of way for the extension of the "Q Street" route from Mohawk Road to a connection with the McKenzie Highway. He recommended that the agreement be approved. The Commission approved the agreement.

The Engineer presented for the Commission's consideration an agreement with Union Pacific Railroad Company concerning a permit for a temporary crossing at grade of the tracks of Oregon-Washington Railroad and Navigation Company and the Union Pacific Railroad Company on the Werst Corner-Wallowa Section of a Wallowa County Road. The terms of this agreement, the Engineer commented, extend the terms of the original agreement from December 31, 1955 to July 31, 1956. The Commission approved the agreement.

The Engineer reported that construction of the AASHO Test Road under the supervision of the Highway Research Board will soon get under way. Mr. W. C. Williams, Deputy State Highway Engineer, has been selected as an Advisory Committee member from the Western Association of State Highway Officials. The Highway Research Board has called an organizational meeting of the Advisory Committee composed of a representative from each of the four geographical areas of the United States. This meeting is to be held in Washington, D. C. on March 14 and 15, 1956, and it is expected that the Highway Research Board will pay the expenses of the Committee for the meeting. He recommended that Mr. Williams be authorized to attend the meeting and, in the event that his expenses are not defrayed by the Highway Research Board, that such expenses be borne by the Oregon Highway Department. The Commission accepted his recommendation.

Removal of buildings from the Walter F. Stucki and Arnold Berger property on the Gardner Ranch-Berger Section of the Sunset Highway was discussed. The Right of Way Engineer recalled that in acquiring the property the buildings had been allowed to remain on the land and now must be moved. The moving transactions, he stated, were approved by the Commission on the Right of Way Resolution, dated December 19, 1955, but it is necessary to have agreements signed by the Commission, and he so recommended. The Commission approved and later in the day signed an agreement with Mr. Walter F. Stucki and an agreement with Mr. Arnold berger.

Sale of a parcel of state-owned land adjacent to the Pacific Highway in Eugene in the area known as the "Big Y" was considered. The Engineer stated that the City proposes to construct two streets which will provide access to the property. He recalled that when this matter had been discussed at a previous Commission meeting the idea had been presented that if necessary the State might furnish sufficient land to provide for a street. However, it now appears that to satisfy the law it would be necessary only to dedicate a street but not necessary to construct it. No action was taken at this time.

(On the following day this matter was again considered and the Chief Counsel explained that the property is now all within the Eugene city limits. The City has indicated that it intends to build streets which will provide access to the state-owned property and it recommends that the State does not build a street along the property edge. He requested authority to seek a waiver from property owners affected, and if this action is not successful that he be granted authority to seek dedication of a 60-foot street on state property, but no construction. The Commission granted the authority as requested).

Chairman Chandler inquired of the Engineer as to what progress is being made in the preparation of state highway construction programs. The Engineer replied that two programs have been prepared. No action was taken at this time as the Commission indicated that they wished time in which to study the programs.

Commissioner Reynolds inquired as to the revised location of the "Q Street" route, particularly at the Eugene end. The Engineer exhibited a map showing the route and the survey previously adopted.

The Secretary presented a request from Woodrow J. Paquette that the State donate property between Port Orford and Gold Beach for a Boy Scout Project. It was pointed out that the Commission could not donate property for other use which had been acquired for highway purposes.

A dangerous situation on the Old Oregon Trail Highway at the Grand Ronde Hospital in the City of La Grande was mentioned by Commissioner Reynolds. It was his thought that the intersection might possibly require some sort of a traffic signal. The Engineer was instructed to investigate the matter.

Inquiry was made by Commissioner Reynolds concerning the survey on the Youngs Bay Bridge Section of the Oregon Coast Highway in Clatsop County. The Engineer explained that although the survey is shown as only 50 per cent complete, the other 50 per cent is in the design of the structure which has not yet been designed.

At 3:00 p.m. the Commission discussed bids received at the morning session for the Interstate Bridge between Portland and Vancouver and other projects. Present and participating in the discussion concerning the Interstate Bridge were Mr. E. C. Huntley, member of the Washington State Highway Commission; Mr. R. E. Hensel, member of the Washington State Highway Commission; Mr. W. A. Bugge, Director, Washington Department of Highways; Mr. Darrel Hedges, Secretary of the Washington Toll Bridge Authority, and Mr. Richard Thorgrimson, of the firm of Preston, Thorgrimson and Horowitz, of Seattle, employed as Special Bond Counsel by the Washington Toll Bridge Authority.

Mr. R. H. Baldock, State Highway Engineer, Oregon, stated that the bid of Guy F. Atkinson Company was the low bid for the Interstate Bridge project at $6,681,940, or approximately 5% above the estimate. He read aloud a prepared statement pertaining to the award of this contract as follows, and recommended approval of the same by both the Oregon and Washington Authorities:

"The Oregon State Highway Commission and the Washington Toll Bridge Authority acting by and through the Director of Highways of the State of Washington elect to accept the low bid of Guy F. Atkinson & Co. in the sum of $6,681,940 for the construction of the Interstate and the Oregon Slough Bridges, and the Oregon State Highway Commission directs the State Highway Engineer of Oregon to award the contract on behalf of the Oregon State Highway Commission to said bidder as soon as and if the bonds required to finance the construction of the bridges have been sold, and the award shall be made in concurrence with the award to be made by the Director of Highways of the State of Washington on behalf of the Washington Toll Bridge Authority."

Mr. C. W. Enfield, Chief Counsel, Oregon Highway Department, pointed out that a resolution pertaining to the Interstate Bridge Project and the sale of bonds to finance it, has not been completed, but will be presented for approval on the following day. Mr. Richard Thorgrimson of Special Bond Counsel employed by the Washington Toll Bridge Authority, explained in general the provisions which are to be incorporated in the resolution. He pointed out that an agreement has been reached among the Oregon and Washington authorities on all major points and that only details remain unresolved at this time. He explained that the resolution, among other things, is a bond and trust indenture for all bonds which are to be sold to finance construction of the new bridge including the approaches in Oregon and in Washington, the acquisition of right of way, toll plaza, administration building, alteration of the old bridge, expenses incurred thus far, interest on bonds until tolls can be collected, and other incidental expenses. He pointed out that although the Federal Government has indicated that it will participate in the reconstruction of the old bridge, the resolution provides that bonds may be issued to pay the entire cost of such reconstruction. If the Federal Government in fact reimburses the States for a portion of the cost of reconstruction, such funds may be used to retire part of the bonds. The total amount of bonds to be sold, he stated, is $14,500,000, out of which total $9,300,000 is to be sold immediately

for construction of the new bridge and expenses incurred thus far. Also incorporated in the resolution is a provision to reimburse the State of Washington for construction of the north bridge approach in the same amount as Oregon is reimbursed for the construction of the south bridge approach. The second bond issue to be made at a later date, he said, will be in the amount of $5,200,000. These bonds, he added, are to be retired by funds accruing from tolls to be assessed on both bridges, and all surplus monies accruing from such tolls after interest and stipulated bond retirements have been met are to be used to retire additional bonds. He also explained briefly the type of bonds to be sold, their order of retirement, arrangements for a trustee, payment of maintenance and operation costs and other details.

Answering an inquiry by Mr. Chas. H. Reynolds, Oregon Highway Commissioner, Mr. Thorgrimson stated that provision has been made so that idle bond monies can be invested pending the need to use them. He also commented that it is planned to make delivery of the bonds by May 1, 1956. Chairman Chandler inquired if the cost of certifying the bonds has been determined. Mr. Thorgrimson replied that the fee has been fixed.

After further discussion, it was mutually agreed among the Oregon State Highway Commission, and representatives of the Washington State Highway Commission and the Washington State Toll Bridge Authority, that the bid of Guy F. Atkinson Company in the amount of $6,681,940 should be accepted and referred to the Oregon State Highway Engineer as recommended by him. It was understood that the resolution outlined by Mr. Thorgrimson will be prepared in final form for approval by all parties concerned on the following day.

At 4:00 p.m. Commissioner Reynolds publicly announced the award of contracts as follows:

"Construction of a new Interstate Bridge over the Columbia River and a bridge over Oregon Slough on US99 between Portland, Oregon, and Vancouver, Washington: The Oregon State Highway Commission and the Washington Toll Bridge Authority acting by and through the Director of Highways of the State of Washington elect to accept the low bid of Guy F. Atkinson & Co. in the sum of $6,681,940 for the construction of the Interstate and the Oregon Slough Bridges, and the Oregon State Highway Commission directs the State Highway Engineer of Oregon to award the contract on behalf of the Oregon State Highway Commission to said bidder as soon as and if the bonds required to finance the construction of the bridges have been sold, and the award shall be made in concurrence with the award to be made by the Director of Highways of the State of Washington on behalf of the Washington Toll Bridge Authority."

"Stone base and oiling the Muddy Creek School-Haines Jct. and Middle Unit, Rock Creek-Haines Sections of the Muddy Creek and Rock Creek County Roads in Baker County: The Commission elects to accept the bid of Babler Bros., Inc., Portland, in the sum of $51,147 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Baker County is received and the sum of $15,900 is deposited by the County.

"Mussel Creek Slide Correction Project on the Oregon Coast Highway, south of Port Orford in Curry County: The Commission elects to accept the bid of Glen Ousley, Eugene, in the sum of $28,458.50 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Glendale (Pacific Avenue) Paving Project in Douglas County: The Commission awarded the contract to the low bidder, Warren Northwest, Inc., Portland, at their bid price of $7,126.

"Riddle (Main Street) Grading and Paving Project in Douglas County: The Commission elects to accept the bid of Warren Northwest, Inc., Portland, in the sum of $13,370 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of the City of Riddle is received and the sum of $1,000 is deposited by the City.

"Construction of a 360' reinforced concrete deck girder bridge over the West Fork of the Illinois River just south of Cave Junction in Josephine County: The Commission awarded the contract to the low bidder, Tom Lillebo, Reedsport, at his bid price of $140,243.

"Little Deschutes River Bridge Widening on the Willamette Highway in Klamath County: The Commission awarded the contract to the low bidder, Roger Holmes, Olympia, Washington, at his bid price of $13,955.

"Construction of a 466' reinforced concrete and steel girder bridge over Yaquina River at Toledo in Lincoln County: The Commission elects to accept the bid of Tom Lillebo, Reedsport, in the sum of $149,059 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Lincoln County is received and the sum of $42,000 is deposited by the County.

"Newport Rock Production Project on the Oregon Coast and Corvallis-Newport Highways in Lincoln County: The Commission awarded the contract to the low bidder, Barney B. Helser, Beaverton, at his bid price of $42,240.

"Adrian Rock Production Project on 4 highways in Malheur County: The Commission awarded the contract to the low bidder, Quinn Bros. and Robbins, Inc., Boise, Idaho, at their bid price of $14,935.

"Construction of Stayton-Sublimity Overcrossing and Mill Creek Bridge on the relocated North Santiam Highway in Marion County: The Commission awarded the contract to the low bidder, Tom Lillebo, Reedsport, at his bid price of $71,274.

"Grading and paving the S.E. Stark Street-Powell Valley Road Section of the East Burnside Road in Multnomah County: The Commission elects to accept the bid of Warren Northwest, Inc., Portland, in the sum of $125,665.50 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Multnomah County is received and the sum of $28,400 is deposited by the County.

"Installation of traffic signals on the Mt. Hood Highway (E. Powell Blvd.) in Multnomah County: The Commission awarded the contract to the low bidder, W. R. Grasle, Portland, at his bid price of $10,862.

"Portland Area Aerial Photography and Mosaic Project in Multnomah, Clackamas and Washington Counties: The Commission awarded the contract to the low bidder, Delano Aerial Surveys, Portland, at their bid price of $11,830.

"La Grande-North Powder Pavement Sealing and Rock Production Project on the Old Oregon Trail Highway in Union and Baker Counties: The Commission rejected the only bid received for this project which was submitted by Arthur Simonsen Co., Baker, as being too high.

"Grading and paving the Cornelius-Hillsboro Unit, Forest Grove-Hillsboro Section of the Tualatin Valley Highway in Washington County: The Commission elects to accept the bid of Warren Northwest, Inc., Portland, in the sum of $401,671.50 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

The Commission signed agreements and other papers, as follows:

"Release of Option Obligations" re execution of an agreement with Oliver G. Garrett covering release of option obligations.

"Indentures of Access" on the following properties:

a. Robert Dollar Company property on Glendale Junction-Wolf Creek Section of Pacific Highway, Josephine County.

b. Mr. and Mrs. Russell Christiansen property on Newport-Toledo Section of Corvallis-Newport Highway, Lincoln County.

c. Mr. and Mrs. Glen Coons property on Anlauf-Elkhead Road Section of Pacific Highway, Josephine County.

d. Mr. and Mrs. Theodore B. Rossner property on Sheridan-Deer Creek Section of Salmon River Highway, Yamhill County.

"Bargain and Sale Deed" re sale of 0.86 acre of excess property on Old Pacific Highway in vicinity of Roseburg. Consideration $250.

"Agreement" with Cedar Hills Company re revision and correction of easement for construction and maintenance of sewer line.

"Quitclaim Deed" re deeding to Mr. and Mrs. Burdette L. Dodge, Jr., certain real property acquired for a gravel pit and haul road easement in Jackson County.

"Agreement" with Maplewood Water District covering re-establishment of their water mains on Washington County Line-Hillsdale Section of Beaverton-Hillsdale Highway, Multnomah County.

"Agreement" with U. S. Bureau of Public Roads for construction of a guardrail on Ochoco Mountain Section of US26 in Crook and Wheeler Counties.

"Accident Analysis Agreement" with Secretary of State and City of Portland extending the previous agreement from January 1, 1956 to December 31, 1957 covering cooperative action in the matter of gathering and handling data for minimizing traffic accidents.

"Major Program Change" form with US Forest Service and US Bureau of Public Roads covering additional funds to modify original methods of construction on Umpqua Highway in the vicinity of Reedsport.

"Bargain & Sale Deed" to Ralph Adams, Jr. for 50.74 acres of excess right of way on the Portland-Salem Expressway in Marion County. (Authorized 11-4-55)

"Bargain and Sale Deed" to Mark L. Hegele, Jr. for a parcel of land on the Goble-St. Helens Section of Columbia River Highway in Columbia County. (Authorized 1-26-56)

"Agreement" with City of Springfield covering the extension of the one-way couplet in Springfield, which is a portion of the Willamette Highway (Springfield) Bridge Section of the McKenzie Highway in Lane County. (Authorized January 18, 1955)

"Agreement" with the City of Empire covering the Special City Allotment project on Michigan Avenue and Morrison Street in Empire. (Authorized 12-19-55)

"Throughway Agreement" with Tillamook County covering the Tillamook-Donaldson Creek Section of the Wilson River Highway in Tillamook County. (Authorized December 10, 1953)

"Agreement" with City of Glendale covering the Special City Allotment project on Pacific Avenue in Glendale. (Authorized 12-19-55)

"Agreement" with City of Reedsport covering the Special City Allotment project on Winchester Avenue in Reedsport. (Authorized 12-19-55)

"Finance & Maintenance Agreement" with Linn County covering the Tangent Junction-Oak Creek School Section, FAS 216. (Authorized 11-3-55)

"Abandonment Agreement" covering the Tillamook-Donaldson Creek Section of the Wilson River Highway No. 37 in Tillamook County. (Authorized 12-10-53)

"Agreement" with City of Cornelius covering one-way couplet on Tualatin Valley Highway in Cornelius.

"Easement and Construction Agreements" with Southern Pacific Company covering Tillamook Undercrossing Project on Wilson River Highway at Tillamook.

"Consent to Street Vacation" re application of Newport Construction Co., for the vacation of portions of N. E. Broadway Court and N. E. 71st Ave. in the City of Portland.

"Ground Lease" between Marion County and State Highway Commission for property on the Willamette River-Hayesville Section of Portland-Salem Expressway.

"Cooperative Agreement" with the U. S. Forest Service granting State a right to use Forest Service right of way and in which the Highway Commission will compensate the Forest Service for cost of relocating a Forest Service telephone line.

"Finance & Maintenance Agreement" with Lincoln County covering the Yaquina River (Toledo) Bridge on FAS 584.

"Finance & Maintenance Agreement" with Baker County covering the Middle Unit, Rock Creek-Haines Section and the Muddy Creek School-Haines Junction Section of FAS 507 and 508.

"Agreement" with City of Riddle covering the Special City Allotment project on Main Street in Riddle.

"Revised Agreement" with Lane County covering the designation of the "Q Street" Route in Lane County.

"Agreement" with the City of Tillamook covering the one-way street couplet on the Wilson River Highway in Tillamook.

"Extension Rider" with OWRR & N Co. covering permit relative to a temporary crossing at grade of the tracks of the Railroad Company on the Werst Corner-Wallowa Section of the Wallowa County Road.

"Finance & Maintenance Agreement" with Multnomah County covering the S. E. Stark Street-Powell Valley Road Section of FAS 582.

"Agreement" with Walter F. Stucki and Arnold Berger for the removal of their buildings from the Sunset Highway right of way on the Gardner Ranch-Berger Ranch Section of the Wolf Creek Highway in Washington County.

March 1, 1956

"Agreement" with City of Portland covering the construction of the Clay Street-Columbia Street Interchange on the Pacific Highway West in Portland.

The meeting adjourned at 4:25 p.m., to reconvene on March 2, 1956.

Portland, Oregon
March 2, 1956

The meeting of the State Highway Commission reconvened at 9:00 a.m. in the Queens Room of the Imperial Hotel, with the following persons present and participating:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, Deputy State Highway Engineer
W. W. Stiffler, Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
R. L. May, Jr., Assistant Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

Commissioner McIver was excused from attending this meeting.

Bids as follows for highway construction were opened and read aloud by the Secretary who then announced that the award of contracts would be made in the same room at 3:00 p.m:

COOS COUNTY
GRADING AND OILING DAVIS CREEK-BETHEL CREEK SECTION OF THE OREGON COAST HIGHWAY

Q. L. Rufener, Inc., Portland	$40,240.00
Martin Kincheloe, Myrtle Point	40,560.00
Donald V. Greene and Greene & Buick, Inc., Salem*	46,508.00

*Bidder will accept the award of only one project at this date.

March 2, 1956

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COOS COUNTY
GRADING AND STONE BASE YELLOW CREEK SECTION OF THE POWERS HIGHWAY

Martin Kincheloe, Myrtle Point	$ 44,559.00
Q. L. Rufener, Inc., Portland	49,755.00
Donald V. Greene & Greene & Buick, Inc., Salem	51,084.00
Funderburk Constr. Co., Sutherlin	55,060.00
Coos Bay Dredging Co., Inc., Coos Bay	56,186.50
Angell Bros., Eastside	57,388.90
L. C. Daniel & Floyd Grahm Constr. Co., Eugene	59,735.50
Fred H. Stegeman & Associates, Lebanon	63,065.00

DOUGLAS COUNTY
INSTALLATION OF ROADWAY ILLUMINATION AT 4 INTERSECTIONS ON SHADY POINT-MYRTLE CREEK UNIT OF THE PACIFIC HIGHWAY

J. J. Walton, Salem	$ 16,188.00
Trowbridge Electric Co., Roseburg	17,500.00
Steeck Electric, Roseburg	17,874.00
Rochat Electric, Portland	21,500.00

GRANT COUNTY
BEECH CREEK-MT. VERNON ROCK PRODUCTION PROJECT ON THE PENDLETON-JOHN DAY AND BEECH CREEK HIGHWAYS

Arthur Simonsen & Co., Baker	$ 29,700.00
E. H. Itschner Co., Molalla	30,600.00

JACKSON COUNTY
12TH ST.-BOYD ST. (MEDFORD) PAVING PROJECT ON THE PACIFIC HIGHWAY (NORTHBOUND ROUTE)

J. C. Compton Co., McMinnville	$ 6,704.00
Rogue River Paving Co., Medford	7,464.00

LANE COUNTY
765' REINFORCED CONCRETE AND STRUCTURAL STEEL GIRDER BRIDGE OVER WILLAMETTE RIVER

Hamilton & Thoms, Eugene	$414,891.50
Peter Kiewit Sons' Co., Vancouver, Washington	436,401.00
W. H. Shields Constr. Co., Eugene	446,547.80
Lee Hoffman, Beaverton	483,747.50
Natt McDougall Co., Portland	503,053.00
Schrader Constr. Co., Portland	570,520.00

LANE COUNTY
ROADWAY ILLUMINATION ON GOSHEN-ANLAUF UNIT OF PACIFIC HIGHWAY

J. J. Walton, Salem	$ 48,512.00
Electric Corporation, Salem	50,677.00

March 2, 1956

Roadway Illumination on Goshen-Anlauf Unit of Pacific Highway-Cont.

Steeck Electric Co., Roseburg	$ 51,588.00
L. H. Morris Electric Co., Eugene	54,840.00
Trowbridge Electric Co., Roseburg	55,000.00
Rochat Electric, Portland	63,000.00

LINN COUNTY
PAVING TANGENT JCT.-OAK CR. SCHOOL SECTION OF THE ORLEANS-LEBANON COUNTY ROAD

Warren Northwest, Inc., Portland	$ 48,802.00
Central Paving Co., Independence	49,897.00
Lebanon-Harrisburg Sand & Gravel, Lebanon	51,625.00
J. H. Gallagher & Sons, Corvallis	51,709.00
J. C. Compton Co., McMinnville	54,265.00

LINN COUNTY
MILL CITY (S.E. FAIRVIEW ST.) PAVING PROJECT. (0.36 mi.)

Warren Northwest, Inc., Portland	$ 8,055.00
Western Paving & Construction Company, Albany	8,510.00
Lebanon-Harrisburg Sand & Gravel Co., Lebanon	8,562.50
Central Paving Co., Independence	9,352.50
J. H. Gallagher & Sons, Corvallis	12,275.00

MALHEUR COUNTY
FOLLYFARM ROCK PRODUCTION PROJECT ON CRANE-SCOTTS BUTTE HIGHWAY

N. A. Toole Constr. Co., Ontario	$ 22,200.00
C. E. Leseberg, Nyssa	22,800.00
Richard Beshey, Parma, Idaho*	23,760.00
J. C. Compton Co., McMinnville	24,120.00

*Bidder will accept award of only one project at this time.

MALHEUR COUNTY
OLDS FERRY INTERCHANGE OVERCROSSING ON RELOCATED SECTION OF OLD OREGON TRAIL HIGHWAY

J. H. Wise & Son, Inc., Boise, Idaho	$ 88,744.40
Hannan Bros. Co., Portland	93,267.50
Rogers Construction Co., Portland	93,953.00
White Bros. Co., Walla Walla, Washington*	94,050.75
Marshall Constr. Co., Hermiston	94,076.65

*Bidder will accept award of only one project at this letting.

March 2, 1956

MULTNOMAH COUNTY
ROADBED WIDENING AND PAVING ROOSTER ROCK PARK INTERCHANGE SECTION OF COLUMBIA RIVER HIGHWAY

Inland Construction Co., Milwaukie	$231,043.00
Vernie Jarl, Gresham	247,993.00
J. Bacaloff & Hannan Bros. Co., Portland	249,988.50
Fred H. Slate Co., Ore. Ltd., & E. C. Hall Co., Portland	257,790.00
John Havlik, Jr., Scappoose	263,609.00
C. R. O'Neil, Creswell	265,956.00
Natt McDougall Co., Portland	267,373.00
Parker-Schram Co., Portland	267,733.00
Erland & Blickle, Portland	268,386.00
Babler Bros., Inc., Portland	273,630.00
J. N. Conley, Portland	276,388.00
Kuckenberg Constr. Co., Portland	286,935.30

TILLAMOOK COUNTY
GRADING, PAVING, ETC. TILLAMOOK-DONALDSON CREEK SECTION WILSON RIVER HIGHWAY

Fred H. Slate Co., Ore. Ltd., & E. C. Hall Co., Portland	$471,167.50
C. J. Eldon, Portland	488,656.50
White Bros. Co., Walla Walla, Washington*	489,971.00
J. N. Conley, Portland	497,527.00
Grimstad & Vanderveldt, Astoria	518,931.00

*Bidder will accept award of only one project at this letting.

YAMHILL COUNTY
AMITY (4TH & STANLEY STS.) PAVING PROJECT

Warren Northwest, Inc., Portland	$ 4,913.50
Central Paving Co., Independence	5,201.50
J. C. Compton Co., McMinnville	5,239.00

YAMHILL COUNTY
TWO REINFORCED CONCRETE STRUCTURES ON RELOCATED VALLEY JUNCTION-SHERIDAN SECTION OF SALMON RIVER HIGHWAY

Hamilton & Thoms, Eugene	$207,605.00
Tom Lillebo, Reedsport	214,001.00
P. S. Lord Mechanical Contractors, Portland	218,510.00
Natt McDougall Co., Portland	221,051.00
Babler Bros., Inc., Portland	223,001.00
Schrader Construction Co., Portland	265,115.00

March 2, 1956

A delegation representing the Oregon City Chamber of Commerce came before the Commission concerning signs along the Portland-Salem Expressway to better indicate to the traveling public how to reach Oregon City. The following people were present: J. H. Van Winkle, Manager, Oregon City Chamber of Commerce; Frank Stein, Chairman, Highway Committee, Oregon City Chamber of Commerce; Howard Oliver, Member, Oregon City Chamber of Commerce; Darrell Jones, Clackamas County Court; all of Oregon City; Bob Wyrick, "Chicken in the Rough" Restaurant, Gladstone; and Geo. T. Wadsworth, Citizen, Woodburn.

Mr. Frank Stein, who acted as spokesman, stated that many people in Oregon City feel that the existing signs, particularly at the junction of the Portland-Salem Expressway and the old Pacific Highway north of Salem, are incomplete and perhaps misleading.

Mr. Howard Oliver, owner of a motel a short distance north of Oregon City, stated that opening of the Expressway has hurt his business financially. He felt that signs at junctions along the Expressway were inadequate as a number of his customers from California followed the Expressway north to Portland and then had to return south on the old highway in order to stay at his motel. He urged the installation of additional signs at those intersections which lead to Oregon City.

Mr. Darrell Jones urged that additional signs pointing to Oregon City be installed at the intersection of Oregon Route 212 with the Portland-Salem Expressway, and also that signs be installed advising tourists about routes to the Oregon Coast. He also commented on another matter, indicating that the Clackamas County Court intends at an early date to ask for a section of Oregon Route 212 to be placed on the Federal-aid Secondary County Road System.

Mr. Van Winkle pointed out that a large sum is spent annually to attract tourists to the State and, by the placement of more signs along the Expressway, tourists would be given an opportunity to visit scenic areas and other points of interest not along the Expressway route. Many tourists, he continued, come to the State to see things of beauty and interest, many of which are situated on side roads. It was his feeling that the State should provide adequate signs on Portland-Salem Expressway so these areas of interest can be located by the traveling public. He suggested several changes at the intersection of the Expressway and the old Pacific Highway East, north of Salem, and he gave to the Commission a number of suggested wordings.

No comments were made by the Commission and the delegation departed at this time, however, discussion of the subject was resumed later in the day. The Engineer at that time stated that he felt that the signs proposed by the Oregon City delegation contain too many words to be placed on a high speed expressway. He pointed out that the Oregon State Highway Department has a very favorable reputation with the traveling public because of the concise and uncluttered highway signs now in use, and he gave as his considered opinion that extreme care should be exercised so as not to lose

this favorable reputation. The Commission instructed him to give the delegation's request careful consideration and to present a report at the next meeting.

Mr. J. H. Bowne, Coquille, representing the Coos County Chamber of Commerce, came before the Commission to request improvement of the Coos Bay-Roseburg Highway, Route 42, from Myrtle Point to Roseburg. He pointed out that during the recent severe storms this highway was closed for some time and that such closure in conjunction with the crooked and narrow condition of the highway acted as a bottleneck for industry in the coast area. He called attention to the fact that much of the freight bound for the Coquille-Coos Bay area now goes to Eugene or Portland and is then reshipped; also, that a more adequate road is greatly needed to help the timber industry. He asked the Commission to give the matter early consideration. No action was taken by the Commission.

The Hon. Vernon Miller, Sherman County Judge, Moro; C. F. Kuypers, Sherman County Commissioner, Rufus; Giles French, President, Sherman County Club, Moro; and John Hilderbrand, Citizen, Wasco, were present to urge improvement of Highway 206 (Wasco-Heppner Secondary Highway) between Wasco and the John Day River. Mr. Miller acted as spokesman and introduced the other members of the delegation. He called attention to the fact that the existing highway is approximately 30 years old and consequently obsolete, and at the present time is badly broken. He urged the rocking and eventual oiling of this highway section.

Mr. Hildebrand stated that although the present traffic is light, he felt that if the highway were improved there would be much more traffic. He commented on the large grain elevators located at Klondike and at Hay Canyon, and he stated that during the grain-hauling season the road becomes very dusty and full of chuck holes. The road, he added, is badly in need of additional surfacing and should be oiled to allay the dust nuisance.

Mr. Giles French brought up another matter, one concerning improvement of The Dalles-California Highway, US97. Truck haulers, he said, have indicated that they would like to use US97 in hauling between Los Angeles and Seattle as this route has the least vertical curvature of all available north and south routes. He stated that plans are under way to construct a bridge across the Columbia River at Spanish Hollow near the town of Miller east of The Dalles, and that a new route for the location of US97 could be located north of Wasco, utilizing alignment at a higher elevation and in dirt soil rather than in rock. He presented aerial photographs showing the country through which the proposed relocation would pass. He urged investigation of the route referred to.

The Engineer stated that it appears that the proposed relocation has considerable merit and that he will examine it carefully, with other possibilities, in determining a new location for this highway. No action was taken by the Commission.

Mr. George Mead, Attorney-at-Law, Portland, appeared before the Commission in behalf of Paul and Verla Martin, in regard to the proposed acquisition of certain property from the Martins by the Commission. Mr. Mead reviewed a prior transaction between the Commission and the Martins, in 1950, as a result of which a condemnation case was settled by stipulation, under the terms of which the Commission acquired certain real property needed for right of way for the Columbia River Highway, near Troutdale, and the Martins reserved certain rights including a commercial access for the establishment of a service station. It appears that a few months ago the Martins made arrangements with an oil company for the sale of a small parcel of the Martins' remaining property for the construction of a service station costing some $40,000. Mr. Mead stated that the oil company was advised, at the local office of the Highway Commission, not to enter into the transaction, and stated that Mr. Mayhew, District Right of Way Supervisor, called him and advised that the Highway Commission intended to acquire the Martins' access rights and for that reason no action should be taken toward developing the property. Mr. Mead informed the Commission that, at a later date, Mr. Mayhew called at his office to discuss the matter and furnished him with a map showing a proposed cloverleaf arrangement and access road which would necessitate elimination of certain accesses serving the Martin property. Mr. Mead stated that he felt it would be very unfair and unreasonable for the Highway Commission to renege on the prior agreement with the Martins, merely for the purpose of eliminating the Martins' access rights, and that, if all of the facts were brought to the attention of the Commission, he felt that the Commission would not approve of a program which has as its sole purpose the elimination of access rights which were created by contract.

Chairman Chandler informed Mr. Mead that the Columbia River Highway, which is on the interstate system, is already inadequate to handle the traffic that uses it and is in need of improvement. It is anticipated, he said, that funds will be obtained from the Federal Government, and when such funds are available the Commission plans to start four-laning the Columbia River Highway at this point and to carry it right on through, making it comply with all of the federal requirements of a true freeway, which means termination of access and providing a way out of that property.

Mr. Mead stated that he appreciated that, and would have no quarrel if a four-lane highway were proposed, however, the map furnished him did not indicate such a plan.

Chairman Chandler stated that the Commission does contemplate a four-lane highway and making it a true freeway.

Commissioner Reynolds suggested that the matter be given all possible study, and expressed the appreciation of the Commission for the information given by Mr. Mead. He assured Mr. Mead it would receive proper consideration.

Following Mr. Mead's departure, the Commission discussed and considered the matter of acquiring certain property and access rights from Paul and Verla Martin in connection with the proposed improvement of the Columbia River Highway. The Engineer advised the Commission that the Columbia River Highway is already inadequate insofar as meeting the standards of an interstate highway is concerned, and that improvement of the highway, including four-laning of the same and construction to freeway standards is necessary and inevitable. He informed the Commission that the proposed interchange and frontage roads are a necessary part of the ultimate four-laning of the highway, and that direct access to the highway will create an intolerable hazard to the traveling public.

The Chief Counsel advised the Commission that while the access rights of the Martins were reserved as a part of an agreed settlement of a condemnation case, the Commission did not thereby waive or bargain away its rights to acquire property and property rights which were later determined to be necessary for highway purposes. He further advised the Commission that pursuant to the terms of the stipulation which terminated the earlier condemnation case, the Martins were granted the right to construct and maintain fences upon certain property owned or acquired by the Commission, and also the Commission conveyed to the Martins certain property not then needed for highway purposes. The right to construct and maintain certain of the fences and the conveyance of part of the real property were expressly made subject to termination and defeasance by the Commission in the event the Commission later determined that the real property concerned was necessary for highway purposes. The Chief Counsel also advised that the proposed interchange, and frontage roads will necessitate use of part of the property concerned, and he recommended that the Commission adopt resolutions terminating and revoking the fencing rights and exercising its right of defeasance of the conveyance of so much of the real property as is needed for the interchange and frontage roads, in the event the same are to be constructed.

After fully considering the matter the Commission concluded that it is necessary to construct the interchange and frontage roads immediately, as an initial part of the ultimate construction of the Columbia River Highway as a divided highway to freeway standards, and accordingly directed the Engineer to prepare detailed plans and specifications for the project, and adopted the attached resolutions Nos. Misc. 187 & 188 and Condemnation No. 597 identified as EXHIBITS "I-1", "I-2", and "I-3", authorizing acquisition of certain property and access rights owned by Paul and Verla Martin, terminating certain fencing rights, and exercising its right of defeasance of the conveyance of certain property to the Martins and revesting the same in the Commission. The Commission also directed the Secretary to write to Mr. George Mead, and advise him of the action taken.

The Chief Counsel called to the attention of the Commission the agreement between Oregon and Washington concerning the construction of the new Interstate Bridge between Portland and Vancouver. He pointed out that under this agreement it is necessary for the Commission to ap-

prove the trust indenture or resolution drawn by the Washington Toll Bridge Authority and its bond attorneys, and also the form of bonds to be issued by the Authority to provide funds for the project. The Chief Counsel advised that the proposed resolution, which incorporates the form of bond, and which was prepared by the Washington Toll Bridge Authority in collaboration with bond counsel, had been thoroughly studied and reviewed, and that a number of minor changes and revisions had been made so that the same would be in proper legal form and reflect all of the matters explained to the Commission on March 1, 1956, by Mr. Richard Thorgrimson of the firm of Preston, Thorgrimson and Horowitz of Seattle, retained as bond counsel by the Washington Toll Bridge Authority pursuant to the agreement between the Oregon State Highway Commission, the Washington State Highway Commission and the Washington Toll Bridge Authority under date of April 27, 1955. The Chief Counsel further advised that Mr. Richard Thorgrimson of bond counsel was of the opinion that the resolution and bond were proper as to legality and form, and in compliance with all applicable laws, and would issue an opinion supporting the validity of the bonds to be issued and sold pursuant to the resolution. Based upon the opinion of bond counsel, the Chief Counsel recommended that the Commission approve the form of resolution and bond, with the understanding that all of the "Subsequent Bonds" (as that term is used in the resolution) shall mature at a date on or before May 1, 1971, and that the last of the "1956 Bonds" (as that term is used in the resolution) shall not be redeemed or called and retired until all of said "Subsequent Bonds" have been called and retired. The Commission approved the resolution, which includes the form of bond, as recommended by the Chief Counsel, and directed the Secretary to retain a copy of the same in the official records of the Commission.

The Chief Counsel also pointed out that the Washington Toll Bridge Authority plans to receive bids for the sale of the bonds on March 27, 1956, and that under the agreement between Washington and Oregon a bid will be accepted only if satisfactory to both the Commission and the Washington Toll Bridge Authority. In order to avoid delay, since the next Commission meeting is scheduled for April 26 and 27, 1956, the Chief Counsel recommended that the State Hignway Engineer be authorized to advise the Washington Toll Bridge Authority as to whether or not any bid submitted for the sale of the bonds is satisfactory to the Commission. The Commission approved the recommendation and authorized and directed the Engineer to so advise the Authority as soon as possible after the results of the call for bids are known.

The Right of Way Engineer presented a proposed settlement to acquire property from Frank E. and Maud E. Wink, File No. 17456, known as the Wink Auction Yard in the City of The Dalles, to be used for right of way in the reconstruction of the Columbia River Highway. After much negotiation the Winks have agreed to accept the sum of $91,675, which takes most of their property but does not take their residence. The property to be acquired, he stated, has been appraised by four independent appraisers from $75,900 to $91,673. He recommended that the settlement be approved.

Upon inquiry by Chairman Chandler, the Engineer stated that the property will most certainly be needed for highway construction. The Commission approved the settlement as recommended.

The Parks Superintendent commented that a telegram had been received from Mr. Oswald West, thanking the Commission for renaming Short Sand Beach as Oswald West State Park. He read the telegram aloud.

The meeting recessed at 12:00 noon and reconvened at 2:00 p.m., with the same persons present and participating.

Commissioner Reynolds inquired as to developments concerning relocation of highways necessitated by construction of dams on the Snake River in the vicinity of Brownlee and Robinette. The Engineer explained in general the highway routes under consideration, including the proposed Stagecoach Road and the possible abandonment of part of the highway parallel to the Snake River. A more comprehensive report, he stated, will be made after he visits the area personally later in the month.

Commissioner Reynolds stated that it had come to his attention that some of the contracts reported as completed were quite old and had been completed for some considerable length of time. The Engineer stated that in many of these cases final payment is delayed due to the fact that the contractor has failed to remove his equipment from State property.

Attention was directed by Commissioner Reynolds to several articles that appear in a book recently published by the Ford Motor Company entitled, "Freedom of the American Road". He said that the articles are very complimentary to the State of Oregon, particularly one which recognizes the Oregon State Highway Engineer, Mr. R. H. Baldock, as "The Man Behind the Plans". He congratulated the Engineer on the honor thus accorded him, and he suggested that an appropriate letter be sent to Mr. Ford expressing appreciation for the articles. The suggestion was accepted by the Commission unanimously by adoption of the attached resolution relative thereto marked EXHIBIT "K", which resolution by this reference is made a part hereof with like effect as though extended in full herein. The Secretary was instructed to send a copy of the resolution to Mr. Ford with an appropriate letter of thanks.

The Commission discussed with the Engineer bids received at the morning session, and at 3:00 p.m. Commissioner Reynolds announced awards of contracts, as follows:

"Grading and oiling the Davis Creek-Bethel Creek Section of the Oregon Coast Highway, about 10 miles south of Bandon in Coos County: The Commission elects to accept the bid of Q. L. Rufener, Portland, in the sum of $40,240 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired.

"Grading and stone base on the Yellow Creek Section of the Powers Highway, about 14 miles south of Myrtle Point in Coos County: The Commission awarded the contract to the low bidder, Martin Kincheloe, Myrtle Point, at his bid price of $44,559.

"Installation of roadway illumination at four intersections on the Shady Point-Myrtle Creek Unit of the Pacific Highway in Douglas County: The Commission awarded the contract to the low bidder, J. J. Walton, Salem, at his bid price of $16,188.

"Beech Creek-Mt. Vernon Rock Production Project on the Pendleton-John Day and Beech Creek Highways in Grant County: All bids received for this project were rejected by the Commission as being too high.

"12th Street-Boyd Street (Medford) Paving Project on the Pacific Highway (northbound route) in Jackson County: The Commission awarded the contract to the low bidder, J. C. Compton Co., McMinnville, at their bid price of $6,704.

"Construction of a reinforced concrete and structural steel girder bridge over the Willamette River at Springfield in Lane County: The Commission elects to accept the bid of Hamilton & Thoms, Eugene, in the sum of $414,891.50 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Installation of roadway illumination at seven intersections on the Goshen-Anlauf Unit of the Pacific Highway in Lane County: The Commission awarded the contract to the low bidder, J. J. Walton, Salem, at his bid price of $48,512.

"Paving the Tangent Junction-Oak Creek School Section of the Orleans-Lebanon County Road in Linn County: The Commission elects to accept the bid of Warren Northwest, Inc., Portland, in the sum of $48,802 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Linn County is received and the sum of $11,100 is deposited by the County.

"Mill City (S.E. Fairview Street) Paving Project in Linn County: The Commission awarded the contract to the low bidder, Warren Northwest, Inc., Portland, at their bid price of $8,055.

"Follyfarm Rock Production Project on the Crane-Scotts Butte Highway, about 75 miles southeast of Burns in Malheur County: The Commission awarded the contract to the low bidder, N. A. Toole Construction Co., Ontario, at their bid price of $22,200.

"Construction of Olds Ferry Interchange Overcrossing on the relocated section of the Old Oregon Trail Highway in Malheur County: The Commission awarded the contract to the low bidder, J. H. Wise & Son, Inc., Boise, Idaho, at their bid price of $88,744.40.

March 2, 1956

"Roadbed widening and paving on the Rooster Rock Park Interchange Section of the Columbia River Highway, east of Portland in Multnomah County: The Commission awarded the contract to the low bidder, Inland Construction Co., Milwaukie, at their bid price of $231,043.

"Grading, paving and construction or undercrossing structures on the Tillamook-Donaldson Creek Section of the Wilson River Highway in Tillamook County: The Commission elects to accept the bid of Fred H. Slate Co., Ore. Ltd., & E. C. Hall Co., Portland, in the sum of $471,167.50 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Amity (4th & Stanley Streets) Paving Project in Yamhill County: The Commission awarded the contract to the low bidder, Warren Northwest, Inc., Portland, at their bid price of $4,913.50.

"Construction of two reinforced concrete structures on relocated Valley Junction-Sheridan Section of the Salmon River Highway in Yamhill County: The Commission awarded the contract to the low bidder, Hamilton & Thoms, Eugene, at their bid price of $207,605.

The Chief Counsel stated that in June, 1948 a navy truck had run off the slip at the Astoria Ferry and the Navy had sued for the loss of considerable electronic equipment. They have requested copies of insurance policies pertaining to the ferry, and the Chief Counsel inquired if the Commission wished to let the Federal District Attorney have copies of these policies. A few minutes later he reported that a Mr. Smith, representing the insurance company which had furnished the policies had stated that the Highway Commission would not jeopardize its insurance coverage by providing the Federal authorities with copies. The Commission thereupon authorized providing such copies when requested by the proper Federal authorities.

There being no further business to be considered, the meeting was declared adjourned at 3:15 p.m.

State Highway Engineer — Chairman

Secretary — Commissioner

March 2, 1956

EXHIBITS "A" through "L"

MINUTES

of the

OREGON STATE HIGHWAY COMMISSION MEETING

held on

March 1 and 2, 1956

EXHIBIT "A"

Minutes of March 1 and 2, 1956

RESOLUTION

WHEREAS, in connection with the future improvement of the highway herein designated, and for the convenience and benefit of the public, it is and has been necessary to acquire property for rights of way, quarry sites, gravel or other material sites, sites for the storage of materials, and properties for other purposes authorized by statute as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the following described properties are hereby declared to be necessary for State highway, park, and other uses under the jurisdiction of the Commission, and that the several options or bases of settlement hereinafter enumerated be, and the same hereby are approved and accepted, and that the attorney for the Commission be, and he hereby is, instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon, by and through its State Highway Commission. The said properties hereby ordered and authorized to be acquired are as follows:

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND-SALEM EXPRESSWAY

22720 Cleghorn, Bertha E. et al (Grant)
Right of Way
Option expires June 28, 1956

8712 sq. ft. at $0.06 - per sq.ft.	$ 520.00
House, lump sum	2,960.00
Yard improvements	320.00
Amount to be paid owners - chrg to Right of Way	$3,800.00

Entire taking -

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND-SALEM EXPRESSWAY (Cont)

22901 Setser, Ona D. and Icy A. (Smith)
Right of Way
Option expires July 23, 1956

5,000 sq. ft. at $0.10 per sq. ft.	$ 500.00	
House, 900 sq. ft. at $5.50 per sq. ft.	4,950.00	
Garage, 10' x 18'	50.00	
Shrubs, walks and drive	100.00	
Amount to be paid owners - chrg to Right of Way		$5,600.00

Grantors, or their tenants, to vacate 30 days after notice.

Entire taking -

22514 Berges, Hazel B. and Smith, Helen P. (Smith)
Right of Way
Option expires July 29, 1956

29,500 sq. ft. at $0.04+ per sq. ft.	$1,220.00	
House	2,180.00	
Fruit trees and shrubs	100.00	
Amount to be paid owners - chrg to Right of Way		$3,500.00

Grantors not to rent property during term of this option.

Any personal property remaining on premises after 30 days from date of notice of acceptance shall become property of State.

Entire taking -

24579 Staples, Foster F. and Clara E. (Smith)
Right of Way
Option expires July 19, 1956

5,000 sq. ft. at $0.15 per sq. ft.	$ 750.00	
Garage, 144 sq. ft. at $1+ per sq. ft.	150.00	
House, 880 sq. ft. at $4.90+ per sq. ft.	4,400.00	
Shrubs, walks and driveway	100.00	
Amount to be paid owners - chrg to Right of Way		$5,400.00

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND-SALEM EXPRESSWAY (Cont)

24579 Staples, Foster F. and Clara E. (Cont)

Grantor to vacate or rent property 30 days from acceptance, rent to be $43.20 per month.

Entire taking -

22903 Heirs of John and Selma North (Smith)
Right of Way
Option expires August 1, 1956

4750 sq. ft. at $0.12 per sq. ft.	$ 570.00
House, 526 sq. ft. at $6.75- per sq. ft.	3,550.00
Garage, 196 sq. ft.	90.00
Shrubs, walks, and trees	280.00
Allowance for taxes	25.00

Amount to be paid owners - chrg to Right of Way $4,515.00

One-third to be paid W. J. and Julia F. North, one-third to G. D. and Rae Lester, one-sixth to Janice G. North, and one-sixth to Thomas W. North.

The State is to have full possession of property and any rentals accruing therefrom 30 days from date of notice of acceptance.

Entire taking -

TROUTDALE-BONNEVILLE SECTION - COLUMBIA RIVER HIGHWAY

24648 Mayes, Ethel and William Edward (Landon)
Parks
Option expires July 31, 1956

2.5 acres at $150 per acre	$ 375.00
11.54 acres at $50 per acre	577.00
Timber	1,608.00
Chicken house, fish pond, fountain and 12 trees	140.00

Amount to be paid owners - chrg to Parks $2,700.00

Entire taking -

Confirmation of phone approval by Mr. Reynolds February 7, 1956.

EXHIBIT "A" (Cont)

S. E. FLAVEL STREET - S. P. OVERCROSSING SECTION - CASCADE (S. E. 82ND AVE.) HIGHWAY

23018 Bauer, Harold S. and Heinrich, Miriam B. (Smith)
Right of Way
Option expires July 29, 1956

700 sq. ft. and damages	$ 300.00
Amount to be paid owners - chrg to Right of Way	$ 300.00

Access not controlled -

MIDDLETON-NEWBERG SECTION - PACIFIC WEST HIGHWAY

24566 Thornbloom, Dorothy (Stuntz)
Right of Way
Option expires July 31, 1956

0.68 acre, lump sum	$ 500.00
Amount to be paid owner - chrg to Right of Way	$ 500.00

THINGS TO BE DONE BY THE STATE

Will permit operation and maintenance of existing water line and if disturbed by State in connection with hwy. construction the pipe to be protected or replaced in location satisfactory to State, under the hwy., but the State shall not maintain same.

Entire taking -

CORNELIUS-HILLSBORO UNIT-FOREST GROVE-HILLSBORO - TUALATIN VALLEY HIGHWAY

24411 Buck, R. F. (Black)
Right of Way
Option expires August 6, 1956

0.47 acre at $4,356- per acre	$2,047.00
Concrete block store building	3,000.00
Asphalt, gravel, grapes, moving sign	453.00
Damage	900.00
Amount to be paid owner - chrg to Right of Way	$6,400.00

Grantor to vacate property and store building, 60 days after notice of acceptance.

CORNELIUS-HILLSBORO UNIT-FOREST GROVE-HILLSBORO - TUALATIN VALLEY HIGHWAY (Cont)

24411 Buck, R. F. (Cont)

THINGS TO BE DONE BY THE STATE

Construct three approaches and pave with asphalt to right of way line.
Access: Stas. 108+05, 106+30, 104+00, S. side, unrestricted.

Access controlled -

24401 Mills, E. R. and Alberta M. (Grant)
Right of Way
Option expires August 7, 1956

14,374 sq. ft. at $0.06 per sq. ft.	$ 862.44
Trees	600.00
Damage	237.56

Amount to be paid owners - chrg to Right of Way $1,700.00

Grantor to remove all trees, shrubs, etc., by April 1, 1956, or they become property of State.
Access: Sta. 140+80, N. and S. side, unrestricted. Sta. 139+50, S. side, unrestricted. State to construct to right of way line.

Access controlled -

24416 Heinrich, Vincent and Margaret (Black)
Right of Way
Option expires August 13, 1956

0.52 acre at $1,600 per acre $ 832.00

Amount to be paid owners - chrg to Right of Way $ 832.00

Access: Stas. 80+70 and 82+00, S. side, unrestricted.

Access controlled -

24398 Anna Talbot Estate (Grant)
Right of Way
Option expires July 31, 1956

EXHIBIT "A" (Cont)

CORNELIUS-HILLSBORO UNIT-FOREST GROVE-HILLSBORO SECTION - TUALATIN VALLEY HIGHWAY (Cont)

24398 Anna Talbot Estate (Cont)

30,056 sq. ft. at $0.06- per sq. ft.	$1,800.00	
Fruit trees	780.00	
Damage	70.00	
Amount to be paid owner - chrg to Right of Way		$2,650.00

Grantor to remove all trees, shrubs, etc., by April 1, 1956, or they become property of State.
Access: Sta. 144+00, N. & S. side, unrestricted.
Sta. 146+00, S. side, unrestricted.

Access controlled -

24406 Klym, Verda and Peter (Grant)
Right of Way
Option expires August 7, 1956

435 sq. ft. at $0.12 per sq. ft.	$ 52.20	
Damage	27.80	
Amount to be paid owners - chrg to Right of Way		$ 80.00

Grantor to remove all shrubs, plants and ornamental rock by April 1, 1956, or they become property of State.
Access: Stas. 118+50 and 119+00, north side, unrestricted.

Access controlled -

24407 Reagan, N. R. and E. J. (Grant)
Right of Way
Option expires August 5, 1956

436 sq. ft., lump sum (trees, shrubs, improvements)	$ 80.00	
Amount to be paid owners - chrg to Right of Way		$ 80.00

Grantor to remove all trees, shrubs, etc., by April 1, 1956, or they become property of State.
Access: Approx. Sta. 119+35, N. side, unrestricted.
State to construct to r/w line.

Access controlled -

EXHIBIT "A" (Cont)

CORNELIUS-HILLSBORO UNIT-FOREST GROVE-HILLSBORO SECTION - TUALATIN VALLEY HIGHWAY (Cont)

24379 White, Orval D. and Minnie (Smith)
Right of Way
Option expires August 14, 1956

12,196 sq. ft. at $0.15+ per sq. ft.	$1,830.00	
Lawn, trees, hedge, flowers, driveway, flagpole	310.00	
Damage by taking	500.00	
Allowance for taxes	25.00	
Amount to be paid owners - chrg to Right of Way		$2,665.00

THINGS TO BE DONE BY THE STATE

Reconstruct driveway 16' wide at Sta. 206+81, only.
Access: 206+81, N. side, unrestricted, 207+85 N., unrestricted.

Access controlled -

24386 Rogerson, Jess A. and Norma V. (Smith)
Right of Way
Option expires August 7, 1956

30,056 sq. ft. R/W and 9,546 sq. ft. Excess at $0.05+ per sq. ft. (Approx.)	$2,000.00	
Improvements, 3 nearly new rental houses	16,700.00	
Trees, lawn, driveway	540.00	
Allowance for taxes	100.00	
Amount to be paid owners - chrg to Right of Way		$19,340.00

Grantor or his renters are to vacate 30 days after notice. Permission is granted to State to enter upon the Grantors' remaining property to remove buildings, which is to be by way of State's new r/w and not across Grantor's remaining property.

Access not controlled -

24396 Opheim, Leonard B. and Helen E. (Grant)
Right of Way
Option expires July 31, 1956

EXHIBIT "A" (Cont)

CORNELIUS-HILLSBORO UNIT-FOREST GROVE-HILLSBORO SECTION-TUALATIN VALLEY HIGHWAY (Cont)

24396 Opheim, Leonard B. and Helen E. (Cont)

21,344 sq. ft. at $0.10 per sq. ft.	$2,134.00	
Damage	566.00	
Amount to be paid owners - chrg to Right of Way		$2,700.00

Grantor to remove all trees, shrubs, etc., by April 1, 1956, or they become property of State.
Access: Stas. 147+00 and 149+00, S. side, unrestricted.

Access controlled -

CHEHALEM MT.-NEWBERG SECTION - HILLSBORO-SILVERTON HIGHWAY

24267 Gearin, Wm. E. et al (Stuntz)
Right of Way
Option expires July 4, 1956

2040 sq. ft. at $0.20 per sq. ft.	$ 408.00	
Lawn, trees and two driveways	200.00	
Allowance for moving shrubs	50.00	
Damage	142.00	
Amount to be paid owners - chrg to Right of Way		$ 800.00

Grantor may retain shrubs if removed by April 1, 1956.

Access not controlled -

TILLAMOOK-DONALDSON CREEK SECTION - WILSON RIVER HIGHWAY

15756 Anderson, Clarence A. and Irene M. (Benner)
Right of Way
Option expires August 20, 1956

81 sq. ft., lump sum	$ 250.00	
Amount to be paid owners - chrg to Right of Way		$ 250.00

THINGS TO BE DONE BY THE STATE

Reestablish present entrances at Stas. 13+55 and 14+30, northerly side of hwy. Reestablish concrete sidewalk where disturbed by construction.

Access not controlled -

EXHIBIT "A" (Cont)

MOLALLA RIVER (MEADOWBROOK) BRIDGE SECTION - WOODBURN-ESTACADA HIGHWAY

24480 Kayser, Arthur B. and Ruth (Smith)
Right of Way
Option expires July 11, 1956

0.14 acre at $450 per acre	$ 63.00
Fencing, approx. 100' to be moved and 230' to be re-fenced	120.00
Damages	550.00

Amount to be paid owners - chrg to Right of Way $ 733.00

Grantor to move fence Westerly of the driveway from the limits of the r/w by May 1, 1956.

THINGS TO BE DONE BY THE STATE

Construct an approach from traveled lane to the new property line. Approach to be 18 feet in width and graveled.

Access not controlled -

24481 Whitaker, Gerald et al (Smith)
Right of Way
Option expires July 10, 1956

Land, trees, fence and damage	$ 400.00
Moving garage and reestablishing driveway (not including the approach)	200.00

Amount to be paid owners - chrg to Right of Way $ 600.00

($500 to be paid Gerald and Caroline E. Whitaker and $100 to be paid Erik Salo.)

Grantor to remove garage from r/w by July 1, 1956, and it to be a minimum of 15 feet from r/w.

THINGS TO BE DONE BY THE STATE

Construct new approach to the new property line and furnish all materials and labor. Approach to be at Sta. 160-22, 25' in width and surfaced with gravel.

Access not controlled -

EXHIBIT "A" (Cont)

MOLALLA RIVER (MEADOWBROOK) BRIDGE SECTION - WOODBURN-ESTACADA HIGHWAY (Cont)

24482 Clackamas County (Smith)
Right of Way
Option expires August 8, 1956

1.1 acres traded for State Highway stock pile containing 1.72 acres 2,900 cu. yd. of ¼"-10 material at $1.25/cu. yd.	$3,625.00	
Fencing	100.00	
Amount to be paid owners - chrg to Rock Holding		$3,625.00
Amount to be paid owners - chrg to Right of Way		100.00
GRAND TOTAL		$3,725.00

State to convey 1.72 acres former stock pile to County, as an exchange part of the settlement upon the grounds and for the reason that the said property, in the opinion of the commission, is no longer needed, required, or useful for hwy. purposes, and the value of the property to be acquired by the State is not less than the value of the property to be relinquished by the State, and the cash to be paid by the State.

The county agrees to have all of its material removed from the site being acquired by the State by July 15, 1956.

THINGS TO BE DONE BY THE STATE

Construct a blacktop surfaced approach 30' in width from the traveled lane to the remaining land at Sta. 162+00, on the Southerly side of hwy.

Access not controlled -

24483 Battleson, Marie et al (Smith)
Channel Change Easement and Right of Way
Option expires July 9, 1956

1.89 acre at $450- per acre + ch. ch. eas.	$ 850.00
Timber allowance	50.00
Moving house, including power pole	775.00
Fencing, 670' in taking, 530' to be replaced	200.00

EXHIBIT "A" (Cont)

MOLALLA RIVER (MEADOWBROOK) BRIDGE SECTION - WOODBURN-ESTACADA HIGHWAY (Cont)

24483 Battleson, Marie et al (Cont)

Amount to be paid Earl H. and Ethel E. Schoenfeld - chrg to Right of Way $1,875.00

All buildings and appurtenances to be removed from r/w and fence to be moved, also, by April 1, 1956. Grantors permitted to construct roadway W. from Robbins Rd. connection to new hwy. construction to Molalla River, if approved by S. H. Engineers - to be completed within 5 yrs. from date of acceptance. State to furnish all materials and construct a graveled approach 18' wide at Sta. 176+30.

Access not controlled -

WILLAMETTE RIVER-HAYESVILLE SECTION - PORTLAND-SALEM EXPRESSWAY

24500 Koenig, Edward and Marjorie (Gemmell)
Easement for Channel Maintenance
Easement signed February 16, 1956

0.98 acre, easement, lump sum $ 100.00

Amount to be paid owners - chrg to Right of Way $ 100.00

Access not controlled -

PORTLAND-SALEM EXPRESSWAY (NORTH CHEMAWA COUNTY ROAD) SECTION - PACIFIC HIGHWAY

24487 Marion County (Norlin)
Stockpile Site
Lease expires December 31, 1958

0.113 acre $ 1.00

Amount to be paid owner - chrg to Stockpile Site $ 1.00

WALLACE BRIDGE-SHERIDAN UNIT - VALLEY JUNCTION-SHERIDAN SECTION - SALMON RIVER HIGHWAY

24143 Cummins, Robert L. and Verna (Gemmell)
Right of Way
Option expires July 25, 1956

EXHIBIT "A" (Cont)

WALLACE BRIDGE-SHERIDAN UNIT - VALLEY JUNCTION-SHERIDAN SECTION - SALMON RIVER HIGHWAY (Cont)

24143 Cummins, Robert L. and Verna (Cont)

9.27 acres at $250+ per acre	$2,320.00
4,000' 6" tile in place at $0.25 per foot	1,000.00
Crop damage	280.00
Severance damage	1,300.00

Amount to be paid owners - chrg to Right of Way $4,900.00

THINGS TO BE DONE BY THE STATE

Fence r/w and install two 16 foot metal gates, one at Sta. 9+00 and other at 4+00 on Market Road #23 along E. side. Construct culverted approach at both gateways. Intercept Grantors' tile outlet on N. side approx. opposite Sta. 472+00. Install 12" sleeve at Sta. 470+00 for Grantors' water line.

Access controlled - none allowed -

24145 Eden, Jack W. and Wilma D. (Gemmell)
Right of Way
Option expires August 8, 1956

3.64 acres, R/W, approx. 16.36 acres, Excess at $250 per acre	$5,000.00
House	2,250.00
Well	750.00
Barn	500.00

Amount to be paid owners - chrg to Right of Way $8,500.00

Grantor to remove crop from N. side of r/w prior to September 1, 1956. Grantor to vacate 60 days from approval.

Entire taking -

SHADY-CANYONVILLE SECTION - PACIFIC HIGHWAY

24582 Moon, Sam C. et al CORRECTION REPORT (Holt)
Haul Road Easement
Option expires July 24, 1956

.255 acre	Gratis
.255 acre, lump sum	$ 75.00

EXHIBIT "A" (Cont)

SHADY-CANYONVILLE SECTION - PACIFIC HIGHWAY (Cont)

24582 Moon, Sam C. et al (Cont)

Amount to be paid owners - chrg to Gravel Pit $ 75.00

THINGS TO BE DONE BY THE STATE

Reestablish fence along new easement line.

Erroneously reported as $50 January 26, 1956.

Access not controlled -

SOUTH UMPQUA RIVER-CANYONVILLE UNIT-MYRTLE CREEK-CANYONVILLE SECTION - PACIFIC HIGHWAY

23779 W. Ore. Conf. Association of Seventh Day Adventists (Morgan)
Right of Way
Option expires July 30, 1956

0.03 acre, lump sum $ 50.00

Amount to be paid owners - chrg to Right of Way $ 50.00

Access controlled - none allowed -

JUMP OFF JOE CREEK-GRANTS PASS SECTION - PACIFIC HIGHWAY

24512 Josephine County (Morgan)
Right of Way
Option expires July 30, 1956

9.78 acres at $10+ per acre $ 100.00

Amount to be paid owner - chrg to Right of Way $ 100.00

Josephine County to retain the timber if any, and to remove same within 90 days after acceptance.

Access controlled - none allowed -

24516 Kile, Henry W. (Morgan)
Right of Way
Option expires July 31, 1956

0.19 acre, lump sum $ 25.00

EXHIBIT "A" (Cont)

JUMP OFF JOE CREEK-GRANTS PASS SECTION - PACIFIC HIGHWAY (Cont)

24516 Kile, Henry W. (Cont)

Amount to be paid owner - chrg to Right of Way $ 25.00

Access controlled - none allowed -

23610 Coons, Edward and Helen (Holt)
Right of Way
Option expires August 10, 1956

.97 acre, lump sum $ 50.00

Amount to be paid owners - chrg to Right of Way $ 50.00

Access controlled - none allowed except by frontal -

23611 Siles, George H. and Doris E. (Holt)
Right of Way
Option expires August 12, 1956

2.25 acres at $200 per acre, and well $ 450.00
House, 908 sq. ft., lump sum 750.00

Amount to be paid owners - chrg to Right of Way $1,200.00

Grantor to vacate within 30 days of date of acceptance.

THINGS TO BE DONE BY THE STATE

Construct a road approach to the frontage road opposite Station 998+50, easterly side.

Access controlled - none allowed except by frontal -

23612 Clardy, Robert C. and Betty R. (Holt)
Right of Way
Option expires July 27, 1956

0.61 acre, lump sum $ 50.00

Amount to be paid owners - chrg to Right of Way $ 50.00

Access controlled - none allowed -

JUMP OFF JOE CREEK-GRANTS PASS SECTION - PACIFIC HIGHWAY (Cont)

23613 George, Justin V. et al (Hill)
Right of Way
Option expires July 17, 1956

Homesite, 1.68 acres, lump sum	$ 500.00	
House, approx. 600 sq. ft., lump sum	1,200.00	
Barn and barnyard	200.00	
Pump, pump house and well	300.00	
Amount to be paid owners - chrg to Right of Way		$2,200.00

Grantor to vacate 30 days after approval.

THINGS TO BE DONE BY THE STATE

Fence right of way line.

Access controlled - none allowed -

23606 Chancellor, O. E. and Marie (Morgan)
Right of Way, Quarry Site and Haul Road
Option expires August 5, 1956

12 acres at $200 per acre	$2,400.00	
10 acres at $150 per acre	1,500.00	
46.85 acres at $45- per acre	2,100.00	
185 rods fencing at $4 per rod	740.00	
Amount to be paid owners - chrg to Right of Way (32.3 A.)		$5,103.50
Amount to be paid owners - chrg to Quarry Site (36.55 A.)		1,636.50
GRAND TOTAL		$6,740.00

THINGS TO BE DONE BY THE STATE

Construct equipment underpass at approx. Sta. 928. Grantor to have right to use 6' x 6' box culvert at approx. Sta. 937 for stock underpass, State to fence accordingly. State to fence W. r/w line before construction to protect the grantors' stock.

Access controlled -

EXHIBIT "A" (Cont)

NORTHBOUND ROUTE IN ASHLAND SECTION - PACIFIC HIGHWAY

23237 Claycomb, Herschel L. and Isabelle H. CORRECTION REPORT (Hill)
Right of Way
Deed signed 2-16-56

0.18 acre, lump sum $3,000.00

Amount to be paid owners - chrg to Right of Way $3,000.00

THINGS TO BE DONE BY THE STATE

Install one 4" pipe line to service fuel tanks located on Grantors' remaining property. Provide adequate drainage to parking lot next to fill.

Previous approval by the Commission on December 19, 1955, was for the State to pay $1,500 for 0.18 acre plus conveying to the Claycombs, property outside of the r/w, which was acquired from Bertha E. Sawyer, estimated to be worth $1,500.00.

Access not controlled -

WILDERVILLE-JEROME PRAIRIE UNIT-HAYES HILL-GRANTS PASS SECTION - REDWOOD HIGHWAY

23996 Middleton, Joe H. and Eunice (Hill)
Right of Way
Option expires July 24, 1956

0.03 acre, graveled driveway, lump sum $ 50.00

Amount to be paid owners - chrg to Right of Way $ 50.00

THINGS TO BE DONE BY THE STATE

Reconstruct existing approach located on southerly side of center line.
Access at approx. Sta. 578+00, southerly side for residential purposes, only.

Access controlled -

22979 Edwards, A. O. (Holt)
Right of Way
Option expires August 13, 1956

EXHIBIT "A" (Cont)

WILDERVILLE-JEROME PRAIRIE UNIT-HAYES HILL-GRANTS PASS SECTION - REDWOOD HIGHWAY (Cont)

22979 Edwards, A. O. (Cont)

1.56 acres at $1500 per acre	$2,340.00
House, 1520 sq. ft. at $3 per sq. ft.	4,560.00
Cabins, 1100 sq. ft. at $2 per sq. ft.	2,200.00
Fruit stand, 206 sq. ft., lump sum	270.00
Wash house, 210 sq. ft. at $3 per sq. ft.	630.00
Fencing, 40 rods at $4 per rod	160.00

Amount to be paid owner - chrg to Right of Way $10,160.00

Grantor to vacate within 30 days of date of acceptance, or sign rental agreement. Grantor gives State right to enter on remaining property to remove buildings.

Access: Sta. 370+65, northerly side, private and residential. Stas. 380+50 and 382+50, northerly side, unrestricted.

Access controlled -

23983 Pool, Sidney and Marie (Hill)
Right of Way
Option expires July 15, 1956

0.74 acre at $675+ per acre $ 500.00

Amount to be paid owners - chrg to Right of Way $ 500.00

Grantor gives State permission to reconstruct existing irrigation ditches on Grantors' property adjacent to southerly r/w line.

THINGS TO BE DONE BY THE STATE

State to fence along right of way.

Access controlled - none allowed -

23986 Engleman, Ella (Hill)
Right of Way
Option expires July 24, 1956

EXHIBIT "A" (Cont)

WILDERVILLE-JEROME PRAIRIE UNIT-HAYES HILL-GRANTS PASS SECTION - REDWOOD HIGHWAY (Cont)

23986 Engleman, Ella (Cont)

0.67 acre at $522+ per acre $ 350.00

Amount to be paid owner - chrg to Right of Way $ 350.00

THINGS TO BE DONE BY THE STATE

Fence r/w line.

Access controlled - none allowed -

23990 Crabill, Kenneth W. et al (Hill)
Right of Way
Option expires July 25, 1956

0.03 acre, lump sum $ 100.00

Amount to be paid owners - chrg to Right of Way $ 100.00

Permission is given to State to reconstruct existing irrigation ditches on Grantors' property adjacent to southerly right of way line.

THINGS TO BE DONE BY THE STATE

Fence right of way line.

Access controlled - none allowed -

23988 Joines, Tommie R. and Vera E. (Hill)
Right of Way
Option expires July 24, 1956

0.60 acre at $550- per acre $ 300.00

Amount to be paid owners - chrg to Right of Way $ 300.00

THINGS TO BE DONE BY THE STATE

Fence right of way line.

Access controlled - none allowed -

23995 Davenport, Clyde W. and Fay E. (Hill)

EXHIBIT "A" (Cont)

WILDERVILLE-JEROME PRAIRIE UNIT-HAYES HILL-GRANTS PASS SECTION - REDWOOD HIGHWAY (Cont)

23995 Davenport, Clyde W. and Fay E. (Cont)
Right of Way
Option expires July 30, 1956

0.01 acre, lump sum $ 25.00

Amount to be paid owners - chrg to Right of Way $ 25.00

THINGS TO BE DONE BY THE STATE

Fence right of way line.

Access controlled - none allowed -

24100 Hopper, Robert L. and Joyce Faye (Hill)
Right of Way
Option expires July 24, 1956

0.08 acre, lump sum $ 100.00

Amount to be paid owners - chrg to Right of Way $ 100.00

THINGS TO BE DONE BY THE STATE

Reconstruct approach on Southerly side of center line.

Existing access Sta. 577+60, Southerly for residential use, only.

Access controlled -

EAST AND WEST FORK-ILLINOIS RIVER SECTION - REDWOOD HIGHWAY

24431 Seat, J. Ortis et al (Morgan)
Right of Way
Option expires August 5, 1956

0.16 acre, lump sum $ 100.00
Fencing 70.00

Amount to be paid owners - chrg to Right of Way $ 170.00

Grantor to move fence before June 1, 1956.

Grantor to have private residential access opposite Eng. Sta. 483+50 on Easterly side.

EXHIBIT "A" (Cont)

EAST AND WEST FORK-ILLINOIS RIVER SECTION - REDWOOD HIGHWAY (Cont)

24431 Seat, J. Ortis et al (Cont)

Access controlled -

24436 Scholz, Zelda (Morgan)
Right of Way
Option expires July 25, 1956

0.08 acre at $300 per acre	$ 25.00	
Damage	75.00	
Amount to be paid owner - chrg to Right of Way		$ 100.00

THINGS TO BE DONE BY THE STATE

Construct driveway from present road to Grantor's remaining property upon completion of new hwy. Private-residential access granted opposite Sta. 513+20 on W. side to present road only.

Access controlled -

24440 O'Brien Women's Club (Morgan)
Right of Way
Option expires July 24, 1956

0.49 Acre R/W, 0.26 Acre Excess, graveled parking lot, lump sum	$1,000.00	
Club house, 33' x 50' at $6 per sq. ft.	9,900.00	
Shed, 10' x 14', lump sum	100.00	
Amount to be paid owners - chrg to Right of Way		$11,000.00

Grantors to vacate 30 days after acceptance.

Entire taking -

24447 Sowell, Georgia and H. E. (Reeder)
Right of Way
Option expires July 17, 1956

0.03 acres, lump sum	$ 26.00
7.0 rods fencing at approx. $3.50 per rod	24.00

EXHIBIT "A" (Cont)

EAST AND WEST FORK ILLINOIS RIVER SECTION - REDWOOD HIGHWAY (Cont)

24447 Sowell, Georgia and H. E. (Cont)

Amount to be paid owners - chrg to Right of Way $ 50.00

Access controlled - none allowed -

24454 Archdiocese of Portland (Reeder)
Right of Way
Option expires July 26, 1956

0.02 acre, lump sum $ 25.00

Amount to be paid owners - chrg to Right of Way $ 25.00

Access controlled - none allowed -

24456 Cook, George A. and Rosalyn N. (Reeder)
Right of Way
Option expires July 31, 1956

2.51 acres at $200 per acre $ 502.00

Amount to be paid owners - chrg to Right of Way $ 502.00

Access controlled - none allowed -

24452 Illinois Valley Garden Club, Inc. (Reeder)
Right of Way
Option expires July 17, 1956

0.4 acres, lump sum $ 600.00

Amount to be paid owners - chrg to Right of Way $ 600.00

Entire taking -

LOST RIVER-HATFIELD JUNCTION SECTION - KLAMATH FALLS-MALIN HIGHWAY

24569 O'Keeffe, James (Bucknum)
Right of Way
Option expires August 7, 1956

0.1 acre, lump sum $ 425.00

LOST RIVER-HATFIELD JUNCTION SECTION - KLAMATH FALLS-MALIN HIGHWAY (Cont)

24569 O'Keeffe, James (Cont)

Amount to be paid owner - chrg to Right of Way $ 425.00

Entire taking -

EAST UNIT-HAMILTON-LONG CREEK SECTION - KIMBERLY-LONG CREEK HIGHWAY

24493 Hueckman, Wm. and Mary (Bucknum)
Right of Way
Option expires July 30, 1956

0.02 acre, lump sum	$ 25.00

Amount to be paid owners - chrg to Right of Way $ 25.00

THINGS TO BE DONE BY THE STATE

Protect or re-establish grantors' sidewalk if disturbed by taking.

Access not controlled -

23624 Shaw, Ella G. CORRECTION REPORT (Brainerd)
Right of Way
Option expires March 6, 1956

2.06 acres at $20 per acre	$ 41.20
0.76 acre at $100 per acre	76.00
410 rods fence at $3 per rod	1,230.00
Allowance to re-establish cattle guard	100.00

Amount to be paid owner - chrg to Right of Way $1,447.20

Grantor to re-establish fencing and cattle guard.

THINGS TO BE DONE BY THE STATE

Protect and re-establish grantors' irrigation system where disturbed by taking.

Previous commission approval of September 22, 1955, was for only 282 rods of fencing. This is for 128 rods

EXHIBIT "A" (Cont)

EAST UNIT-HAMILTON-LONG CREEK SECTION - KIMBERLY-LONG CREEK HIGHWAY (Cont)

23624 Shaw, Ella G. (Cont)

additional calling for a correction consideration of $384.00 to pay the grantor.

Access not controlled -

UKIAH-FOREST BOUNDARY SECTION - UKIAH-HILGARD HIGHWAY

24464 Jarvis, Claude H. and Myrtle E. (Bucknum)
Right of Way
Option expires July 30, 1956

0.05 acre, lump sum	$ 25.00	
2 Ponderosa Pine trees	25.00	
Amount to be paid owners - chrg to Right of Way		$ 50.00

THINGS TO BE DONE BY THE STATE

Protect spring lying Northerly of taking.
Re-establish fences disturbed by taking.

Access not controlled -

24472 Rhinhart, F. R. and Milvina (Bucknum)
Right of Way
Option expires August 2, 1956

6.20 acres at $25 per acre	$ 155.00	
Removing building from r/w	50.00	
Timber, 20 MBF Ponderosa Pine (est) at $25 per M	500.00	
Fencing, 388 rods at $3 per rod	1,164.00	
Severance damage	15.00	
Amount to be paid owners - chrg to Right of Way		$1,884.00

Grantor may fence along r/w, 40' S. of c/l from Sta. 469 to Sta. 473. State agrees not to fence Borrow Area S. of this fence. Grantor to re-establish fences and remove buildings in r/w. Grantor may salvage material from present fence along old roadway adjoining his land.

EXHIBIT "A" (Cont)

UKIAH-FOREST BOUNDARY SECTION - UKIAH-HILGARD HIGHWAY (Cont)

24472 Rhinhart, F. R. and Milvina (Cont)

THINGS TO BE DONE BY THE STATE

Protect cattle guard and road approach off old hwy. on S. side opposite Sta. 430+00.
Fir and tamarack timber on said parcel reserved to grantor.

Access not controlled -

24633 Martin, Harold and Maureen (Bucknum)
Right of Way
Option expires July 30, 1956

Approx. 0.02 acre, lump sum	$ 25.00
Fencing, 6 rods at $3.50 per rod	21.00
Amount to be paid owners - chrg to Right of Way	$ 46.00

THINGS TO BE DONE BY THE STATE

Construct road approach on N. side at Sta. 91+25.

Access not controlled -

WEST UNIT-BLACK BRIDGE-RICHLAND SECTION - BAKER-HOMESTEAD HIGHWAY

23914 Shold, Grant T. and Lela F. CORRECTION REPORT (Brainerd)
Right of Way
Option expires April 4, 1956

Reconveyance to Shold: 0.33 acre, lump sum for obligations release	$ 25.00

Through a mistake in survey the section corner was erroneously located. Property not now in right of way.

$106.00 approved for purchase, November 3, 1955.

WALLACE BRIDGE-SHERIDAN UNIT-VALLEY JUNCTION-SHERIDAN SECTION - SALMON RIVER HIGHWAY

24149 Roth, Ed and Anna (Harrington)
Right of Way and Detour Road Easement
Option expires August 20, 1956

EXHIBIT "A" (Cont)

WALLACE BRIDGE-SHERIDAN UNIT-VALLEY JUNCTION-SHERIDAN SECTION - SALMON RIVER HIGHWAY (Cont)

24149 Roth, Ed and Anna (Cont)

18.92 acres at $250 per acre	$4,730.00
0.11 acre, easement	20.00
Seeded crop loss	100.00
Severance damage	3,150.00

Amount to be paid owners - chrg to Right of Way $8,000.00

State to assume last half of 1955-56 taxes. Estimate 40.00

GRAND TOTAL (Estimate) - chrg to Right of Way $8,040.00

THINGS TO BE DONE BY THE STATE

State to construct farm crossing with approaches at Sta. 525+00. Reserves the right to substitute an under or overcrossing, for farm crossing, if such should become necessary. Fence right of way.

Access controlled -

WILDERVILLE-JEROME PRAIRIE UNIT-HAYES HILL-GRANTS PASS SECTION - REDWOOD HIGHWAY

23997 Gay, B. C. and Edna (Hill)
Right of Way
Option expires July 25, 1956

1.3 acres, Right of Way, 1.7±, Excess	$1,050.00
House, storeroom and carport	3,050.00
Barn, well, pump and pump house	500.00

Amount to be paid owners - chrg to Right of Way $4,600.00

Grantor to vacate 30 days after notice.

Entire taking -

CORNELIUS-HILLSBORO UNIT-FOREST GROVE-HILLSBORO SECTION - TUALATIN VALLEY HIGHWAY

24418 Sinclair, J. H. and Gertrude C. (Black)
Right of Way
Option expires August 14, 1956

EXHIBIT "A" (Cont)

CORNELIUS-HILLSBORO UNIT-FOREST GROVE-HILLSBORO SECTION - TUALATIN VALLEY HIGHWAY (Cont)

24418 Sinclair, J. H. and Gertrude C. (Cont)

4,000 sq. ft. at $0.15 per sq. ft.	$ 600.00
25,185 sq. ft. at $0.07 per sq. ft.	1,760.00
Lawn, walks, shrubs, trees and crops	640.00

Amount to be paid owners - chrg to Right of Way $3,000.00

THINGS TO BE DONE BY THE STATE

Reconnect present approach.

Access: Stas. 72+65, 71+25, 74+00, 75+25, South side, unrestricted.

Access controlled -

WEST FORK ILLINOIS RIVER SECTION - REDWOOD HIGHWAY

24578 Yale, Harold C. and Helen C. (Reeder)
Right of Way
Option expires August 10, 1956

0.70 acre at $600 per acre	$ 420.00
Severance damage	280.00

Amount to be paid owners - chrg to Right of Way $ 700.00

THINGS TO BE DONE BY THE STATE

Construct fence along E. r/w line, approx. 21.5 rods, woven wire, 32" high, 2 strands of barb-wire and steel posts. Construct 20 foot road approach at Sta. 489+20, E. side, unrestricted.

Access controlled - none allowed -

WALLACE BRIDGE-SHERIDAN UNIT-VALLEY JUNCTION-SHERIDAN SECTION - SALMON RIVER HIGHWAY

24163 Mathis, Kathryn M. et al (Harrington)
Right of Way
Option expires August 15, 1956

1.75 acres, lump sum	$ 750.00

WALLACE BRIDGE-SHERIDAN UNIT-VALLEY JUNCTION-SHERIDAN SECTION - SALMON RIVER HIGHWAY (Cont)

24163 Mathis, Kathryn M. et al (Cont)

Amount to be paid owners - chrg to Right of Way $ 750.00

THINGS TO BE DONE BY THE STATE

Pave and maintain relocated access road, to r/w line. Construct approach with gate at access reserved at Sta. 576+50, Northerly side of existing hwy. Fence right of way line.
Access: Stas. 576+50 and 593+50, N. side, for private residential use and transportation to market of farm and/or forest products of the Grantors' remaining land, only.

Access controlled -

CORNELIUS-HILLSBORO UNIT-FOREST GROVE-HILLSBORO SECTION - TUALATIN VALLEY HIGHWAY

24388 Stokes, Vera J. (Smith)
Right of Way
Option expires August 20, 1956

9,583 sq. ft. at $0.069+ per sq. ft.	$ 670.00	
Cabins (2 rental units)	3,080.00	
Amount to be paid owner - chrg to Right of Way		$3,750.00

Buildings to be vacated of tenants 30 days after date of notice or within 5 days from date of receipt of payment, whichever is the later date.

Access not controlled -

24389 Berry, Joseph L. and Harriet M. (Smith)
Right of Way
Option expires August 21, 1956

17,859 sq. ft. at $0.069+ per sq. ft.	$1,250.00	
Trees	100.00	
Allow. for taxes	10.00	
Amount to be paid owners - chrg to Right of Way		$1,360.00

EXHIBIT "A" (Cont)

CORNELIUS-HILLSBORO UNIT-FOREST GROVE-HILLSBORO SECTION - TUALATIN VALLEY HIGHWAY (Cont)

24389 Berry, Joseph L. and Harriet M. (Cont)

Access not controlled -

24393 Hedley, Doris L. and Paul E. (Smith)
Right of Way
Option expires August 20, 1956

3,484 sq. ft. at $0.06+ per sq. ft.	$ 210.00
Chicken house and yard +fencing	60.00
Berries	30.00
Allow. for taxes	5.00

Amount to be paid owners - chrg to Right of Way $ 305.00

Access not controlled -

JUMP OFF JOE CREEK-GRANTS PASS SECTION - PACIFIC HIGHWAY

24511 Jonas, Leonard and Edith (Morgan)
Right of Way
Option expires August 13, 1956

0.36 acre, lump sum	$ 55.00

Amount to be paid owners - chrg to Right of Way $ 55.00

Access controlled - none allowed -

24517 Cochrane, Gordon W. and Lela M. (Morgan)
Right of Way
Option expires August 9, 1956

8 acres at $150 per acre	$1,200.00
4.29 acres at $70 - per acre	300.00
Barn, 52 x 20, at $0.48+ per sq. ft.	500.00
Spring	500.00

Amount to be paid owners - chrg to Right of Way $2,500.00

Access controlled - none allowed -

24520 Miller, Hubert F. and Martha E. (Morgan)
Right of Way
Option expires August 14, 1956

JUMP OFF JOE CREEK-GRANTS PASS SECTION - PACIFIC HIGHWAY (Cont)

24520 Miller, Hubert F. and Martha E. (Cont)

0.32 acre, lump sum	$ 50.00	
Amount to be paid owners - chrg. to Right of Way		$ 50.00

Access controlled - none allowed -

CORNELIUS-HILLSBORO UNIT - FOREST GROVE-HILLSBORO SECTION - TUALATIN VALLEY HIGHWAY

24402 Milne, Neva (Grant)
Right of Way
Option expires August 19, 1956

25,264 sq. ft. at $0.06+ per sq. ft.	$1,520.00	
Allow. for removing chicken house and barn	1,460.00	
Trees	60.00	
Damage	960.00	
Amount to be paid owner - chrg to Right of Way		$4,000.00

Grantor to remove all buildings, trees, etc., before April 1, 1956, or they become property of State. State may remove buildings, after said date.

Access not controlled -

DAVIS CREEK-BETHEL CREEK SECTION - OREGON COAST HIGHWAY

24625 Shortridge, Floyd et ux (Hill)
Right of Way
Option expires August 27, 1956

.76 acre of land (lump sum)	$ 225.00	
Timber	275.00	
Amount to be paid owners - chrg to Right of Way		$ 500.00

THINGS TO BE DONE BY THE STATE

Construct approaches at both access points.
Move mailbox.

EXHIBIT "A" (Cont)

DAVIS CREEK-BETHEL CREEK SECTION - OREGON COAST HIGHWAY (Cont)

24625 Shortridge, Floyd et ux (Cont)

Access controlled except access point 25 feet in width on the West side of the highway at Stations 516+25 and 509+00 for production and transportation to market of farm and forest products of the grantor's remaining land and private residential use, only. Access for joint use, at Station 516+25.

Access controlled -

24626 McInturff, Willard W. (Hill)
Right of Way
Option expires August 27, 1956

.41 acre at $250 per acre	$ 102.50
Fencing	180.00

Amount to be paid owner - chrg to Right of Way $ 282.50

Access controlled not to extend North of Station 508+00. Access 25 feet wide on the East side at 509+00 and 512+70 for private residential, farm and logging.

Access controlled -

24627 DeHaan, Ralph (Hill)
Right of Way
Option expires August 27, 1956

.44 acre at $250 per acre	$ 110.00
Timber	290.00

Amount to be paid owner - chrg to Right of Way $ 400.00

25 foot access reserved at 516+25, private residential, farming and logging, to be used jointly with Floyd Shortridge, adjacent owner.

THINGS TO BE DONE BY THE STATE

Move mailbox

Access controlled -

24629 Mason, Clell A. et ux (Hill)
Right of Way
Option expires August 27, 1956

DAVIS CREEK-BETHEL CREEK SECTION - OREGON COAST HIGHWAY (Cont)

24629 Mason, Clell A. et ux (Cont)

.33 acre, lump sum $ 100.00

Amount to be paid owners - chrg to Right of Way $ 100.00

25 foot access reserved on West side at 517+00 and 525+00 for private residential and logging.

Access controlled -

24630 Bjerg, Don Richard et al (Hill)
Right of Way
Option expires August 20, 1956

1.42 acre, lump sum $ 400.00

Amount to be paid owners - chrg to Right of Way $ 400.00

THINGS TO BE DONE BY THE STATE

Construct 2 approaches, located on W. side at Stas. 525+70 and 527+58.
Access: Private residential and farming, on W. side of hwy. opp. Stas. 525+70 and 527+58.

Access controlled -

CORNELIUS-HILLSBORO UNIT-FOREST GROVE-HILLSBORO SECTION - TUALATIN VALLEY HIGHWAY

24390 Iverson, Alfred and Alice (Smith)
Right of Way
Option expires August 23, 1956

17,859 sq. ft. at $0.05- per sq. ft.	$ 890.00
9 Walnut trees	180.00

Amount to be paid owners - chrg to Right of Way $1,070.00

THINGS TO BE DONE BY THE STATE

Furnish materials and construct approaches 20' in width, N. side at Stas. 177+40 and 178+20, and S. side at Sta. 177+25.

Access not controlled -

EXHIBIT "A" (Cont)

CORNELIUS-HILLSBORO UNIT-FOREST GROVE-HILLSBORO SECTION - TUALATIN VALLEY HIGHWAY (Cont)

24387 Lopez, Jose Jesus and Maria S. (Smith)
Right of Way
Option expires August 20, 1956

7,400± sq. ft., R/W, 14,150± sq. ft. Excess at $0.07+ per sq. ft.	$ 1,510.00	
House	11,000.00	
Yard improvements	620.00	
Amount to be paid owners - chrg to Right of Way		$13,130.00

Grantors to vacate 30 days after date of notice, or within [illegible] days after receipt of payment, whichever is the longer period of time.

Entire taking -

WILDERVILLE-JEROME PRAIRIE UNIT-HAYES HILL-GRANTS PASS SECTION - REDWOOD HIGHWAY

23991 Becker, Arthur H. and Irma I. (Hill)
Right of Way
Option expires August 20, 1956

0.03 acre, lump sum	$ 50.00	
Amount to be paid owners - chrg to Right of Way		$ 50.00

THINGS TO BE DONE BY THE STATE

Fence right of way.
State may reconstruct existing irrigation ditches on Grantors' property adjacent to S. right of way line.

Access controlled - none allowed -

JUMP OFF JOE CREEK-GRANTS PASS SECTION - PACIFIC HIGHWAY

23319 Grants Pass Drive-in Theater, Inc. (Holt)
Right of Way
Option expires August 23, 1956

7.88 acres at $1650- per acre	$13,000.00
Less 7.2 acres to be deeded at $764- per acre	-5,500.00

EXHIBIT "A" (Cont)

JUMP OFF JOE CREEK-GRANTS PASS SECTION - PACIFIC HIGHWAY (Cont)

23319 Grants Pass Drive-in Theater, Inc. (Cont)

Amount to be paid owner - chrg to Right of Way $7,500.00

THINGS TO BE DONE BY THE STATE

State to deed to the Grants Pass Drive-in Theater, Inc. approx. 7.2 A. of that portion of the former Fred Harvey tract lying S. of the relocated Pacific Highway, as an exchange part of the settlement upon the grounds and for the reason that the said property, in the opinion of the Commission, is no longer needed, required, or useful for highway purposes, and the value of the property to be acquired by the State is not less than the value of the property to be relinquished by the State, and the cash to be paid by the State.

Access controlled - none allowed except as to parcel 4, which does not abut on the hwy.

LOST RIVER-HATFIELD JUNCTION SECTION - KLAMATH FALLS-MALIN HIGHWAY

14507 Johnson, Bert et al (Bucknum)
Right of Way
Option expires August 23, 1956

0.08 acre, lump sum $ 100.00

Amount to be paid owners - chrg to Right of Way $ 100.00

THINGS TO BE DONE BY THE STATE

Re-establish existing fence.

Access not controlled -

CHAMPOEG PARK SECTION - CHAMPOEG PARK HIGHWAY

24562 Harris, Carl F. and Mary E. (Landon)
Park
Option expires August 26, 1956

6.5 acres at $385- per acre, lump sum $2,500.00

Amount to be paid owners - chrg to Park $2,500.00

EXHIBIT "A" (Cont)

CHAMPOEG PARK SECTION - CHAMPOEG PARK HIGHWAY (Cont)

24562 Harris, Carl F. and Mary E. (Cont)

Entire taking -

VINE MAPLE BRIDGE SECTION - FISHHAWK FALLS HIGHWAY

24490 Jeppeson, John and Eva M. (Benner)
Right of Way
Option expires August 27, 1956

0.23 acre at $250 per acre	$ 57.50
36 rods fencing at $4 per rod	144.00

Amount to be paid owners - chrg to Right of Way $ 201.50

Grantor to re-establish own fence by April 1, 1956, otherwise existing fence to become property of State.

Access not controlled -

24491 May, Elsie B. (Benner)
Right of Way
Option expires August 26, 1956

0.48 acre, at $250 per acre	$ 120.00
36 rods fencing at $4 per rod	144.00

Amount to be paid owners - chrg to Right of Way $ 264.00

Grantor to re-establish own fence by April 1, 1956, otherwise to become property of State.

Access not controlled -

24492 French, Dorothy (Benner)
Right of Way
Option expires August 26, 1956

2.90 acres at $51+ per acre	$ 150.00
66 rods fencing at $4 per rod	264.00

Amount to be paid owners - chrg to Right of Way $ 414.00

Grantor to re-establish own fence by April 1, 1956, otherwise to become property of State. Also Grantor to have until same date to remove merchantable timber.

Access not controlled -

CORNELIUS-HILLSBORO UNIT-FOREST GROVE-HILLSBORO SECTION - TUALATIN VALLEY HIGHWAY

24382 Hundley, Robert L. and Bertha M. (Smith)
Right of Way
Option expires August 26, 1956

2,178 sq. ft. at $0.10- per sq. ft.	$ 217.00	
Berries, peach tree and asparagus bed	50.00	
Amount to be paid owners - chrg to Right of Way		$ 267.00

Access not controlled -

24399 Inkley, Clement E. and Vey (Grant)
Right of Way
Option expires August 20, 1956

0.69 acre, R/W, 0.3± acres, Excess $0.12-/sq. ft.	$5,133.00	
House, 1,147 sq. ft. at $3 per sq. ft.	3,441.00	
Garage and barns	426.00	
Amount to be paid owners - chrg to Right of Way		$9,000.00

Grantor to vacate 30 days from receipt of notice, or 5 days after receipt of payment, whichever is later. Grantor to remove trees, shrubs, etc. by April 1, 1956, or they become property of State.

Entire taking -

CHEHALEM MT. -NEWBERG SECTION - HILLSBORO-SILVERTON HIGHWAY

24283 Ashmon, Roy E. and Lola M. (Stuntz)
Right of Way
Bargain and Sale Deed

850 sq. ft. at $0.20 per sq. ft.	$ 170.00	
Amount to be paid owners - chrg to Right of Way		$ 170.00

Access not controlled -

EXHIBIT "A" (Cont)

WEST UNIT BLACK BRIDGE-RICHLAND SECTION - BAKER-HOMESTEAD HIGHWAY

23915 Hoover, Arthur and Winifred REVISED REPORT (Brainerd)
Right of Way
Option expires August 22, 1956

0.10 acre, lump sum	$ 25.00
Re-establishing fencing	25.00

Amount to be paid owners - chrg to Right of Way $ 50.00

Access: Stas. 1876+00 and 1884+50, N., for farming and private residential use, only.

This cancels $446 approval of November 3, 1956.

Access controlled -

23916 Brasier, J. F. and Cora (Brainerd)
Right of Way and Gravel Pit
Option expires August 22, 1956

6.19 acres at $25 per acre	$ 154.75
85 rods fencing at $3 per rod	255.00

Amount to be paid owners - chrg to Right of Way $ 312.00

Amount to be paid owners - chrg to Gravel Pit (3.91 Acre) 97.75

GRAND TOTAL $ 409.75

Access controlled - none allowed -

COQUILLE-RINK CREEK SECTION - COOS BAY-ROSEBURG HIGHWAY

24065 Detlefsen, Edward L. and Grace R. SUPPLEMENTAL REPORT
Right of Way (Morgan)
Option expires April 30, 1956

In addition to approval of December 19, 1955, to pay owners $8,800.00 and construct road approaches, this approval is for the conveyance to the Detlefsens of the North 65 feet of property that is outside of the right of way which the State acquired from Russell W. Wilson et ux, as an exchange part of the settlement upon the grounds and for the reason that the said property, in the opinion of the Commission, is no longer needed, required,

COQUILLE-RINK CREEK SECTION - COOS BAY-ROSEBURG HIGHWAY (Cont)

24065 Detlefsen, Edward L. and Grace R. (Cont)

or useful for highway purposes, and the value of the property to be acquired by the State is not less than the value of the property to be relinquished by the State, and the cash to be paid by the State.

Access controlled -

WEST UNIT-BLACK BRIDGE-RICHLAND SECTION - BAKER-HOMESTEAD HIGHWAY

23913 Bowman, Lloyd and Ruby Rizor (Revised) (Brainerd)
Right of Way and Gravel Pits
Option expires August 20, 1956

6.1 acres at $200.00 per acre	$1,220.00	
0.69 acre at $250.00 per acre	172.50	
17.98 acres at $25.00 per acre	449.50	
538 rods fence to re-est. at $3.00 per rod	1,614.00	
Damages, lump sum	500.00	
Amount to be paid owners - chrg to Right of Way		$3,671.00
Amount to be paid owners - chrg to Gravel Pits (11.4 Ac.)		285.00
GRAND TOTAL		$3,956.00

Grantor may run irrigation pipe along south r/w line between Sta. 1811+00 and 1812+00. Fence 1816+ to 1824 S. Side.

THINGS TO BE DONE BY THE STATE

Install 6" pipe for irrigation under road at Sta. 1832+75.

Access north side of hwy. at Engr. Sta. 1824+00, 1836+00 and 1847+12, south side of hwy. 1824+00, 1835+10, 1850+59, 1864+35 and 1837+59.

Revised description and option. This approval cancels Commission's approval of 11-3-55 for $3,633.00.

Access controlled -

EXHIBIT "A" (Cont)

WILLAMETTE RIVER-42ND AVENUE SECTION - T.H. BANFIELD EXPRESSWAY

24125	City of Portland Easement	(Grant)
	Easement	Gratis

EXHIBIT "B-1"

Minutes of March 1 and 2, 1956

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in Goble-St. Helens Section of the Columbia River Highway described as follows:

A parcel of land lying in the NW¼ of Section 6, Township 5 North, Range 1 West, W.M., Columbia County, Oregon, and being a portion of that property described in those deeds to the State of Oregon, by and through its State Highway Commission, recorded in Book 122, Pages 403 and 411 of Columbia County Records of Deeds; the said parcel being described as follows:

Beginning at the west quarter corner of said Section 6; thence North along the west line of said Section 6 a distance of 2000 feet, more or less, to the south line of a tract described in that deed to Letha A. and John H. Hope, recorded in Book 104, Page 106, of Columbia County Deed Records; thence East along said south line and the north line of said State of Oregon property 700 feet, more or less, to a line which is parallel to and 100 feet westerly of the center line of the relocated Columbia River Highway; thence southerly parallel to and 100 feet westerly of said center line 2090 feet, more or less, to the south line of said NW¼; thence west 1460 feet, more or less, to the place of beginning.

The center line of the relocated Columbia River Highway herein referred to, being described as follows; Beginning at Engineer's center line Station 19+48.8, said Station being 735 feet south and 515 feet west of the center of said Section 6; thence on a spiral curve right (the long cord of which bears N. 47° 39' 28" W.) 450 feet; thence on a 954.93 foot radius curve right (the long cord of which bears N. 35° 34' 04" W.) 103 feet; thence on a spiral curve right (the long cord of which bears N. 23° 28' 40" W.) 450 feet; thence (N. 18° 58' 40¼ W.) 1628.2 feet; thence on a spiral curve right (the long cord of which bears N. 17° 56' 10" W.) 250 feet; thence on a 2291.83 foot radius curve right (the long cord of which bears N. 14° 42' 36.5" W.) 91.41 feet; thence on a spiral curve right (the long cord of which bears N. 11° 29' 03" W.) 250 feet to Station 51+71.41.

The parcel of land to which this description applies contains 50 acres, more or less.

EXHIBIT "B-1" (Cont)

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes.

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be a sum of $4500.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission, be and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et Seq.

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 1 be entered in the minutes and records of the Commission as of the 1st day of March, 1956.

EXHIBIT "B-2"

Minutes of March 1 and 2, 1956

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the Town of Lakeview, near the Prineville-Lakeview Highway, Lake County, Oregon, described as follows:

Lots 10 and 11, Walters 2nd Addition to Lakeview, Lake County, Oregon

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $4844.28, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Secretary of the Commission, be and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060, et seq.

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 2 be entered in the minutes and records of the Commission as of the 1st day of March, 1956.

March 1, 1956

EXHIBIT "B-3"

Minutes of March 1 and 2, 1956

RESOLUTION

WHEREAS, the STATE OF OREGON, by and through its State Highway Commission, is the owner of the parcel of land in Orr Corner-Monmouth Section of the Pacific Highway West described as follows:

A parcel of land lying in the John B. Smith D. L. C. No. 47, also in Sections 19 and 30, Township 8 South, Range 4West, W. M., Polk County, Oregon, and being a portion of that tract of land described in that certain deed to the State of Oregon, by and through its State Highway Commission, recorded in Book 151, page 43 of Polk County Records of Deeds; the said parcel being that portion of said property lying Easterly of a line which is parallel to and 100 feet Easterly of the center line of the relocated Pacific Highway West and being more particularly described as follows:

Beginning at the Southeast corner of said property, said point being 16.63 chains West and 69.7 chains South of the Northeast corner of said Smith D. L. C.; thence North along the East line of said State tract 1091.7 feet to the most Easterly Northeast corner of said property; thence West along a North line of said property 275 feet, more or less, to a line which is parallel to and 100 feet Easterly of the relocated center line of said Pacific Highway West; thence South 0° 25' West parallel to said center line 1100 feet, more or less, to the South line of said State tract; thence East along said South line 275 feet, more or less, to the point of beginning.

The parcel of land to which this description applies contains 6.9 acres

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes.

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be a sum of $3000.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission, be and he hereby is authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et Seq.

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 3 be entered in the minutes and records of the Commission as of the 1st day of March, 1956.

March 1, 1956

EXHIBIT "B-4"

Minutes of March 1 and 2, 1956

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in Willamette River-Gervais Road Section of the Portland-Salem Expressway described as follows:

A parcel of land lying in the Wm. Darst D. L. C. #60, also lying in Section 12, Township 5 South, Range 2 West, W. M., Marion County, Oregon, and being a portion of that property described in that deed to Roy and Myra B. Stampley, recorded in Book 340, Page 306, of Marion County Records of Deeds; the said parcel being that portion of said property lying easterly of a line which is parallel to and 100 feet easterly of the centerline of the Portland-Salem Expressway as said highway has been relocated, which centerline is described as follows:

Beginning at Engineer's centerline Station 1125+00, said Station being 3654.63 feet North and 3766.08 feet East of the Southwest corner of said Wm. Darst D. L. C. #60; thence South 37° 28' West 3500 feet to Engineer's Centerline Station 1160+00, said Centerline crossing the northerly and southerly lines of said property approximately at Engineer's Centerline Stations 1138+03 and 1154+77, respectively.

Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.

The parcel of land to which this description applies contains 14.17 acres.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes.

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $2125.50, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission, be and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et Seq.

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 4 be entered in the minutes and records of the Commission as of the 1st day of March, 1956.

March 1, 1956

EXHIBIT "B-5"

Minutes of March 1 and 2, 1956

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission is the owner of the parcel of land in Washington County on the Tualatin Valley Highway described as follows:

The Northerly 177 feet of the real property described in Volume 371, Page 119, Deed Records for Washington County, Oregon, described as follows:

A parcel of land lying in Lot 19, Kinnesswood Acreage, situated in Section 11, Township 1 South, Range 2 West, W. M., Washington County, Oregon, and being that tract of land described in that certain deed to Christian Torberson and Beulah H. Torberson, recorded in Book 351, Page 143 of Washington County Records of Deeds; the said parcel being described as follows:

Beginning at a point on the South line of said Lot 19 which point is North 81° 37' West 20 feet from the Southeast corner of said Lot; thence North 81° 37' West 141 feet along the South line; thence North 277.8 feet parallel with the East line to the North line of said Lot 19; thence South 81° 37' East 141 feet along said North line; thence South 277.8 feet to the point of beginning, EXCEPT any portion thereof lying within roads and highways.

Subject to dedicated Morrison Street upon the Southerly 50 feet thereof.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes.

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum $800.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that Chief Counsel of the Commission, be and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 et seq.

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 5 be entered in the minutes and records of the Commission as of the 1st day of March, 1956.

March 1, 1956

EXHIBIT "C"

Minutes of March 1 and 2, 1956

RESOLUTION

WHEREAS, it is the desire of this Commission to give official recognition to outstanding and meritorious service on the part of any individual who has contributed to the acquisition, preservation, or development, for the use and enjoyment of the public, of state parks or scenic places; and

WHEREAS, Oswald West, in his capacity as Governor of the State of Oregon from 1911 to 1915, provided the necessary impetus and leadership which resulted in the enactment by the legislature of a law declaring the Oregon shore of the Pacific Ocean not previously disposed of by the State to be a public highway forever open as such to the public; and

WHEREAS, the benefits of this foresighted and statesmanlike legislation have, through the years, inured greatly to the benefit of the citizens of this state, and to visitors from the various other states as well, by making the beauty and grandeur of the Oregon shore and beaches available for the enjoyment of all the public; and

WHEREAS, it is deemed reasonable and proper that a state park adjacent to the ocean shore be named after Oswald West, thereby commemorating his great service to the people of the State of Oregon and expressing a small measure of their appreciation; and

WHEREAS, the area located in Clatsop and Tillamook Counties and heretofore known as Short Sands Beach State Park is, through its location on the Oregon coast and its particular scenic beauty, a fitting and appropriate park to bear the name of this public benefactor;

NOW, THEREFORE, BE IT RESOLVED by this Commission as follows:

1. That the official name and designation of that state park located in Clatsop and Tillamook counties and heretofore known and designated as "Short Sands Beach State Park" be, and the same hereby is, changed to "Oswald West State Park."

2. That this change in name and designation be made on all appropriate signs and markers in or about the Oswald West State Park and on all future maps or other materials prepared by the State Parks Division or the State Highway Department indicating, illustrating or referring to said park.

3. That Miscellaneous Resolution No. 125, recorded in the minutes and records of this Commission as of the 19th day of January, 1955,

is hereby amended by changing the designation of Exhibit 47 therein to "Oswald West State Park."

4. That this resolution be entered in the minutes and records of this Commission this 1st day of March, 1956, as State Parks Resolution No. 6, and that a certified copy hereof be mailed by the Secretary to Oswald West at his home at 636 N. W. 20th Avenue in Portland, Oregon.

EXHIBIT "D"

Minutes of March 1 and 2, 1956

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, heretofore by deed executed August 5, 1948 and recorded August 27, 1948, in Book 304, pages 98-9 of the deed records of Jackson County, acquired from Burdette L. Dodge, Jr. and Sibyl F. Dodge, husband and wife, a parcel of land containing 11.59 acres in Lots 7 and 8 of Section 20, Township 35 South, Range 1 West, W.M., and by the same instrument secured an easement or right of way for a hauling road containing 3.81 acres situate in the SE$\frac{1}{4}$ of the SE$\frac{1}{4}$ of Section 18, the NE$\frac{1}{4}$ of the NE$\frac{1}{4}$ of Section 19, the W$\frac{1}{2}$ of the NW$\frac{1}{4}$ and Lot 8 of Section 20, Township 35 South, Range 1 West, W.M., all in Jackson County, Oregon, and

WHEREAS, the said deed contained a clause reading as follows:

"Provided that in the event the grantee, at any future time, finds that said property is not required for securing gravel for road purposes and for said hauling road then the same shall be abandoned and revert to the grantors, their heirs or assigns.", and

WHEREAS, the said parcel of land and the said hauling road easement have not been required and have not been used for the taking, production or transportation of materials for highway construction, maintenance or other highway uses subsequent to August 31, 1953, and the said parcel of land and hauling road easement have been abandoned in fact for the securing of gravel for road purposes and for a hauling road since the said date, and

WHEREAS, it is desirable to clear the records of this Commission and to clear the recorded deed records for the benefit of the original grantors,

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Highway Commission:

1. That the said parcel of land and hauling road easement are not needed or required and are now and have been abandoned for securing gravel for road purposes and for a hauling road at all times subsequent to August 31, 1953, and

2. That this Commission execute and deliver to Burdette L. Dodge, Jr. and Sibyl F. Dodge, husband and wife, a proper quitclaim deed conveying the said parcel of land and haul road easement to the said Burdette L. Dodge, Jr. and Sibyl F. Dodge, husband and wife.

3. That this resolution be entered in the minutes and records of the Commission as of the 1st day of March, 1956 as Miscellaneous Resolution No. 184.

March 1, 1956

EXHIBIT "E"

Minutes of March 1 and 2, 1956

RESOLUTION

WHEREAS, it is the declared policy of this State that in order to provide for the safe and efficient use, and the orderly appearance of the public highways in the State, it is necessary and is in the public interest to regulate the erection and maintenance of advertising structures and signs within view of the public highways, and

WHEREAS, it is the desire and purpose of this Commission to conform to the fullest extent with the declared policy of the legislature.

NOW, THEREFORE, BE AND IT HEREBY IS RESOLVED BY THIS HIGHWAY COMMISSION,

1. In all deeds conveying to any person, firm, or private corporation properties which abut upon the rights of way of any state highway the Chief Counsel, be and he hereby is instructed to include therein a clause reading substantially as follows:

"This conveyance is made, executed and delivered upon the express condition that the above described land shall never be used for the placing, maintenance or display of any advertising sign, bill or poster, within view of the _____ Highway, except such thereof as may advertise the use to which the property herein conveyed is devoted, or for the sale or lease of said property or any portion thereof. In the event of violation of this condition the grantor herein shall have the right through its authorized officers, agents or employees to enter upon the said property and to remove, destroy or obliterate any offending sign, bill or poster, without liability for damage or injury thereto, and to recover the costs thereof from the owner of the property. The rights herein reserved shall not be exclusive and shall not be in derogation of any other right or remedy which the grantor may have. The restrictions, rights and conditions herein contained shall run with the land and shall forever bind the grantees, their heirs, successors and assigns."

2. That this Resolution be entered in the minutes and records of the Commission as of the 1st day of March, 1956 as Miscellaneous Resolution No. 190.

March 1, 1956

EXHIBIT "F"

Minutes of March 1 and 2, 1956

RESOLUTION

WHEREAS, pursuant to the provisions of ORS 366.810, there have been by the Oregon State Highway Commission apportioned to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

From funds accrued during first half of 1954:

Jordan Valley.....	$ 672.01

From funds accrued during second half of 1954:

Cave Junction.....	$1,048.09
Island City.....	485.36
Jordan Valley.....	830.03
Richland.....	773.75

From funds accrued during first half of 1955:

Boardman.....	$ 362.18

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of

the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 1st day of March, 1956.

EXHIBIT "G"

Minutes of March 1 and 2, 1956

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of State Highway projects have been completed according to the terms and provisions of said contracts and that said jobs are now ready for acceptance:

"Contract No. 3805 with Funderburk Construction Co. and Stoen Construction Co. for grading and paving on the Depoe Bay-Miner Creek Unit, Siletz Bay-Miner Creek Section of the Oregon Coast Highway in Lincoln County, completed October 10, 1955.

"Contract No. 4019 with Porter W. Yett for paving on the Anlauf-Rice Hill Unit, Divide-Rice Hill Section of the Pacific Highway in Douglas County, completed October 13, 1955.

"Contract No. 4036 with Rogers Construction Co. for grading on the Glenwood-North Plains Section of the Wilson River Highway in Washington County, completed January 31, 1956.

"Contract No. 4153 with D & H Construction Co. and M. H. Hasler Construction Co. for grading on the Shady-Booth Ranch Unit, Shady-Canyonville Section of the Pacific Highway in Douglas County, completed November 30, 1955.

"Contract No. 4179 with Kissell and Robinson for fencing on the Goshen-Divide Section of the Pacific Highway in Lane County, completed December 31, 1955.

"Contract No. 4195 with Fred Rouse and Henry H. Miller for grading and oil mat surfacing on the Burns Corner-Lewisville Section of the Burns Corner-Suver County Road in Polk County, completed September 13, 1955.

"Contract No. 4238 with Wold Bros. for constructing a guardrail on the Rocky Point-Greggs Creek Section of the Oregon Coast Highway in Curry County, completed February 1, 1956.

"Contract No. 4273 with Whittenburg Construction Co. and Q. L. Rufener for construction of a bridge, grading and paving on the Beals Corner-Dougherty Corner Section of the Woodworth County Road in Hood River County, completed September 30, 1955.

"Contract No. 4282 with H. C. Platt for construction of a maintenance building at Lakeview in Lake County, completed December 31, 1955.

"Contract No. 4303 with Wold Bros. for fencing on the Greggs Creek-Wedderburn Section of the Oregon Coast Highway in Curry County, completed February 1, 1956.

EXHIBIT "G" (Cont)

"Contract No. 4317 with Coastal Equipment and Repair Co. for the expansion of Humbug State Park facilities in Curry County, completed June 27, 1955.

"Contract No. 4331 with Lord Bros., Contractors for grading and construction of a structure on the 42nd Avenue Ramp Section of the T. H. Banfield Expressway in Multnomah County, completed December 15, 1955.

"Contract No. 4336 with Tom Lillebo for construction of Frankport viaduct and Euchre Creek Bridge on the Frankport-Greggs Creek Unit, Brush Creek-Greggs Creek Section of the Oregon Coast Highway in Curry County, completed January 14, 1956.

"Contract No. 4337 with A. H. Saxton & Son for construction of Boomer Hill Road Overcrossing on the Pacific Highway in Douglas County, completed January 19, 1956.

"Contract No. 4380 with Johnson and Amens for construction of the Gales Creek Bridges on the Wilson River Highway in Washington County, completed January 24, 1956.

"Contract No. 4450 with Logan, Taylor and Co. for grading and paving on the Flavel Street-Clackamas Overcrossing Section of the Cascade Highway in Clackamas and Multnomah Counties, completed November 10, 1955.

"Contract No. 4490 with Birkemeier Construction Co. for construction of the North Yamhill River Bridge on the Moores Valley County Road in Yamhill County, completed December 31, 1955.

THEREFORE BE IT RESOLVED that the work covered by State Highway Contracts for the construction of said State Highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

BE IT FURTHER RESOLVED that this Contracts Completed Resolution No. 50 shall be entered in the minutes and records of the Commission as of the 1st day of March, 1956.

EXHIBIT "H-1"

Minutes of March 1 and 2, 1956

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: WILLAMINA-SALEM HIGHWAY

Highway number No. 30 Route number ORE 22

Location of Termini			Established Speed
M.P. 24.53 (0.12 mile west of Cascade Drive)	to	M.P. 24.72 (west city limits of Salem)	30 MPH

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said highway.

EXHIBIT "H-1" (Cont)

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 222 be entered in the minutes and records of the Commission as of the 1st day of March, 1956.

EXHIBIT "H-2"

Minutes of March 1 and 2, 1956

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: PACIFIC HIGHWAY WEST

Highway number 1W Route number US99W

Location of Termini		Established Speed
M. P. 6.45 (approximately 0.2 mile west of Capitol Highway intersection)	to M. P. 7.65 (Multnomah-Washington County line)	45 MPH

EXHIBIT "H-2" (Cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways, particularly as pertains to Speed Limit Resolution No. 85, adopted by the State Highway Commission on May 26, 1952, which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 223 be entered in the minutes and records of the Commission as of the 1st day of March, 1956.

EXHIBIT "H-3"

Minutes of March 1 and 2, 1956

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: MEDFORD-PROVOLT HIGHWAY

Highway number 272 Route number 238

M.P. 22.00 (0.13 miles west of Arnold Lane)	to M.P. 24.15 (west city limits of Medford)	40 MPH

EXCEPT THAT BETWEEN

M.P. 23.24 (200 feet west of Renault Avenue) and M.P. 23.37 (300 feet east of Oak Grove Road) and between M.P. 23.71 (200 feet west of Clover Lane) and M.P. 23.87 (400 feet east of Ross Lane) the indicated speed shall be 20 miles per hour during the hours of school crossings as per the provisions of Subsection 1.a, or ORS 483.104.

EXHIBIT "H-3" (Cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways, particularly as pertains to Speed Limit Resolution No. 54, adopted by the State Highway Commission on December 19, 1950, which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 224 be entered in the minutes and records of the Commission as of the 1st day of March, 1956.

EXHIBIT "I-1"

Minutes of March 1 and 2, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock-pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous or undesirable points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to construct, reconstruct, improve and maintain the Columbia River Highway; and

WHEREAS the Highway Commission has by a resolution ordered and declared that said highway shall be relocated, constructed, reconstructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the "Throughway Law"; and

WHEREAS, for the purpose of relocating, constructing, reconstructing, improving, and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary and that access to and

from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The State Highway Commission does hereby find and declare that there is needed and required for right of way purposes for the construction, reconstruction, improvement, and maintenance of the Columbia River Highway as a throughway, including its use for the construction, reconstruction, improvement, and maintenance of frontage roads and a traffic interchange, which traffic interchange, with a connecting road to be constructed by the State Highway Commission, will connect the said Columbia River Highway and the Crown Point Secondary Highway, the following described real property, to wit:

Parcel No. 1

A parcel of land lying in Lot 1 of Section 25, Township 1 North, Range 3 East, W. M., Multnomah County, Oregon, the said parcel being described as follows:

Beginning at the Southwest corner of that tract conveyed to Paul Martin and Verla Martin by deed recorded in Book 1523, Page 418, of Multnomah County Deed Records, said corner being 686 feet West and 191.52 feet North 0° 07' East from the Southeast corner of said Lot 1; thence North 84° 17' West parallel to and 200 feet northerly from the relocated center line of the Columbia River Highway, 228.9 feet to a point opposite Station 521+50 on said relocated highway center line; thence North 62° 01' 36" East 180.28 feet to a point opposite and 300 feet northerly of Station 523+00 on said center line; thence North 87° 35' 12" East 65.4 feet to the West line of said Martin tract; thence South along said West line 110 feet to the point of beginning.

The parcel of land to which this description applies contains 0.22 acre.

Parcel No. 2

A parcel of land lying in the Northeast quarter (NE¼) of the Northeast quarter (NE¼) of Section 25, Township 1 North, Range 3 East, W. M., Multnomah County, Oregon, the said parcel being described as follows:

Beginning at the Southwest corner of said Northeast quarter (NE¼) of the Northeast quarter (NE¼); thence North 40° 40' East 153.5 feet; thence North 3.72 feet to the Southeast corner of that tract conveyed to Paul Martin and Verla Martin by deed recorded in Book 1523, Page 418, of Multnomah County Deed Records, said corner being the true point of beginning of the parcel herein described; thence South 84° 17' East parallel to and 200 feet northerly

EXHIBIT "I-1" (Cont)

from the relocated center line of the Columbia River Highway 535.1 feet to a point opposite Station 537+00 on said relocated highway center line; thence North 62° 28' 55" West 538.52 feet to a point opposite and 400 feet northerly from Engineer's centerline Station 532+00; thence North 84° 17' West parallel to and 400 feet northerly from said relocated highway center line 55.1 feet to the East line of said Martin tract; thence South along said East line 201 feet to the point of beginning.

The parcel of land to which this description applies contains 1.4 acres.

That it is necessary that there shall be no rights of access of any nature between the right of way of the Columbia River Highway and all real property of the owners easterly of the Sandy River in Section 25, Township 1 North, Range 3 East, Willamette Meridian, and Sections 29 and 30, Township 1 North, Range 4 East, Willamette Meridian, Multnomah County, Oregon, abutting on the said Columbia River Highway remaining after the appropriation of the above-described real property; provided, however, that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, the following:

Rights of access to a frontage road and a connecting leg of an interchange to be constructed by the State Highway Commission upon the right of way of the Columbia River Highway on the northerly side of the main-traveled way thereof from a point opposite Highway Engineer's centerline Station 576+15 westerly to the existing underpass at approximately Highway Engineer's centerline Station 521+00 and which said frontage road and interchange connecting leg shall be connected to the main-traveled way approximately opposite Highway Engineer's centerline Station 530+00 for traffic to travel westbound upon the highway.

Rights of access between Highway Engineer's centerline Station 533+40 and 529+60 to a frontage road and connecting leg of an interchange to be constructed by the State Highway Commission upon the right of way of the Columbia River Highway on the southerly side of the main-traveled way thereof from a point opposite Highway Engineer's centerline Station 533+40 westerly to the existing underpass at approximately Highway Engineer's centerline Station 521+00 and which said frontage road and interchange connecting leg shall be connected to the main-traveled way approximately opposite Highway Engineer's centerline Station 530+00 for traffic to travel eastbound upon the highway.

EXHIBIT "I-1" (Cont)

3. That the construction, reconstruction, improvement and maintenance of the Columbia River Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 2nd day of March, 1956, as Condemnation Resolution No. 597.

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2 [illegible]1

EXHIBIT "I-2"

Minutes of March 1 and 2, 1956

RESOLUTION

WHEREAS, a stipulation dated the 20th day of November, 1950, was entered into between the parties in that certain condemnation case wherein the State of Oregon, by and through its State Highway Commission, was plaintiff and Paul Martin and Verla Martin, husband and wife, et al, were defendants, said case being Case No. 165-758 in the Circuit Court of the State of Oregon for the County of Multnomah; and

WHEREAS, pursuant to said stipulation, Paul Martin and Verla Martin (hereinafter referred to as "the permittees") were subsequently given a permit or license to use and fence all that state-owned land lying North of a line 100 feet northerly of and parallel to the center line of the relocated Columbia River Highway between the northerly prolongation of State Highway Engineer's Station 519+20 on the west and the northerly prolongation of State Highway Engineer's Station 651+60 on the east, which permit or license provides that when and if the State of Oregon, by and through its State Highway Commission, shall require any part of said real property for widening the relocated Columbia River Highway or for other roadway purposes, the State may, after 90 days written notice to the permittees of its intention to do so, terminate the permittee's permit or license to use and fence said required part; and

WHEREAS, pursuant to said stipulation, the permittees were given a permit or license to go upon certain parts of the Columbia River Highway right of way for the purpose of removing noxious weeds and brush, placing top soil, and planting seed grass, which permit or license provides that when and if the State decides to improve the relocated Columbia River Highway it may, after 90 days written notice to permittees of its intention to do so, terminate said permit or license; and

WHEREAS, pursuant to said stipulation, the permittees were subsequently given a permit or license to construct and maintain a fence across the exiting roadway which extends in a general northerly and southerly direction in the vicinity of the westerly boundary of Parcel No. 1 described in said stipulation (said fence to extend in an easterly and westerly direction in close proximity to the boundary line between the said Parcel No. 1 and the O. W. R. & N. Co. right of way), which permit or license provides that when and if the State of Oregon, by and through its State Highway Commission, shall officially decide to construct a connecting road between the relocated Columbia River Highway and the Crown Point Secondary Highway on state-owned land covered by, or adjacent to that covered by, said permit or license, the permittees shall remove said fence within 90 days after written notice of such decision; and

EXHIBIT "I-2" (Cont)

WHEREAS, each of the three above-referred-to permits or licenses requires that notice of termination be preceded by a resolution by the Oregon State Highway Commission calling for the termination of the particular permit or license; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the State Highway Commission plans and purposes to construct, reconstruct, improve and maintain the Columbia River Highway in the area affected by said stipulation and permits and to construct, improve and maintain frontage roads and a traffic interchange thereon and a connecting road between the said Columbia River Highway and the Crown Point Secondary Highway;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That for the purpose of constructing, reconstructing, improving and maintaining the Columbia River Highway, including frontage roads, a traffic interchange, and a connecting road between said highway and the Crown Point Secondary Highway, it is necessary that the above-referred-to permits or licenses to use and fence certain state-owned property northerly of the Columbia River Highway and to go upon the right of way of said highway to remove noxious weeds, place top soil and plant seed grass be, and the same hereby are, terminated between State Highway Engineer's Centerline Stations 519+20 and 577+00 on the north side of the Columbia River Highway and between State Highway Engineer's Centerline Stations 519+20 and 534+00 on the south side of said highway, effective July 16, 1956.

2. That for the purpose of constructing, reconstructing, improving and maintaining the Columbia River Highway, including frontage roads, a traffic interchange, and a connecting road between said highway and the Crown Point Secondary Highway, the official decision to do which work having been made, it is necessary that the permission granted the permittees in the above-referred-to permit to construct a fence across the existing roadway at the northerly boundary line of the O. W. R. & N. Co. right of way be, and the same hereby is, terminated effective July 16, 1956.

3. That, except as modified or terminated by the terms and provisions of this resolution and the notice to permittees to be given pursuant hereto, the three above-referred-to permits shall remain in full force and effect.

4. That the Chief Counsel is hereby directed to notify the permittees of this resolution by registered mail.

5. That this resolution be entered in full in the minutes and records of this Commission this 2nd day of March, 1956, as Miscellaneous Resolution No. 187.

EXHIBIT "I-3"

Minutes of March 1 and 2, 1956

RESOLUTION

WHEREAS, pursuant to an agreement and without consideration, the State of Oregon, by and through its State Highway Commission, conveyed to Paul Martin and Verla Martin, husband and wife, twenty-one (21) acres of land adjacent to the Columbia River Highway in Government Lot 1 and in the Northeast quarter (NE¼) of the Northeast quarter (NE¼) of Section 25, Township 1 North, Range 3 West, Willamette Meridian, Multnomah County, Oregon, by deed duly accepted by the grantees and recorded in Book 1523, page 418, of the Deed Records of Multnomah County, Oregon, wherein said land is more particularly described, said conveyance being subject to the condition that:

> "title in fee simple to all or any part of said real property shall revest in the State of Oregon, by and through its State Highway Commission, at any future time that the State Highway Commission, by resolution entered in its official minutes, declares that all or any part of said property is required or necessary for right of way for construction of a clover leaf, interchange, connecting road or other roadway in connection with an improvement of the relocated Columbia River Highway and connections and approaches thereto. The resolution of the Highway Commission shall be conclusive as to the necessity for public use of all the property described in said resolution,."

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the State Highway Commission plans and proposes to construct, reconstruct, improve and maintain the Columbia River Highway, including frontage roads, a traffic interchange, and a connecting road between the Columbia River Highway and the Crown Point Secondary Highway;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The State Highway Commission does hereby find and declare that for its present plans there is needed and required for right of way purposes for the construction, reconstruction, improvement, and maintenance of the Columbia River Highway and for the construction, reconstruction, improvement and maintenance of frontage roads and a traffic interchange on said highway, (which traffic interchange, with a connecting road to be constructed by the State Highway Commission, will connect the Columbia River Highway and the Crown Point Secondary

EXHIBIT "I-3" (Cont)

Highway), the following described real property, to wit:

Parcel No. 3

A parcel of land lying in Lot 1 and the Northeast quarter (NE¼) of the Northeast quarter (NE¼) of Section 25, Township 1 North, Range 3 East, W. M., Multnomah County, Oregon, and being a portion of that tract of land described in that certain deed to Paul Martin and Verla Martin, recorded in Book 1523, page 418, of Multnomah County Records of Deeds, the said parcel being described as follows:

Beginning at the Southeast corner of said property; said corner being North 40° 40' East 153.5 feet and North 3.72 feet from the Southeast corner of said Government Lot 1; said point also being 200 feet northerly from (when measured at right angles to) the relocated centerline of the Columbia River Highway; thence North along the East line of said property 201 feet to a line which is parallel to and 400 feet northerly from said relocated highway center line; thence North 84° 17' West parallel to said center line 144.9 feet to a point opposite Engineer's centerline Station 530+00; thence South 87° 35' 12" West 641.7 feet to the West line of said property; thence South along said West line 110 feet to the Southwest corner; thence South 84° 17' East along said South line 790 feet, more or less, to the point of beginning.

The parcel of land to which this description applies contains 2.9 acres.

2. The State Highway Commission does further find and declare that fee simple title to that portion of the real property conveyed by the State of Oregon, by and through its State Highway Commission, to the said Paul Martin and Verla Martin, husband and wife, by the said deed recorded in Book 1523, page 418, of the Deed Records of Multnomah County, Oregon, and described above is hereby revested in the State of Oregon, by and through its State Highway Commission.

3. It is directed that a certified copy of this resolution be transmitted to the said Paul Martin and Verla Martin, husband and wife, or their successors in interest.

4. It is further directed that the State Highway Engineer, or such person as he authorizes, re-enter and take peaceable possession of the hereinabove described parcel of land in the name of and on behalf of the State of Oregon, by and through its State Highway Commission.

5. That this resolution be entered in full in the minutes and records of the Commission this 2nd day of March, 1956, as Miscellaneous Resolution No. 188.

EXHIBIT "J"

Minutes of March 1 and 2, 1956

RESOLUTION

WHEREAS, the State Highway Commission operates a number of radio transmitting stations and various mobile transmitters throughout the State of Oregon; and

WHEREAS, the laws of the United States require that application be made to the Federal Communications Commission sixty (60) days before there is granted a permit to operate a new station or make any modification on any established radio transmitting unit, or to renew an existing permit; and

WHEREAS, it is cumbersome, time-consuming, and inefficient for the highway commission to sign and execute each one of these numerous applications; and

WHEREAS, it is deemed necessary and in the public interest that the highway commission be relieved of the above-mentioned burdensome admisterial duties, and that the same be delegated to responsible employees of the State Highway Department, as hereinafter set forth;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That R. H. Baldock, Highway Engineer, W. C. Williams, Deputy Highway Engineer, G. S. Paxson, Assistant Highway Engineer, and W. W. Stiffler, Assistant Highway Engineer, all four of whom are employees of the State Highway Department, are delegated and authorized to sign and execute for and on behalf of the State Highway Commission the applications submitted to the Federal Communications Commission, Washington, D. C., for renewal of existing radio station licenses or for any change made at licensed stations or for any new stations put in operation.

2. This Miscellaneous Resolution No. 186 be entered in the minutes of the Oregon State Highway Commission as of the 1st day of March, 1956.

March 1, 1956

EXHIBIT "K"

Minutes of March 1 and 2, 1956

RESOLUTION

WHEREAS, the Ford Motor Company has recently published, in magazine form, a book entitled Freedom of the American Road; and

WHEREAS, the purpose of said publication is to acquaint the general public with the past accomplishments of various highway officials and private citizens in working out solutions to American highway needs, thereby suggesting methods and techniques that might be utilized by other private citizens in coping with the highway problem in their communities; and

WHEREAS, said publication contains an article by John and Ward Hawkins, entitled "The Man Behind The Plans", which recognized and commends the engineering achievements and professional industry and foresight of the Oregon State Highway Engineer, R. H. Baldock; and

WHEREAS, this Commission desires to take official action expressing its appreciation and thanks for the recognition and honor thus bestowed upon Mr. Baldock;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That this Commission approves the purpose and content of the article "The Man Behind the Plans" appearing in the Ford Motor Company publication Freedom of the American Road and appreciates the recognition and honor therein accorded Oregon State Highway Engineer R. H. Baldock.

2. That a copy of this resolution be mailed to the President of the Ford Motor Company and to John Hawkins and Ward Hawkins.

3. That this resolution be entered in the minutes and records of this Commission this 2nd day of March, 1956, as Miscellaneous Resolution No. 189.

March 2, 1956

EXHIBIT "L-1"

Minutes of March 1 and 2, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock-pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Ukiah-West Forest Boundary Section of the Ukiah-Hilgard Secondary Highway; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Ukiah-West Forest Boundary Section of the Ukiah-Hilgard Secondary Highway, fee simple title to certain parcels of real property. The said parcels of real property needed and required, or which in the best interests of the State and the owners should be acquired, and the specific use to be made thereof, are more particularly described in the attached list, marked Exhibit "A", under the Commission's respective file number and the name of the record owner or reputed owner; and said Exhibit "A" is by this reference adopted and made a part hereof as completely and fully as though set forth herein in full. *

EXHIBIT "L-1" (cont.)

2. That the relocation, construction, improvement and maintenance of the said Ukiah-West Forest Boundary Section of the Ukiah-Hilgard Secondary Highway and the highway facilities for which each of the said parcels of property is required and being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons having an interest in said parcels of real property as to the compensation to be paid for the taking; and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, the Chief Counsel or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 1st day of March, 1956, as Condemnation Resolution No. 584.

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*FOOTNOTE:

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 584, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "L-2"

Minutes of March 1 and 2, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock-pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Tillamook-Donaldson Creek Section of the Wilson River Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the "Throughway Law"; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement, and maintenance of any throughway or section thereof, or for a service road, may, in its

discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving, and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The State Highway Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Tillamook-Donaldson Creek Section of the Wilson River Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Wilson River Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A". *

3. That the relocation, construction, improvement and maintenance of the said Tillamook-Donaldson Creek Section of the Wilson River Highway and the highway facilities for which each of the said parcels of property or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said

EXHIBIT "L-2" (Cont)

parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 1st day of March, 1956, as Condemnation Resolution No. 585.

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*FOOTNOTE:

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 585, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "L-3"

Minutes of March 1 and 2, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites, stockpile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part and relocate in part, construct, improve, and maintain the Cornelius-Hillsboro Unit of the Forest Grove-Hillsboro Section of the Tualatin Valley Highway; and

WHEREAS, for the purpose of widening in part, relocating in part, constructing, improving, and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required for the construction, improvement, betterment, and maintenance of highways of the state highway system and the widening in part, relocating in part, construction, improvement and maintenance of the said Cornelius-Hillsboro Unit of the Forest Grove-Hillsboro Section of the Tualatin Valley Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in

the attached list, marked Exhibit A, under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit A is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said Tualatin Valley Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; provided, however, that there shall be reserved unto the respective owners, their heirs and assigns, for service of the said remaining land, such access reservations as are noted as to each parcel or parcels on the said attached list marked Exhibit A. *

3. That the widening in part, relocating in part, construction, improvement and maintenance of the said Cornelius-Hillsboro Unit of the Forest Grove-Hillsboro Section of the Tualatin Valley Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 1st day of March, 1956, as Condemnation Resolution No. 586.

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*FOOTNOTE:

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 586, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "L-4"

Minutes of March 1 and 2, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Salem By-Pass-Jefferson Junction Section of the Pacific Highway East; and,

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the "Throughway Law"; and,

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is

EXHIBIT "L-4" (Cont)

necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and,

WHEREAS, for the purpose of widening, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, the public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said Salem By-Pass-Jefferson Junction Section of the Pacific Highway East as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said Pacific Highway East and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A". *

3. That the widening, improvement and maintenance of the said Salem By-Pass-Jefferson Junction Section of the Pacific Highway East and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said

parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 1st day of March, 1956, as Condemnation Resolution No. 587.

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*FOOTNOTE:

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 587, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "L-5"

Minutes of March 1 and 2, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Davis Creek-Bethel Creek Section of the Oregon Coast Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the "Throughway Law"; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement, and maintenance of any throughway or section thereof, or for a service road, may, in its

discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving, and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The State Highway Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Davis Creek-Bethel Creek Section of the Oregon Coast Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Oregon Coast Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A". *

3. That the relocation, construction, improvement and maintenance of the said Davis Creek-Bethel Creek Section of the Oregon Coast Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said

parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 1st day of March, 1956, as Condemnation Resolution No. 588.

---

*FOOTNOTE:

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 588, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "L-6"

Minutes of March 1 and 2, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stockpile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Rinehart Creek-Frankport Section of the Oregon Coast Highway; and

WHEREAS the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the "Throughway Law"; and

WHEREAS, for the purpose of widening, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described

is necessary and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The State Highway Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment, and maintenance of highways of the state highway system and the widening, improvement and maintenance of the said Rinehart Creek-Frankport Section of the Oregon Coast Highway as a throughway, certain interests in or fee simple title to a certain parcel of real property. The said parcel of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owner should be acquired, is more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said Oregon Coast Highway and all of the contiguous real property of the owner remaining after the appropriation of the said real property; except that there shall be reserved unto the owner, his heirs and assigns, for service of his remaining land, such access reservations as are noted as to the parcel on the attached list marked Exhibit "A".*

3. That the widening, improvement and maintenance of the said Rinehart Creek-Frankport Section of the Oregon Coast Highway and the highway facilities for which the said parcel of property, or interest therein, is required and is being taken is necessary in the public interest and the same has been planned, designed, located and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owner and other persons in interest of the said parcel of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to the said parcel of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel or, in his absence, any Assistant Attorney for the State Highway Commission,

is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 1st day of March, 1956, as Condemnation Resolution No. 589.

---

*FOOTNOTE:

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 589, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "L-7"

Minutes of March 1 and 2, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right of access, deemed by the Highway Commission necessary for highway purposes, to wit: Rights of way, either for the original location or the widening, straightening or otherwise changing of any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; the elimination or prevention of hazardous points of entry from adjacent property to state highways; or the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, construct, improve and maintain the Pacific Highway; and

WHEREAS, for the purpose of widening, constructing, improving and maintaining the said highway, it is the judgment of the Commission that the real properties hereinafter described are necessary and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, construction, improvement and maintenance of the said Pacific Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, or which in the best interests of the State and the owners should be acquired, and the specific use to be made thereof, are more particularly described in the attached list marked Exhibit "A", under the name of the record owner; and the Commission's respective file number and said Exhibit "A" is by this reference adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said Pacific Highway and

all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A".*

3. That the widening, construction, improvement and maintenance of the said Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking; and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 1st day of March, 1956, as Condemnation Resolution No. 590.

---

*FOOTNOTE:

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 590, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "L-8"

Minutes of March 1 and 2, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: for rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Coos Bay-Roseburg Highway; and

WHEREAS, for the purpose of widening, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said Coos Bay-Roseburg Highway, certain interests in or fee simple title to a certain parcel of real property. The said parcel of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owner should be acquired, is more particularly described in the attached list, marked Exhibit A, under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit A is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

EXHIBIT "L-8" (Cont)

2. That it is necessary that there shall be no rights of access of any nature between the said parcel of real property to be acquired and all of the contiguous real property of the owner's remaining after the appropriation of the said real property; provided, however, that there shall be reserved unto the owner, his heirs and assigns, for service of the said remaining land, such access reservation as is noted as to the parcel on the attached list marked Exhibit A.*

3. That the widening, improvement and maintenance of the said Coos Bay-Roseburg Highway and the highway facilities for which the said parcel of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and least private injury or damage.

4. That the Legal and Right of way Department is directed to attempt to agree with the owner and other persons in interest of said parcel of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcel of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 1st day of March, 1956, as Condemnation Resolution No. 598.

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*FOOTNOTE:

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 598, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

26287

EXHIBIT "L-9"

Minutes of March 1 and 2, 1956

RESOLUTION

WHEREAS, the State Highway Commission on the 13th day of April, 1955, by resolution declared the necessity for the acquisition of an easement across certain real property owned by L. Helen Fischer, et al., File No. R-22923, situated in Lot 1, Block 3 of Southgate Village, also lying in the Southeast quarter (SE $\frac{1}{4}$) of Section 32, Township 1 South, Range 2 East, Willamette Meridian, Clackamas County, Oregon, for the proper construction and maintenance of a highway drainage facility, for the proper drainage and maintenance of S. E. Flavel Street-Lake Road Section of the Cascade Secondary Highway; and

WHEREAS, the said resolution declared the necessity for the acquisition of said easement across certain real property listed on page 1, Exhibit "A", of the said Commission resolution of April 13, 1955, being an easement across a strip of land 10 feet in width and 50 feet in length and containing 500 square feet; and

WHEREAS, the said State Highway Commission, after further investigation, has found that it will be to the best interests of the State and the owners to reduce the size of the easement necessary for the proper drainage and maintenance of the said S. E. Flavel Street-Lake Road Section of the Cascade Secondary Highway to a strip of land 10 feet in width and 25 feet in length, containing 250 square feet.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That Exhibit "A", page 1, of that certain resolution duly made and entered in full in the minutes and records of the Commission on the 13th day of April, 1955, pertaining to the description of the real property owned by L. Helen Fischer, et al., File No. R-22923, be, and the same hereby is amended to read as follows:

> A parcel of land lying in Lot 1, Block 3 of Southgate Village, also lying in the Southeast quarter (SE $\frac{1}{4}$) of Section 32, Township 1 South, Range 2 East, W. M., Clackamas County, Oregon, the said parcel being a strip of land 10 feet in width lying adjacent to and westerly of the westerly right of way line of the existing Cascade Highway, said strip of land extending from a line at right angles to the center line of said highway at Station 428+15 to a line at right angles to said center line at Station 428+40, said Station 428+15 being approximately 108 feet northerly of the intersection of said Cascade Highway center line and the center line of Southgate Street.

EXHIBIT "L-9" (Cont

The parcel of land to which this description applies contains 250 square feet.

2. That this resolution be entered in full in the minutes and records of the Commission this 2nd day of March, 1956, as Condemnation Resolution No. 542-A.

VOLUME 41

PART I

PART I

OF

VOLUME XLI

MINUTES OF OREGON STATE HIGHWAY COMMISSION

COVERING PERIOD

F R O M

APRIL 1, 1956

TO

JUNE 30, 1956

- - - -

OREGON STATE HIGHWAY COMMISSION

Ben R. Chandler, Chairman
Chas H. Reynolds, Commissioner
M. K. McIver, Commissioner

- - - -

HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT

LOCATED AT SALEM, OREGON

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		PARKS SUPT. reports on following matters:
		Battle Rock State Park. Curry County. Request for installation of restrooms deferred.
		Bald Peak State Park. Yamhill County. Installation of temporary cross for use during Easter Services approved.
		Samuel H. Boardman State Park. Curry County. Request of Mr. Skinner to construct bulldozer trails denied.
26296		Jackson County. Medford area. Roxy Ann Peak vicinity. 1,700 acres to be studied for park purposes.
		Thomas Condon-John Day Fossil Beds State Park. Grant County. Purchase of 640 acres of land for park purposes confirmed.
		Depoe Bay State Park. Lincoln County. Selection of name for concession building deferred.
		Jessie M. Honeyman State Park. Lane County. Permit granted Girl Scouts for use of area in NW corner of park.
		Coos County. Lakeside west. Tenmile Creek. Study to be made of area proposed for park purposes.
26297		Ben Hur Lampman Wayside. Jackson County. Request of State Game Commission to construct boat-launching ramp approved.
		State Parks study. Mr. Jenkins request to make an independent study of Oregon parks deferred.
		Douglas County. Susan Creek Park development. Roseburg east. Special Use Permits approved.
		Parks Interim Committee trip. April 23-25, 1956. Parks Supt. presents report on trip.
		Yamhill County. Salmon River Hwy. "Erratic Rock". Acquisition of land for park purposes approved.
26298		REAL PROPERTY. Acquisition approved. See EXHIBIT "A".
		REAL PROPERTY. Purchase of property not previously authorized.
		SALE OF MISCELLANEOUS PROPERTIES report approved.
26299		RENTAL REPORT. February 22-April 14, 1956. New rentals and rental terminations. Report accepted.
		ACCESS CHANGES on six properties approved.
		MULTNOMAH COUNTY. Banfield Expressway. Robbins property. Granting of access to Wilkes County Road approved.
		DOUGLAS COUNTY. Umpqua Hwy. Hinsdale Slough-Luder Creek Section. Douglas Electric settlement for pole-line change approved.
26300		MULTNOMAH COUNTY. NE Portland Secdy. Hwy. 33rd St. Jct. Sale of excess property to Mr. Van Laeken for $400 approved.
		YAMHILL COUNTY. McMinnville. Yocom property. Exchange of properties approved.
		EXCESS PROPERTY sale:
		Douglas County. Pacific Hwy. Roseburg Section. 2 parcels of land to Lulu E. Lindsey.
		Marion County. Salem-Silverton Hwy. 0.96 acre to Louise Randal.

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26300	Apr. 26	EXCESS PROPERTY to be offered for sale:
26301		Marion County. Portland-Salem Expressway. Gervais-Hayesville Unit. See EXHIBIT "B-1" and "B-2".
		Josephine County. Redwood Hwy. East Fork Illinois River Section. 0.58 acre of land.
		MARION COUNTY. Portland-Salem Expressway. Hayesville Interchange. Excess property to be sold now.
		CURRY COUNTY. Oregon Coast Hwy. North Brookings Section. Settlement with West Coast Tel. Co. re line relocation approved.
		LANE COUNTY. Oregon Coast Hwy. Florence-Glenada Section. Conveyance of 6,000 sq. ft. of land to City of Florence approved.
		UMATILLA COUNTY. Columbia River Hwy. McNary Dam. Conveyance of certain properties to Army Engineers approved.
26302		MARION COUNTY. Pacific Hwy. Lana Avenue-Hayesville Section. Safeway Stores, Inc. Two 30-foot accesses approved.
		JACKSON COUNTY. Casey State Park area. Martin property. Settlement for damages to irrigation system approved.
		MARION COUNTY. Salem. Center Street. State-owned house. Expenditure of $350 for septic tank replacement approved.
		CLACKAMAS COUNTY. Pacific Hwy. East. Milwaukie. Division Office. Headquarters. Acquisition of Government-owned land approved.
		CONDEMNATION OF REAL PROPERTY APPROVED. See EXHIBIT "C-1" through "C-20".
26308		CONDEMNATION CASES tried. Counsel's report approved.
26309		CONDEMNATION CASES settled. Counsel's report approved.
26311		CONDEMNATION CASES. Offers for property approved.
26314		PUC MATTERS re Hwy. Commission. Counsel reports:
		Umatilla County. Helix-Van Sycle County Road. Helix Grade Crossing.
26315		Train speeds. SP Company's main lines. Portland-California Line.
		Yamhill County. Newberg Grade Crossing Signals.
		Multnomah County. Portland. NE 39th Ave. Impaired clearances.
		Marion County. Salem. 12th Street Extension. RR Grade Crossing.
		Lane County. Willamette Hwy. Duval Creek RR Grade Crossing.
		Umatilla County. Athena. College Street. Spur track crossing.
		LEGISLATIVE MATTERS. 1957 Legislature. Proposed legislation to be in hand of Highway Interim Committee by July 1, 1956.
		CLACKAMAS COUNTY. Oswego Hwy. County Line south. Matsies property. Drainage water diversion. Matsies to bring suit.
26316		CLAIMS. Abandonment of 6 damage claims approved.
		PERMITS. Revised form to allow installation of pipe lines on hwy. r/w discussed and approved. See EXHIBIT "D".
26317		PD/BI Insurance amounts stipulated for permit.
		DAMAGE CASES. Counsel authorized to institute legal proceedings:
		Jackson County. Sams Valley Secdy. Hwy. Sams Valley area. Velma Helbig.
		Multnomah County. Pacific Hwy. West. Steel Bridge guard fence. McLeod & Pierce Auto Freight Lines.
		Lincoln County. Oregon Coast Hwy. Drift Creek Bridge handrails. Coblentz & Peck.

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26317	Apr. 26	COOS COUNTY. Oregon Coast Hwy. Hauser-North Bend Section.
26319		Settlement of oyster bed damage cases approved.
		LEGAL DEPARTMENT. Counsel requested and Commission approved: John C. McLean. Salary increase. Ralph W. G. Wyckoff. Resigned. William A. Mansfield. Hired.
		WASCO COUNTY. Columbia River Hwy. Mosier area. Counsel authorized to institute proceedings against Ledbetter Sand & Gravel.
		MILITARY LEAVE granted Chief Counsel, August 5-19, 1956.
		HOOD RIVER COUNTY. Columbia River Hwy. Cascade Locks slide area. Oiling to be done on small section.
		SIGNS. Signs pointing out places of business. No installation on hwy. r/w.
		COMMISSION MEETING RECESSED at 12:00 noon and reconvened at 2:00 p.m.
26320		LOG HAULING. Hauling logs after 8:00 p.m. Discussed with delegation. Engineer to study matter and report.
26321		AWARD OF CONTRACTS. Engineer reports satisfaction of conditions.
26323		LOAD LIMITS. Reduced or Removed on 40 sections of highways.
26326		SPEED ZONE. Multnomah County. Ross Island Bridge. Placement of temporary speed zone during construction approved.
		"SHARED TUITION" PLAN for Hwy. Employees. Continuation of plan approved.
26327		SIGNS. Request denied for additional signs at: Marion County. Portland-Salem Expressway. North Salem Jct. Washington County. Portland-Salem Expressway. Tualatin Jct.
		MARION COUNTY. Hillsboro-Silverton Secdy. Hwy. Mt. Angel-Silverton Section. Request for hwy. improvement deferred.
		UNION COUNTY. Old Oregon Trail. La Grande southeast. Phillips Petroleum Co. Request for commercial access denied.
		RECLASSIFICATION OF HWYS. from Group II to Group I on following: Benton County. Kings Valley Secdy. Hwy. MP 19.50 - MP 28.17. Linn County. Albany-Lyons Secdy. Hwy. Entire length.
26328		ASSOCIATED GENERAL CONTRACTORS. Bid openings at more frequent intervals discussed. Action deferred.
		MULTNOMAH COUNTY. Board of County Commissioners. Requested use of special road sign denied.
		MARION COUNTY. Salem. Chamber of Commerce. Request for hwy. changes and improvements deferred for delegation.
		UMATILLA-MORROW COUNTIES. Old Oregon Trail. Boardman-Pendleton Section. Survey adopted. See EXHIBIT "J-1".
26329		UNFINISHED BUSINESS MATTERS discussed: HOOD RIVER COUNTY. Hood River Valley. Request for signs on scenic drive deferred pending inspection. CURRY COUNTY. Oregon Coast Hwy. Wedderburn north. Lloyd Corp.,proposed gift of land for park purposes deferred. PUBLIC FACILITIES RELOCATION ON R/W. Report previously adopted.

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26329	Apr. 26	MARION COUNTY. Hillsboro-Silverton Secdy. Hwy. Mt. Angel-Silverton Section. Request for improvement discussed earlier.
		BAKER COUNTY. Snake River Dams. Robinette-Brownlee area.
		MALHEUR COUNTY. Owyhee Dam Access Road. Road construction for recreational purposes deferred pending action by Federal Govt.
		SALE OF USED EQUIPMENT TO GOVERNMENTAL AGENCIES. Discussed with Department of Finance and Administration.
26330		LANE COUNTY. Pacific Hwy. Eugene north. Illumination of hwy. pending cooperation of City.
		UNION COUNTY. La Grande. Grand Ronde Hospital intersection. Report not complete.
		MARION-WASHINGTON COUNTIES. Portland-Salem Expressway. Hayesville Jct. & Tualatin Jct. Request for additional signs.
		COOS COUNTY. North Bend. Installation of traffic signals denied.
		JOSEPHINE COUNTY. Pacific Hwy. Grants Pass. Replacement of obsolete traffic signal controllers approved.
26331		MALHEUR COUNTY. Vale. Central Oregon Hwy.-John Day Hwy. Jct. Request for flashing beacon at intersection approved.
		YAMHILL COUNTY. Pacific Hwy. West. McMinnville. 12th Street Jct. Traffic signals denied. Crosswalk signs approved.
		JACKSON COUNTY. Pacific Hwy. Medford south. MP 313.74. Illumination of county road jct. approved.
		LANE COUNTY. Pacific Hwy. North Cottage Grove Interchange. Additional illumination approved.
		MULTNOMAH COUNTY. Banfield Expressway. 42nd Avenue-Troutdale Section. Illumination of interchanges approved.
26332		INCREASE IN PROJECT AUTHORIZATIONS approved for:
		Josephine County. Pacific Hwy. Louse Creek-Grants Pass Section. Contract #4497.
		Multnomah-Washington-Clackamas Counties. Portland-Salem Expressway. Barbur Blvd.-Boones Ferry Road Unit. Contract #3957.
		Douglas County. Pacific Hwy. Shady-Booth Ranch Section. Contract #4548.
		Washington County. Wilson River Hwy. Banks Interchange. Contract #4541.
		WASHINGTON COUNTY. Tualatin Valley Hwy. West Slope. Turnout construction approved. Acquisition of r/w authorized.
		UMATILLA COUNTY. Oregon-Washington Hwy. Pendleton-Walla Walla Section. Lowering of Blue Mt. Underpass approved.
		UMATILLA COUNTY. Lincton Mt. Road. Tollgate-Milton-Freewater Section. Request for designation as state hwy. denied.
26333		LANE COUNTY. Springfield-Creswell Secdy. Hwy. Creswell-Willamette Hwy. Section. Request for improvement denied.
		LANE COUNTY. Siuslaw Hwy. MP 10.68 - MP 11.08 Section. Guardrail construction approved.
		GRANT COUNTY. Kimberly-Long Creek Secdy. Hwy. Long Creek-Round Basin Section. Request for improvement denied.
		UMATILLA COUNTY. Pendleton-John Day Hwy. Pendleton-Pilot Rock Section. Request for construction approved.

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26333	Apr. 26	SURVEYS approved for: (See EXHIBITS "J-1" and "J-2".) Douglas County. Elkton-Sutherlin Hwy. Kellogg Bridge-Tyee Bridge Section. South Unit.
26334		Clackamas County. Mt. Hood Hwy. Sandy-Forest Boundary Section.
		Linn-Marion Counties. Pacific Hwy. East. North Jefferson Jct.-Albany Section.
		Clackamas County. Pacific Hwy. East. South River Road Jct. (Milwaukie) Section.
		MULTNOMAH COUNTY. Banfield Expressway. 122nd Avenue-Sundial Section. Installation of woven wire fence confirmed.
		MULTNOMAH COUNTY. Banfield Expressway. Fairview-Sundial Section. Installation of drainage facilities approved.
		CLACKAMAS COUNTY. Milwaukie-Estacada Secdy. Hwy. Currinsville. Requested improvement to be given priority.
		UMATILLA COUNTY. Old Oregon Trail. Echo connecting road. Bad curve project to be included in next hwy. program.
26335		DOUGLAS COUNTY. Umpqua Hwy. Reedsport-Scottsburg Section. Agreement with BPR for construction of detour road approved.
		DOUGLAS COUNTY. Pacific Hwy.(new). Oakland. Construction of Stearns Road Interchange approved.
		JEFFERSON COUNTY. Warm Springs Hwy. Pelton Dam. Request of PGE for access road connection with hwy. approved.
26336		FEDERAL-AID SECONDARY ROAD SYSTEM. Proposed additions presented by Engineer approved.
26337		COUTNY FEDERAL-AID SECONDARY FUNDS - 1956-57. Engineer presented tabulation showing status of funds. Additional projects in Deschutes County approved.
26338		MALHEUR COUNTY. Old Oregon Trail. Ontario. Catholic Hospital area. Request for hwy. widening approved on cooperative basis.
		LANE COUNTY. Oregon Coast Hwy. Florence. Request for hwy. widening to 4-lanes denied.
		MULTNOMAH COUNTY. Mt. Hood Hwy. Gresham east. County Road Extension. State to improve intersection.
		MORROW COUNTY. Heppner-Spray Secdy. Hwy. Chapin Creek Section. Temporary improvement of hwy. approved.
26339		DOUGLAS COUNTY. Pacific Hwy. Freeway. Roseburg south. Construction of turnoff approved and combined with Contract #4548.
		STATE TAX STREET FUNDS. Plans approved. See EXHIBIT "F".
		EXTENSIONS OF TIME to complete contracts granted.
26341		CONTRACTS completed and accepted. See EXHIBIT "G".
		WASHINGTON COUNTY. Pacific Hwy. West. Durham Road. Expenditure of $41,000 for reconstruction of hwy. authorized.
		LINCOLN COUNTY. Oregon Coast Hwy. Yachats. Request for footpath construction denied.
		BAKER-MALHEUR COUNTIES. Old Oregon Trail. Nelson-Ontario Hwy. Cutoff Section. Aerial survey authorized.

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26341	Apr. 26	DESCHUTES COUNTY. The Dalles-California Hwy. Bend. Franklin St.-South City limits. Survey authorized.
26342		UMATILLA COUNTY. Havana-Helix Secdy. Hwy. Request from County Court for elimination of sharp curves again denied.
		FEDERAL FUNDS PROGRAM. Accumulation of funds due to underruns on contracts. Program approved.
26343		LANE COUNTY. McVay Secdy. Hwy. Designation of crosswalk area and reduction of speed zone denied. Signs approved.
		SPEED ZONES and Deletion of Traffic Stop approved as follows:
		Clatsop County. Oregon Coast Hwy. Camp Clatsop. Request for extension of speed zone approved. See EXHIBIT "H-1".
26344		Lane County. Territorial Secdy. Hwy. Elmira. Speed zone established. See EXHIBIT "H-2".
		Richardson-Eugene Secdy. Hwy. Jct. Southbound traffic stop deleted. See EXHIBIT "H-3".
		Linn County. Santiam Hwy. Lebanon north. Reduction of present speed zone approved. See EXHIBIT "H-4".
26345		COLUMBIA COUNTY. Nehalem Secdy. Hwy. Birkenfeld. Nehalem River Bridge. Old bridge to be turned over to County.
		JOSEPHINE COUNTY. Redwood Hwy.(old). East Fork & West Fork Illinois River Bridges to be given to county conditionally.
		DOUGLAS COUNTY. Canyonville School Board. Sale of old bridge cancelled and money returned.
		MULTNOMAH COUNTY. Pacific Hwy. West. Harbor Drive-Arthur Street Jct. Payment for damage to plastic cable approved.
		NO PARKING ZONE approved for:
		Douglas County. Pacific Hwy. Dillard. See EXHIBIT "I".
26346		MULTNOMAH COUNTY. Pacific Hwy. East. Powell Blvd.-Milwaukie Ave. Overpass. Request for designation as throughway denied.
		DOUGLAS COUNTY. Oregon Coast Hwy. Elbow Lake-Gardiner Section. Abandonment agreement approved. See EXHIBIT "F-1".
		LINN COUNTY. Albany-Lyons Secdy. Hwy. Crabtree Bridge Section. Abandonment of old section approved. See EXHIBIT "F-2".
		UMATILLA COUNTY. Havana-Helix Secdy. Hwy. Havana Section. Abandonment agreement with County approved.
		MULTNOMAH COUNTY. Banfield Expressway. Burnside Bridge. Sewer easement agreement for use of RR property approved.
		EQUIPMENT. Construction Division. Purchase of Kelsh plotter and photo lab equipment authorized.
		Observation of new method of earthwork computation approved.
26347		CLACKAMAS COUNTY. Milwaukie. Division Headquarters. Acquisition of additional 10 acres approved.
		TRAVEL - OUT OF STATE. Ben R. Chandler and R. H. Baldock to San Francisco, May 31-June 1, 1956.
		GRANT COUNTY. John Day Hwy. John Day-Mt. Vernon Section. State Game Commission requests 3 access points.
26348		LANE COUNTY. Willamette Hwy. Trent Jct. Pacific Power & Light Co. Installation of lighting unit approved.

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26348	Apr. 26	SECRETARY'S REPORT on papers signed from February 29 through April 20, 1956, approved.
		COMMISSION MEETING DATES set for June 4-5, 1956, regular.
		TRAVEL - OUT OF STATE approved for:
		R. B. Sipprell to San Francisco, June 8-9, 1956.
		P. M. Stephenson to Salt Lake City, June 18-19, 1956.
		G. S. Paxson to Washington, D.C.; Baltimore, Maryland; Birmingham, Alabama; Milwaukee, Wisconsin; Salt Lake City, Utah.
		WASHINGTON COUNTY. Tualatin Valley Hwy. Hillsboro-Cornelius Section. Agreement with Hillsboro re water facilities approved.
26349		DOUGLAS COUNTY. Tiller-Trail Secdy. Hwy. Tiller. Permit agreements with Zimmerman and Betson re fence encroachment approved.
		LINCOLN COUNTY. Corvallis-Newport Hwy. Newport east. Request to connect proposed county road to hwy. approved.
		PACIFIC TELEPHONE & TELEGRAPH COMPANY. 60 speed teletype-writers. Contract for use of equipment approved.
		LOG HAULING. Associated Forest Industries of Oregon. Request for hauling hours later than 8:00 p.m. deferred.
		CONTRACTS. Award of contracts publicly announced.
26352		UMATILLA COUNTY. Old Oregon Trail. Ordnance Secdy. Hwy. Jct. Macy property encroachment on r/w discussed.
26353		UNION-BAKER COUNTIES. Old Oregon Trail. North Powder-Durkee Section. Baker route favored. Survey authorized.
		STATE GAME COMMISSION. Agreements approved for stocking 5 gravel pits with game fish as follows:
		Baker County. Old Oregon Trail. Haines pond. MP 325.55.
		Union County. Wallowa Lake Hwy. Roulet pond. MP 23.84.
		Union County. Old Oregon Trail. North Powder pond.
		Baker County. Medical Springs Secdy. Hwy. MP 38.51.
		Baker County. Baker-Homestead Hwy. Baldock Slough. MP 2.78.
		STATE GAME COMMISSION. Lease agreements for construction of parking lots and boat launching ramps approved for:
		Josephine County. Rogue River Loop Secdy. Hwy. Robertson boat landing.
26354		Jackson County. Crater Lake Hwy. Laurelhurst boat landing.
		Jackson County. Crater Lake Hwy. McLeod Park landing.
		Lane County. McKenzie River. Rennie Creek landing.
		WEIGHT VIOLATIONS. 1951-55 inclusive. Engineer's report accepted.
		MULTNOMAH COUNTY. Columbia River Hwy. Bonneville east. Winfrey property. Acquisition of property approved.
		WASHINGTON COUNTY. Beaverton-Hillsdale Hwy. Request for traffic signals denied. Flashing beacon approved.
		INTERCHANGE ILLUMINATION PROJECTS. Engineer authorized to advertise for bids for the following:
		Jackson County. Ashland RR Undercrossing.
26355		Washington County. Banks Interchange.
		Malheur County. Old Oregon Trail. Olds Ferry-Ontario Section.

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26355	Apr. 26	HARNEY COUNTY. Lakeview-Burns Hwy. Wagontire north. Improvement of section of hwy. approved.
		HOOD RIVER COUNTY. Columbia River Hwy. Ruthton Grade Section. Rock slide correction and guard fence approved.
		BURNING OF FIREGUARD. Cooperation with farmers and stockmen approved as in previous years.
		TRAVEL - OUT OF STATE approved for: R. H. Baldock to Washington, D.C., May 8-10, 1956.
26356		DOUGLAS COUNTY. Umpqua Hwy. Reedsport. Ferry float to be turned over to County.
		KLAMATH COUNTY. Klamath Falls Naval Installation. Agreement with US 13th Naval District for paving inspector approved.
		LINN COUNTY. Pacific Hwy. East. Jefferson Jct.-Albany Jct. Section. Henshaw property. Condemnation authorized.
		LANE COUNTY. Siuslaw Hwy. Low Pass Section. Contract #3754. Natt McDougall case not to be appealed.
		WALLOWA COUNTY. Enterprise-Lewiston Hwy. Group I designation confirmed.
		BAKER COUNTY. Baker-Homestead Hwy. Robinette-Brownlee Section. Snake River Dams. Road construction discussed.
26357		WASCO COUNTY. The Dalles. Cutoff route on US197; The Dalles By-pass; Cottonwood Grade. Delegation makes inquiry.
		UMATILLA COUNTY. Old Oregon Trail. Stanfield Jct. and Boardman Jct. Request for signboard maps denied.
		WASCO COUNTY. Columbia River Hwy. The Dalles west. Hwy. reconstruction has priority on new hwy. program.
		UMATILLA COUNTY. Pendleton. Request of Golf Club for contractor to surface new road approved conditionally.
		WASCO COUNTY. Willowdale-Antelope County Road improvement. Suggest placing road on FAS System. No action.
		LEGISLATIVE HWY. INTERIM COMMITTEE. Statement of policy re naming state parks requested by Senator McMinimee.
26358		COMMISSION MEETING ADJOURNED at 5:00 p.m. to reconvene at 9:00 a.m. the following day.
	Apr. 27	BIDS received on construction projects.
26363		HEARINGS IN CITIES TO BE BY-PASSED. Pacific Hwy. reconstruction. Albany and Junction City hearings May 23, 1956. Medford hearing May 24, 1956.
		INSEPCTION TRIP on hwys. south of Grants Pass and Oregon Coast Hwy.
		CLATSOP COUNTY. Oregon Coast Hwy. Astoria-Seaside Section.
26364		Request for hwy. improvement deferred.
		CLATSOP COUNTY. Lower Columbia Hwy. Request for hwy. improvement to modern standards. No action.
		WHEELER COUNTY. John Day Hwy. Kimberly-Service Creek-Fossil Section. Improvement to be considered in new Five Year Program.
		GILLIAM COUNTY. Wasco-Heppner Secdy. Hwy. Oiling of 16-mile section to Cottonwood Canyon Bridge. No action.

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26365	Apr. 27	UNION COUNTY. Old Oregon Trail. La Grande SE. Phillips Petroleum Co. Request for commercial access denied.
		TILLAMOOK COUNTY. Dolph-Boyer Cutoff (proposed). Request for cutoff construction deferred.
26366		MARION COUNTY. Salem vicinity. Hwy. projects discussed with
26367		delegation from Chamber of Commerce. No action.
		LEGISLATIVE HWY. INTERIM COMMITTEE. Letter to Senator McNinimee
26368		stating policy used in naming parks approved.
		PARKS. Five-Year Program. January 1, 1956 to December 31, 1960. Report deferred for further study. 20-year plan accepted.
26369		RECREATION AREAS. Request of Forest Service for State to take over certain small areas to be investigated.
		COOS COUNTY. Coos Bay-Roseburg Hwy. Myrtle Point to be notified re proposed hwy. revisions.
		MARION COUNTY. Salem vicinity. Construction projects: Portland-Salem Expressway. Hopmere interchange approved. Salem By-pass. South end. Turn-around facility apprcved. North Santiam Hwy. as Alternate US 20 denied. Mission Street Connection improvement to North Santiam Hwy. denied.
		COMMISSION MEETING ADJOURNED at 12:00 noon and reconvened at 2:00 p.m.
		BENTON COUNTY. Alsea Hwy. Alsea-Alsea Mt. Section. Request for improvement deferred.
26370		BAKER COUNTY. Old Oregon Trail. Baker. Delegation thanks Commission for selection of new hwy. route.
26371		BAKER COUNTY. Snake River. Brownlee Dam construction. Delegation presents problems due to dam construction.
		US HWY. 20 ASSOCIATION. Designation of North Santiam Secdy. Hwy. as US Hwy. 20 protested. No change in present designation.
26372		LINN COUNTY. Waverly Lake Park. Timber Carnival. Request to charge 50¢ per person denied.
		HARNEY COUNTY. Lakeview-Burns Hwy. Wagontire Section. Expenditure of $90,000 for repair work and calling of bids authorized.
		CLATSOP COUNTY. Astoria-Megler Ferries. Marine insurance bids. Durham & Bates tie-bid accepted by toss of coin.
		CLACKAMAS COUNTY. Pacific Hwy. East. Milwaukie Division Headquarters. Delegation's protest re acquisition of additional land denied.
26373		LANE COUNTY. Cottage Grove. Harvey Road Addition. Request for access road to new hwy. to be investigated.
		CONTRACTS. Award of contracts publicly announced.
26376		AGREEMENTS and other papers signed.
26379		COMMISSION MEETING ADJOURNED at 4:15 p.m.

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26380	Apr. 27	EXHIBIT "A". Real property acquisition.
26437		EXHIBITS "B-1" - "B-2". Sale of excess property.
26440		EXHIBITS "C-1" through "C-20". Condemnations.
26483		EXHIBIT "D". Pipe line permit.
26491		EXHIBIT "E". State Tax Street Funds.
26493		EXHIBIT "F-1". Abandonment agreement. Douglas County. Oregon Coast Hwy. Elbow Lake-Gardiner Section.
26496		EXHIBIT "F-2". Abandonment agreement. Linn County. Albany-Lyons Secdy. Hwy. Crabtree Bridge Section.
26498		EXHIBIT "G". Contracts completed and accepted.
26500		EXHIBITS "H-1" through "H-4". Speed zones established and deletion of traffic stop.
26508		EXHIBIT "I". No parking zone established.
26510		EXHIBITS "J-1" through "J-2". Surveys adopted.
26515	May 23	SPECIAL MEETING. 10:00 a.m. Albany City Hall. Linn County.
		PACIFIC HIGHWAY EAST. Albany-Halsey-Harrisburg-Junction City-Eugene By-passes. Delegations present for hearing.
		Purpose of hearing explained. Explanation of project given.
26516		Albany delegation inquired re:
		Santiam Hwy. Jct. Interchange and urged south Albany interchange construction. Explanation given.
26517		Halsey delegation not present.
		Harrisburg representative inquired re minor road crossings. No road closures to affect school district.
		Junction City delegation not present.
		Eugene representative expressed cooperation from city re project. Inquiry re additional interchange north of city.
		Discussion of project and further explanation re closure of minor roads and use of frontage roads.
26518		Chairman Chandler concluded the hearing at 10:25 a.m.
		LOAD LIMITS. Benton County. Corvallis-East Side Secdy. Hwy. Corvallis. Van Buren Bridge posted for 10,000 lb. weight.
		LOAD LIMITS. Umatilla County. Letter from District Attorney re restriction of hwy. weight limits procedure. Counsel to prepare corrective measures for 1957 Legislature.
26519		TRAVEL - OUT OF STATE authorized for:
		W. C. Williams to LaSalle, Illinois, June 7-8, 1956 for AASHO.
		LINN COUNTY. Albany. Waverly Lake Park. Albany Timber Carnival use of park during July 4th Carnival approved conditionally.
		LOAD LIMITS approved for:
		Douglas County. West Diamond Lake Secdy. Hwy.
		Douglas-Klamath Counties. Crater Lake North Secdy. Hwy.
		Douglas-Klamath Counties. East Diamond Lake Secdy. Hwy.
		BAKER COUNTY. Baker-Homestead Hwy. Brownlee Dam. Letter to Idaho Power Company re preservation and protection of state property approved and signed.
26520		COMMISSION MEETING ADJOURNED at 11:45 a.m.

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26521	June 4	COMMISSION MEETING MINUTES approved for March 1-2, 1956.
		PARKS SUPT. reports on following matters:
		Tillamook County. Oregon Coast Hwy. Neahkahnie Mt. Request for road construction to top of mountain denied.
		Curry County. Brookings. Mill Creek. Request for development of area on beach for park purposes deferred.
26522		Harney County. Diamond Crater area. Study to be made of area re recreational development.
		Silver Falls State Park. Marion County. Request to construct service station within park area denied. Policy matter.
		Cape Lookout State Park. Tillamook County. Construction of bridle path on trial basis granted.
		Depoe Bay State Park. Lincoln County. Selection of name for new concession building discussed. Action deferred.
		Park Five Year Program. Approved.
26523		REAL PROPERTY. Acquisition approved. See EXHIBIT "A".
		MARION COUNTY. North Santiam Secdy. Hwy. Salem east. Construction of interchange approved.
		SALE OF MISCELLANEOUS PROPERTIES report approved.
		SUPPLEMENTAL RENTAL REPORT accepted.
		POLK COUNTY. Willamina-Salem Hwy. Dolph Corner-Rickreall Section. Power Company to be reimbursed for line changes.
		MULTNOMAH COUNTY. Portland-Salem Expressway. Harbor Drive-City Limits Section. Option on Butler property rejected.
		SALE OF STATE HIGHWAY PROPERTY authorized as follows:
26524		Lane County. Pacific Hwy. Goshen-Divide Section. See EXHIBIT "B-1".
		Washington County. Tualatin Valley Hwy. Forest Grove-Hillsboro Section. See EXHIBIT "B-2".
		Multnomah County. Banfield Expressway. See EXHIBIT "B-3".
		DOUGLAS COUNTY. Pacific Hwy. Shady Point-Kelly Corner Unit. Expenditure of $350 for repairs on state-owned house approved.
		JOSEPHINE COUNTY. Pacific Hwy. Sexton Mt. base. Weather bureau site lease with US Department of Commerce approved.
		WASHINGTON COUNTY. Pacific Hwy. West. Tigard-Onion Flat Section. Brandhagen property. Revised "Grant of Access" form approved.
		MARION COUNTY. Portland-Salem Expressway. Hayesville Interchange. Conveyance of Park Lane property to County approved.
26525		ACCESS CHANGES on three properties approved.
		POLK COUNTY. Salem-Independence Hwy. Borrow Pit area. 0.2 acre quitclaimed to County.
		DOUGLAS COUNTY. Pacific Hwy. Chenoweth Park-Deady Section. Gomes property. Easement granted BPA to cross property.
		KLAMATH COUNTY. Klamath Falls-Malin Hwy. Pelican City-South 6th Street Section. Reconveyance of 0.5 acre to Fehlens approved.

Page	Date 1956	Subject
26526	June 4	DOUGLAS COUNTY. Oregon Coast Hwy. Reedsport–Coos County Line Section. Sauer property. Changes in access and lease approved.
		CONDEMNATION OF REAL PROPERTY approved. See EXHIBITS "H-1" through "H-10".
26531		CONDEMNATION CASES tried. Counsel's report approved.
26532		CONDEMNATION CASES settled. Counsel's report approved.
26533		CONDEMNATION CASES. Offers for property approved.
26534		PUC MATTERS re Hwy. Commission. Counsel reports:
		Klamath County. The Dalles–California Hwy. Chemult Overcrossing.
		Multnomah County. Portland. Arata Road & NE 112th Ave. UP RR Crossings. Signal protection at grade crossings.
		Yamhill County. Salmon River Hwy. Sheridan RR Grade Crossing. Installation of signals.
		Marion County. Salem. Tile Road SP RR Crossing.
		Marion County. Salem. Howard St. SP RR Crossing closure.
26535		Marion County. Salem. Nebraska St. SP RR Crossing closure.
		TRAVEL - OUT OF STATE approved for:
		C. W. Enfield to Washington, D.C., June 27–28, 1956.
		COOS COUNTY. Oregon Coast Hwy. Hauser north. West damage case vs Cecil Gall. Counsel to act in Mr. Gall's defense.
		COURT CASES. Counsel presented report on following:
		Curry County. Oregon Coast Hwy. Euchre Creek–Wedderburn Section. Buffington vs State.
		Malheur County. Old Oregon Trail. Ontario–Nyssa Section. Strasbaugh vs Babler Bros.
		CLACKAMAS COUNTY. Estacada. Terrace Addition. Block 3. Request for vacation of portions of alley approved.
26536		CONDEMNATION CASES. Counsel authorized to employ local counsel in cases he deems necessary.
		Turn-over of legal staff and salary schedule discussed.
		COOS COUNTY. Coos River Secdy. Hwy. Isthmus Slough Bridge damage. Legal proceedings authorized against Mr. Yandell.
		CLAIMS. Abandonment of seven damage claims approved.
26537		CROOK COUNTY. Ochoco Hwy.(old). Marks Creek–Prineville Section. Abandonment agreement not to be changed.
26538		DOUGLAS COUNTY. Pacific Hwy. Roseburg Veterans Hospital area. Acquisition of 16 acres. See EXHIBIT "C".
		WALLOWA COUNTY. Little Sheep Creek Secdy. Hwy. Contract #3956. Contractors suit against State due to flooding.
		BIDS received on construction projects.
26543		AWARD OF CONTRACTS. Engineer reports satisfaction of conditions.
26544		LOAD LIMITS REMOVED on 9 hwy. sections.
26545		GRANT COUNTY. Kimberly–Long Creek Secdy. Hwy. MP 26.89 - MP 35.85. Reclassified to Group I status.
		LOG HAULING. Request to haul logs past 8:00 p.m. deadline. Problem discussed and denied.
26546		DESCHUTES COUNTY. The Dalles–California Hwy. Bend north. Rounds building encroachment. Revocable lease agreement.

Page	Date 1956	Subject
26546	June 4	UNION COUNTY. La Grande. Grande Ronde Hospital area. Adams Avenue. No parking zone to be established by city ordinance.
		WEIGHMASTER REPORT. Fines assessed in courts discussed.
26547		COMMISSION MEETING ADJOURNED at 12:00 noon and reconvened at 2:00 p.m.
		SHERMAN COUNTY. Biggs Rapids. Columbia River Toll Bridge (proposed). 4-party agreement. Report on project accepted.
		US FOREST SERVICE WAYSIDE CAMPS. Wallowa-Whitman National Forest. State taking over certain camps to be dropped.
26548		UNFINISHED BUSINESS MATTERS discussed:
		HOOD RIVER COUNTY. Hood River Valley. Request for signs.
		CURRY COUNTY. Oregon Coast Hwy. Wedderburn north. Lloyd Corp. proposed gift of land for park purposes.
		UNION COUNTY. La Grande. Grande Ronde Hospital area.
		LINCOLN COUNTY. Depoe Bay Park Concession Building. Selection of name.
		LOG HAULING. Extension of hauling hours beyond 8:00 p.m.
		US FOREST WAYSIDES. Eastern Oregon. State not to take over.
		BENTON COUNTY. Alsea Hwy. Alsea Mt. Section. Report not complete.
		LANE COUNTY. Richardson-Eugene Secdy. Hwy. Noti. School-Post Office. Request for footpath construction again denied.
26549		BENTON COUNTY. Corvallis-Newport Hwy. Corvallis. West City Limits-35th Street. Request for footpath construction denied.
		SURVEYS approved for:
		Klamath County. The Dalles-California Hwy. Klamath Falls-Green Springs Hwy. Jct. Section. See EXHIBIT "G-1".
		Linn-Lane Counties. Pacific Hwy. East. Albany-Judkins Point Section. See EXHIBIT "G-2".
		SLIDE CORRECTION PROJECTS. Expenditure of funds authorized on
26550		5 projects.
		DOUGLAS COUNTY. Pacific Hwy. Wilbur north. Authorized installation of tunnel liner through embankment.
		LANE COUNTY. Willamette Hwy. Oakridge-Willamette City Section. Request for shoulder oiling approved.
		INCREASE IN PROJECT AUTHORIZATIONS approved for:
		Douglas County. Pacific Hwy. Shady-Canyonville Section. Contract #4298.
		Washington County. Beaverton-Hillsdale Hwy. Beaverton-Multnomah County Line Section. Contract #4313.
26551		OREGON COAST ASSOCIATION. Resolutions re US101 and Parks Department discussed. No action.
		WEIGHMASTER SCALES. Installation of truck scale authorized for: Douglas County. Pacific Hwy. Wilbur.
		MULTNOMAH COUNTY. Pacific Hwy. West. Portland. Harbor Drive-SW Curry Street. Request for pedestrian underpass denied.
		MULTNOMAH COUNTY. SW Canyon Road. Portland. Request for construction of 5 access roads. Action deferred.
		MULTNOMAH COUNTY. Portland. Ross Island Bridge widening. Cooperation with County discussed. Action deferred.

Page	Date 1956	Subject
26552	June 4	KLAMATH COUNTY. 1956 Roads and Highways Program presented by Klamath County C of C. Considered and ordered filed.
		LANE COUNTY. Pacific Hwy. Cottage Grove. Ostrander Lane Interchange. Request for access denied.
		DOUGLAS COUNTY. Pacific Hwy. Anlauf south-Buck Creek County Road Jct. Construction of off-ramp approved.
		BENTON COUNTY. Pacific Hwy. West. Camp Adair. McGuire Driveway Jct. Cut bank to be widened to improve sight distance.
26553		MARION COUNTY. Portland-Salem Expressway. Chemawa RR Overcrossing. Erosion correction on fill slopes approved.
		MULTNOMAH-WASHINGTON-CLACKAMAS COUNTIES. Portland-Salem Expressway. Barbur Blvd.-Lower Boones Ferry Road. Landscaping approved.
		DOUGLAS COUNTY. Pacific Hwy. Sutherlin. Central Avenue connection. Sewer pipe installation approved.
		WALLOWA COUNTY. Wallowa Lake Hwy. Enterprise. Hwy. widening within City approved conditionally.
		JOSEPHINE COUNTY. FAS #266. Wilderville. Slate Creek Bridge construction project approved.
		WASHINGTON COUNTY. Beaverton-Hillsdale Hwy. Oleson Road-Scholls Ferry Hwy. Section. Traffic signals and channelization approved.
26554		YAMHILL COUNTY. Pacific Hwy. West. Newberg area. Illumination of new embankment deferred.
		LANE COUNTY. Willamette Hwy. Lookout Point Reservoir. Left turn facilities approved and construction authorized.
		WASHINGTON COUNTY. Beaverton-Hillsdale Hwy. Beaverton. NE Broadway St. Jct. Asphaltic markers and flashing beacon approved.
26555		EXTENSIONS OF TIME to complete contracts granted.
26556		LANE COUNTY. Pacific Hwy. Coast Fork, Willamette River-Divide Unit. Contract #4246. Overrrun assessment withdrawn.
		CONTRACTS completed and accepted. See EXHIBIT "D".
		COOS COUNTY. Cape Arago Secdy. Hwy. South Slough Bridge. Installation of electrically operated gates deferred.
		MULTNOMAH COUNTY. Portland. Clay and Market Streets. Amended agreement re repaving streets approved.
26557		MALHEUR COUNTY. Old Oregon Trail. Ontario Spur Section. Speed zones and stop sign approved. See EXHIBIT "E".
		KLAMATH COUNTY. Klamath Falls-Malin Hwy. Klamath Falls. Conveyance of additional property to City for park purposes approved.
		CLATSOP COUNTY. Astoria. Pacific Tel. & Tel. Company. Service agreement covering remote transmitter approved.
		COOS COUNTY. Oregon Coast Hwy. Coos Bay. Flanagan Avenue. No parking zone approved. See EXHIBIT "F-1".
26558		CLACKAMAS-MARION COUNTIES. Wilsonville-Hubbard Hwy. MP 2.04 - MP 2.09. No parking zone established. See EXHIBIT "F-2".
		OREGON STATE INDUSTRIAL ACCIDENT COMMISSION. Snake River Bridges. Agreements with Idaho Industrial Accident Board approved.
		SECRETARY'S REPORT ON PAPERS SIGNED from April 23 through May 31, 1956, approved.

Page	Date 1956	Subject
26558	June 4	COMMISSION MEETING DATES set for July 12-13, 1956, regular, and tentatively for August 16-17, and September 27-28, 1956.
		TRAVEL - OUT OF STATE approved for:
		R. B. Sipprell to Chicago, June 11-13, 1956.
26559		R. H. Baldock to Kansas City, June 26-July 1, 1956.
		DOUGLAS COUNTY. Roseburg-Coos Bay Hwy. (proposed). Roseburg C of C offer of cooperation in survey.
		MULTNOMAH COUNTY. Portland. Morrison Street Bridge (old) not adaptable for hwy. purposes.
		USED EQUIPMENT. Sale of used equipment to Cities and Counties on same basis as to individuals.
26560		PUBLIC HEARINGS re by-passes of cities. Federal and State requirements.
		CONTRACTS. Award of contracts publicly announced.
26563		BAKER COUNTY. Baker-Homestead Hwy. Brownlee Dam. Agreement with Idaho Power Company. Resolution adopted.
		FEDERAL-AID FUNDS - 1957-58. "Proposed Partial Program" approved. R/W negotiations authorized.
26566		COMMISSION MEETING ADJOURNED at 5:00 p.m.
	June 5	BIDS received on construction projects.
26570		LANE COUNTY. Willamette Hwy. Lookout Point Reservoir approach road. Construction of left-turn refuge approved.
26571		CLATSOP COUNTY. Oregon Coast Hwy. Astoria-Seaside Section. Projects discussed with delegation.
26572		OREGON COAST HIGHWAY ASSOCIATION. County Court Unit delegation.
26573		Projects on entire length of hwy. discussed.
26574		DOUGLAS COUNTY. Pacific Hwy. Roseburg Veterans Hospital property. Acquisition as recreational area authorized.
		COMMISSION MEETING RECESSED at 12:00 noon and reconvened at 2:00 p.m.
		DOUGLAS COUNTY. Pacific Hwy. Myrtle Creek-Canyonville Section. Holder property. Settlement of condemnation case approved.
		BAKER COUNTY. Baker-Homestead Hwy. Brownlee Dam project. Idaho Power Co. Revised agreement approved. See EXHIBIT "I".
26575		EQUIPMENT. Cars, Trucks, and other equipment. 6 and 8-year life basis. $100,000 authorized for expenditure in 1956 for new equipment.
		PACIFIC HIGHWAY WEST. McMinnville-Longview Bridge Alternate Route. 99W Alternate Association. Request for new hwy. construction.
		MULTNOMAH COUNTY. Columbia River Hwy. Portland. 82nd St.-Airport Extension. Survey completed.
		JACKSON COUNTY. Pacific Hwy. Medford. Proposed by-pass hearing.
		HARNEY COUNTY. Central Oregon Hwy. Burns. Hwy. relocation hearing. Hearing can be held when citizens agree on route.
26576		CONTRACTS discussed.
		CONTRACTS. Award of contracts publicly announced.
25579		AGREEMENTS and other papers signed.
26581		COMMISSION MEETING ADJOURNED at 3:15 p.m.

Page	Date 1956	Subject	
26582	June 5	EXHIBIT "A".	Real property acquisition.
26617		EXHIBITS "B-1"	through "B-3". Sale of excess property.
26621		EXHIBIT "C".	Acquisition of 16 acres. Douglas County. Pacific Hwy. Roseburg Veterans Hospital area.
26625		EXHIBIT "D".	Contracts completed and accepted.
26628		EXHIBIT "E".	Speed zone established and stop sign approved.
26630		EXHIBITS "F-1"	- "F-2". No parking zones established.
26634		EXHIBITS "G-1"	- "G-2". Surveys approved.
26638		EXHIBITS "H-1"	through "H-10". Condemnations.
26661		EXHIBIT "I".	Revised agreement approved. Baker County. Baker-Homestead Hwy. Brownlee Dam project.

Portland, Oregon
April 26, 1956

The Oregon State Highway Commission met in regular session at 9:00 a.m. in the Queens Room of the Imperial Hotel. Present were:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, Deputy State Highway Engineer
W. W. Stiffler, Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
Robert L. May, Jr., Assistant Chief Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

Bids for highway construction, as follows were opened and read aloud by the Secretary who then announced that the Commission would award contracts at 4:00 p.m. in the same room:

CLATSOP COUNTY, OREGON
PACIFIC COUNTY, WASHINGTON
PROVIDING FERRY SERVICE AT THE ASTORIA-MEGLER CROSSING OF COLUMBIA RIVER

Astoria Navigation Co., Astoria	$213,174.30
Arrow Ferry Service, Astoria	259,250.00

LINCOLN COUNTY
31-MONTH LEASE OF THE PARK BUILDING AND FACILITIES LOCATED AT DEPOE BAY

Oregon Gifts, Inc., Portland	7% of Gross Sales and Receipts

CLACKAMAS COUNTY
CLACKAMAS RIVER PARK INTERCHANGE SECTION OF THE PACIFIC HIGHWAY EAST

Parker & Fuhrman, Portland	$ 14,379.50
Q. L. Rufener, Inc., Portland	14,894.50
Portland Road & Driveway Co., Portland	17,258.10

CLACKAMAS COUNTY
BRIDGE, GRADING AND PAVING ON MOLALLA RIVER (MEADOWBROOK) BRIDGE SECTION OF WOODBURN-ESTACADA HIGHWAY

White Bros. Co., Walla Walla, Washington	$173,399.50
C. J. Eldon Contractor, Portland	174,591.00
Hannan Bros. Co., Portland	178,517.00
P. S. Lord Mechanical Contractors, Portland	180,252.00
Babler Bros., Inc., Portland	192,836.50
Tom Lillebo, Reedsport	194,038.00
Schrader Constr. Co., Portland	194,092.00
Inland Constr. Co., Milwaukie	214,547.00

CLACKAMAS AND MULTNOMAH COUNTIES
CLEANING AND PAINTING STRUCTURAL STEEL IN COLUMBIA SLOUGH BRIDGE AND BRIDGE AT OREGON CITY

C. H. Savage Co., Portland	$ 7,110.00
J. E. Brown Co., Portland	9,324.00
Runnels Paint Co., Seattle, Washington	11,600.00
Tri-State Painting Co., Portland	13,500.00
A. H. Barbour & Son, Inc., Portland	21,500.00

CLACKAMAS AND YAMHILL COUNTIES
DIVISIONS NO. 1 AND 2 OILING PROJECT ON FOUR HIGHWAYS NEAR MOLALLA, NEWBERG, AND SHERIDAN

J. C. Compton Co., McMinnville	$ 48,475.00
Harr & Horton, Portland	51,562.50
Babler Bros., Inc., Portland*	52,290.00
Central Paving Co., Independence	53,930.00

*Bidder will accept the award of this project only in the event he is awarded also the contract for the Division No. 2 Oiling Project.

CLATSOP AND 3 OTHER COUNTIES
ELSIE-SUNSET CAMP ROCK PRODUCTION PROJECT ON SUNSET HIGHWAY

J. N. Conley, Portland	$ 50,965.00

COLUMBIA COUNTY
NORTH FORK SCAPPOOSE CREEK BRIDGES ON THE PITTSBURG-SCAPPOOSE HIGHWAY

Erick Enquist, Troutdale	$ 40,815.00
Orlando C. Bennard, Portland	47,240.00
Babler Bros., Inc., Portland	50,025.00
Hannan Bros. Co., Portland	50,515.00
George E. Berry, Beaverton	50,710.00
Schrader Constr. Co., Portland	51,880.00

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North Fork Scappoose Creek Bridges-Cont.

Marshall Constr. Co., Hermiston	$ 52,165.00
P. S. Lord Mechanical Contractors, Portland	53,840.00
C. J. Eldon, Portland	54,720.00
Gene H. Settergren General Contractors, Portland	63,445.00

COOS COUNTY
EMPIRE (MICHIGAN AVE. & MORRISON ST.) PAVING PROJECT

Porter W. Yett, Portland	$ 15,984.00

COOS AND LANE COUNTIES
BRIDGE PAINTING ON OREGON COAST AND POWERS HIGHWAYS

Tri State Painting Co., Portland	$ 24,100.00
A. H. Barbour & Son, Portland	25,040.00
Runnels Paint Co., Seattle, Washington	27,500.00
J. W. Burns & Sons, Portland	31,611.00
Saxon Painting Co., Tacoma, Washington	36,397.00

CROOK COUNTY
GRADING AND BASE BARNES BUTTE ROAD SECTION OF THE BARNES BUTTE ROAD

Cartwright Constr. Co., Durkee	$ 70,442.50
Durbin Bros., Eugene	72,954.50
Erland & Blickle	75,884.00
Babler Bros., Inc., Portland	85,935.00
J. Ira McNutt Constr. Co., Springfield	130,537.50

CURRY COUNTY
GRADING AND PAVING NORTH BROOKINGS SECTION OF OREGON COAST HIGHWAY

J. C. Compton Co., McMinnville	$219,987.00
Warren Northwest, Inc., Portland	223,494.50
Pelican Bay Constr. Services, Inc., and Simonsen Logging Co., Smith River, California	241,700.07
Marlin Tryon, Ft. Dick, California	244,575.00

CURRY COUNTY
BROOKINGS (PIONEER ROAD & EASY STREET) PAVING PROJECT

J. C. Compton Co., McMinnville*	$ 30,174.50
Warren Northwest, Inc., Portland*	30,527.50
Pelican Bay Constr. Services Inc., Smith River, California	38,018.40

*Bidder will accept award of this contract only in the event he is also awarded the North Brookings project.

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DOUGLAS COUNTY
SHADY-BOOTH RANCH SLIDE CORRECTION PROJECT ON THE PACIFIC HIGHWAY

Harbert Bros., Estacada	$ 33,370.00
Funderburk Constr. Corp., Sutherlin	47,530.00
Babler Bros., Inc., Portland	57,420.00
F. C. Hall Co., Portland	57,600.00
C. R. O'Neil, Creswell	59,600.00
J. Ira McNutt Construction Co., Springfield	66,415.00
F. L. Somers, Medford	66,850.00
Kuckenberg Constr. Co., Portland	76,410.00
J. Bacaloff Co. & Q. L. Rufener, Inc., Portland	78,100.00
P. W. Hamer & Assoc., Glide	78,300.00

DOUGLAS COUNTY
OAKLAND (5th STREET) PAVING PROJECT

Roseburg Paving Co., Roseburg	$ 11,789.00
Warren Northwest, Inc., Portland	13,416.50

DOUGLAS COUNTY
SUTHERLIN (STATE ST. & CENTRAL AVE.) GRADING AND PAVING

Roseburg Paving Co., Roseburg	$ 10,439.00
Warren Northwest, Inc., Portland	13,350.00

KLAMATH COUNTY
KLAMATH AGENCY ROCK PRODUCTION PROJECT ON 3 HIGHWAYS NEAR KLAMATH AGENCY AND FORT KLAMATH

F. H. McEwen, Eugene	$ 40,000.00

KLAMATH COUNTY
SPENCER BRIDGE RAIL REPLACEMENT OVER KLAMATH RIVER ON THE ASHLAND-KLAMATH FALLS HIGHWAY

A. E. Fitzgerald, Klamath Falls	$ 18,154.00
P. S. Lord Mechanical Contractors, Portland	18,374.14
Tom Lillebo, Reedsport	21,400.00

LINCOLN COUNTY
BRIDGE PAINTING OF OJALLA AND FULLER BRIDGES ON THE SILETZ HIGHWAY

Tri-State Painting Co., Portland	$ 11,400.00
Andrew Nesheim, Edmonds, Washington	12,540.00

April 26, 1956

Bridge painting on the Siletz Highway-Cont.

John W. Burns & Sons, Portland*	$ 13,858.00
A. H. Barbour & Son, Inc., Portland	14,000.00
C. H. Savage Co., Portland	14,446.00
Runnels Paint Co., Seattle, Washington	15,600.00
Saxon Painting Co., Tacoma, Washington*	20,116.00

*Bidder will not accept award of more than 2 projects at this letting.

LINCOLN COUNTY
TAFT (W. PACIFIC AVE.) PAVING PROJECT

J. C. Compton Co., McMinnville	$ 15,164.00
Central Paving Co., Independence	20,111.50

MARION COUNTY
LANDSCAPING HAYESVILLE INTERCHANGE UNIT, WILLAMETTE RIVER-HAYESVILLE SECTION OF PORTLAND-SALEM EXPRESSWAY

Knight Pearcy, Salem	$ 15,933.80
Shrubbery Planting, Portland	16,555.56
E. P. Blatz & Son, Portland	17,034.20

MARION COUNTY
DETROIT RESERVOIR GUARDRAIL PROJECT ON THE NORTH SANTIAM HIGHWAY

R & W Constr. Co., Auburn, Washington	$ 17,440.00
Trussfab, Inc., Portland	20,240.00
George E. Berry, Beaverton	21,120.00
Barnhardt-Reid Constr. Co., Mill City	23,120.00
Schrader Constr. Co., Portland	25,360.00
Wayne Constr. Co., Seattle, Washington	30,800.00

MARION AND LINN COUNTIES
PAINTING BRIDGE OVER SANTIAM RIVER ON PACIFIC HIGHWAY EAST

Tri-State Painting Co., Portland	$ 15,400.00
C. H. Savage Co., Portland	16,724.00
Andrew Nesheim, Edmonds, Washington	18,774.00
Runnels Painting Co., Seattle, Washington	19,330.00
John W. Burns & Sons, Portland*	26,279.00
Repine & Gregg, Salem	28,260.00
Saxon Painting Co., Tacoma, Washington *	32,776.00
A. H. Barbour & Son, Inc., Portland	36,400.00

*Bidder will not accept award of more than two projects at this letting.

April 26, 1956

MARION AND 3 OTHER COUNTIES
DIVISION NO. 2 OILING PROJECT ON 4 HIGHWAYS NEAR ALSEA, ETC.

Central Paving Co., Independence**	$ 30,980.50
Babler Bros., Inc., Portland*	32,446.00
J. C. Compton Co., McMinnville*	32,462.00
Harr & Horton, Portland	33,247.50

*Bidder will accept award of this project only in the event he is also awarded the Division Nos. 1 and 2 Oiling Project.

**Bidder will make lump sum deduction of $1,000.00 if also awarded Division Nos. 1 and 2 Oiling Project.

TILLAMOOK
ROCKAWAY (PARK ST.) PAVING PROJECT

The United Contracting Co., Portland	$ 12,662.00

TILLAMOOK AND WASHINGTON COUNTIES
SOUTH FORK GALES CREEK BRIDGE AND 5TH AND 6TH CROSSING OF WILSON RIVER

P. S. Lord Mechanical Contractor, Portland	$ 99,090.00
Schrader Constr. Co., Portland	146,800.00
Rogers Construction Co., Portland	158,980.00

UNION AND BAKER COUNTIES
LA GRANDE-NORTH POWDER PAVEMENT SEALING AND ROCK PRODUCTION ON OLD OREGON TRAIL HIGHWAY

Arthur Simonsen Co., Baker	$ 89,078.00
Richard Beshey, Parma, Idaho	91,880.00
N. A. Toole Constr. Co., Ontario	93,637.50

UNION COUNTY
GLOVER SAND SHED ADJACENT TO THE OLD OREGON TRAIL HIGHWAY

George E. Berry, Beaverton	$ 12,620.00
Bechtel Bros., La Grande	14,727.00
Rohde Constr. Co., Pendleton	14,736.00
K. L. Clark, Hermiston	15,987.00
Marshall Constr. Co., Hermiston	19,330.00

WASHINGTON COUNTY
CORNELIUS (N. MAIN STREET) PAVING

Warren Northwest, Inc., Portland	$ 11,128.50

April 26, 1956

The Commission approved the Minutes of meeting held on January 26 and 27, 1956.

The State Parks Superintendent, Mr. C. H. Armstrong, reported on the following park matters:

1. Request from Port Orford Chamber of Commerce for installation of restrooms at Battle Rock State Park: The Parks Superintendent recalled that the CCC's had constructed a stone toilet at Battle Rock which had been removed in 1950 when a larger parking space was constructed. It was anticipated at that time that a new latrine would be constructed nearby, and on August 21, 1950, bids were received for construction and were rejected as being too high. The project was readvertised September 28, 1950 and no bids were received. On November 9, 1950, two negotiated bids were presented but were not accepted. He suggested that action be deferred for one year while a study is being made of the use of the restroom and concession building now under construction at Depoe Bay. The Commission accepted the suggestion.

2. Installation of a temporary cross at Bald Peak State Park to be used in connection with Easter Sunrise Services: In checking this matter, the Parks Superintendent reported that contacts had been made with a number of churches, none of whom objected to the installation of the cross, with the exception of the Jewish churches. They objected to the use of state land for such purposes as being a violation of the constitutional provision separating the church and state. The matter was referred to the Chief Counsel who, in turn, referred it to the Attorney General whose findings disclosed that the erection of a portable or temporary cross would not be in violation of constitutional provisions. As numerous requests are received from religious groups to hold Easter Services in state parks, he recommended that any group that requests permission to maintain such a cross in a particular park during Easter services be allowed to do so with the understanding that it shall be a portable or temporary cross and that it will be removed immediately after the services are concluded. The Commission approved his recommendation.

3. Request of Mr. Charles H. Skinner to construct bulldozer trails in property conveyed by him to the State as a part of the Samuel H. Boardman State Park area: The Parks Superintendent reported that in the original transaction executed in 1950, the State agreed to allow Mr. Skinner to graze the land for a period of fifteen years and to construct fire trails and paths on the property, the location and construction of such trails and paths to be subject to approval. Mr. Skinner now wishes to construct bulldozer trails so that a jeep can travel on them. Construction of such trails would be of benefit in case of fire but there is also a strong possibility, he continued, that access rights to the new highway might be established, thereby defeating the purpose of controlled access when the new highway is built. In view of these considerations, he recommended that the request be denied. The Commission denied the request.

4. Request of Mr. Eric Allen, Jr., Managing Editor of the "Medford Mail Tribune", that the State improve and maintain as a state park an area about six miles northeast of Medford in the vicinity of Roxy Ann Peak: This area, the Parks Superintendent commented, consists of about 1,700 acres, and was developed somewhat by the CCC's during the early 1930's. There is a possibility that it might be donated to the State. As there are some aspects of State interest, he suggested that the Commission authorize him to make a thorough study of the area and submit a report. The Commission approved his suggestion.

5. Confirmation of telephone approval for acquisition of 640 acres of land as a part of the Thomas Condon John Day Fossil Beds State Park: Application for this land, the Parks Superintendent stated, was made in 1944 to the U. S. Department of the Interior, Bureau of Land Management. The Bureau has agreed to transfer title to the property for the sum of $768.00, which is 30 per cent of the appraised value of the land. The Bureau also required that the State pay for the advertising of the land in the John Day paper, and, as no objection was raised after advertising, they agreed to issue a patent. The Commission confirmed purchase of the land.

6. Selection of a name for the restroom and concession building at Depoe Bay Park: The Parks Superintendent stated that two names have been suggested to him, one being "Cliff House" and the other "The Observatory". He suggested use of the name "The Observatory". The Commission deferred action on this matter until its next meeting.

7. Request of Mrs. Helen Helm, Executive Director, Girl Scouts of America, Three Rivers Council, for a permit to use an area in the northwest corner of the Jessie M. Honeyman State Park: The Parks Superintendent reported that the area they wish to use adjoins an area they are now using under permit from the U. S. Forest Service. It is not planned to use this area for park development for a number of years and as it does fit in well with the youth program developed by the Girl Scouts, he recommended that a permit be granted allowing them to use it. In reply to an inquiry by Commissioner Reynolds, the Parks Superintendent stated that the land lies on the west side of the Oregon Coast Highway and that the Girl Scouts plan to construct temporary accommodations for about 100 persons. The Commission approved issuance of a permit.

8. Request of Mr. Allen G. Terry, Manager-Engineer for the Port of Coos Bay, for development of a state park on Tenmile Creek, west of Lakeside in Coos County: The Parks Superintendent stated that he has been advised that the land is owned by Coos County which has evidenced a willingness to deed the property to the State of Oregon for park purposes. No study has been made of the area but it appears that considerable use is now being made of it. He suggested that the Commission give him authority to study the location as to its value as a park and as to cost of development. Chairman Chandler commented that considerable use is made of the area by swimmers and fishermen but there was some doubt in his mind as to its value as a state park.

The Commission authorized the Parks Superintendent to make a study of the area.

9. Request of the Oregon State Game Commission for permission to install a boat-launching ramp within the boundaries of Ben Hur Lampman Wayside on the Rogue River near Gold Hill in Jackson County: Construction of such a facility, the Parks Superintendent stated, is contemplated in plans for this wayside and, as the Game Commission wishes to construct the boat ramp at its own expense, he recommended that it be allowed to do so. The Commission accepted his recommendation.

10. Letter from Mr. Hubert O. Jenkins, Sacramento, California, requesting permission to study state parks in Oregon: The Parks Superintendent stated that Mr. Jenkins requests no financial assistance as the work he does is financed by a private foundation, but he does wish some cooperation from State forces. The Parks Superintendent also pointed out that a similar type of work is being carried on in other states and in the national parks. This matter was discussed briefly and Chairman Chandler called attention to the fact that a number of the states where similar studies had been conducted are states which have separate parks departments. It was his feeling that such an independent report might be confusing in view of the fact that the park situation in Oregon is now being studied by an interim committee which will most likely submit its report to the 1957 Legislative Assembly. It was his thought that if the study is to be allowed, it should be delayed for at least one year. Commissioners Reynolds and McIver expressed themselves similarily and it was so ordered.

11. Special Use Permits Nos. R-5010 and R-5011 for area to be used in development of Susan Creek Park on the Umpqua River, east of Roseburg: These permits, the Parks Superintendent stated, have been issued by the Bureau of Land Management to the Douglas County Court and expire April 30, 1959. It is anticipated that 20-year permits may be obtained when these expire. In order to get the spring work started, he recommended that the permits be approved. The Commission accepted the permits as recommended but instructed the Parks Superintendent to obtain permits of longer duration in the future, if possible.

12. Parks Interim Committee trip, April 23 to 25, 1956: The Parks Superintendent reported that the Interim Committee with whom he traveled visited Corvallis, Newport, Coos Bay, Coquille and Tillamook, and held a hearing at each place concerning park matters. He pointed out that the Coos Bay people had requested the installation of more overnight camping facilities in state parks south of Honeyman State Park, and one objection had been made because of the lack of park development along the Siletz River. The Tillamook County people voiced no objections.

13. Acquisition of land near "Erratic Rock" on the Salmon River Highway for state park purposes in Yamhill County: The Parks Superintendent reported that options have been obtained from Mr. & Mrs. Lawrence Ramsby for the purchase of 4.13 acres of land for $826.00 and from Mr. and Mrs. Jacob Durst for 0.27 acre of land for $135.00, pursuant to author-

ity previously given him by the Commission. He recommended purchase of the properties at the prices mentioned. The Commission adopted the recommendation.

The Right of Way Engineer presented for consideration options secured for acquisition of real property needed by the State for highway right of way and for other purposes. After careful consideration, the Commission unanimously approved closing the options at the prices mentioned by adopting the attached resolution relative thereto marked EXHIBIT "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Right of Way Engineer presented a list of properties needed in connection with highway improvements, negotiations for which had not previously been authorized by the Commission. He requested such authority at this time. The Commission authorized negotiations to obtain options for the following properties:

COUNTY AND SECTION	FILE NO. AND NAME	PURPOSE	AREA	HIGHWAY
Multnomah				
East Burnside Extension	24666-Morris	Right of way	0.37	Mt. Hood Highway
" "	24668-Beavers	Right of way	0.03	Mt. Hood Highway
" "	24667-Morris	Right of way	0.2	Mt. Hood Highway
Yamhill				
McMinnville	24704-Yocom	Maintenance site	2.39	Pacific Highway West

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At this point, Chairman Chandler inquired as to who is scheduled to take the place of Mr. C. W. Parker, Property Manager, who is retiring as of May 1, 1956. The Right of Way Engineer stated that Mr. William H. Haskin, who has been acting as Assistant Property Manager, is being promoted to that position.

A report was presented by the Right of Way Engineer on sales of miscellaneous properties made by the Property Manager subsequent to the last Commission meeting. The Commission accepted the report. (For details see report of Property Manager dated April 26-27, 1956, in the Commission files.)

Also presented by the Right of Way Engineer was a Rental Report as prepared by the Property Manager for the period from February 22, 1956 to April 14, 1956, showing new rentals and rental terminations. The Commission accepted the report. (For details see copy of the Report in the General Files.)

Changes in points of access on several properties were presented by the Right of Way Engineer. He explained that in each instance no additional access is being granted and the changes have been made principally to provide greater safety and for the convenience of the State and the property owners. He recommended and the Commission approved changes in access as follows:

a. F. H. and P. M. Gisborne-Property file No. 2273, Bear Creek Section, Siuslaw Highway, Lane County.

b. J. C. and Nancy Hise-Property file No. 22266, Bear Creek Section, Siuslaw Highway, Lane County.

c. Clarence J., and Pearl Zuber-Property file No. 22627, Little Pudding River-Stayton Section, North Santiam Highway, Marion County, for residential use.

d. Luther M., and Beatrice H. Newgard-Property file No. 5492 Lombard Street-Sandy Boulevard Section, NE Portland Highway, Multnomah County.

e. George Colby Wilson and Mary Louise Wilson-Property file No. 23904, Laurel Hill-Still Creek, Mt. Hood Highway, Clackamas County.

f. Collis P. and Dorotha Moore; Roscoe E. and Patricia R. Moore; and Anna M. Moore-Property file No. 23874, Moro-Grass Valley Section, Sherman Highway, Sherman County.

The Right of Way Engineer, in connection with changes of access, also brought up the matter of granting an access to Francis E. and Violet M. Robbins on the T. H. Banfield Expressway. He explained that in acquiring property from the Robbins, the deed contained a complete restriction of access from the abutting lands of the owners. This restriction, he stated, was in error as it was intended that the owners would have a right of access from the abutting property to a County road known as Wilkes Road. No access is to be granted to the Banfield Expressway. Upon his favorable recommendation, the Commission approved the grant of access.

The matter of compensating the Douglas Electric Cooperative for changes in their power lines in connection with construction on the Hinsdale Slough-Luder Creek Section of the Umpqua Highway in Douglas County, was presented by the Right of Way Engineer. He pointed out that the pole line in question is on private property and had to be raised in connection

with this construction work. He recommended that the Company be paid the sum of $305.50, which is the cost of the changes required in the power line. The Commission approved the payment.

Sale of 4,750 square feet of excess property to William F. Van Laeken, located near the intersection of 33rd Street and NE Portland Secondary Highway, was considered. The Right of Way Engineer explained that the property is no longer required for highway purposes and he recommended that it be sold to the Van Laekens for the sum of $400, which is the appraised value of the land. The Commission approved the sale.

An exchange of properties in McMinnville with O. C. Yocom was discussed. The Right of Way Engineer explained that the present section maintenance headquarters constructed in 1940 on a lot 100' x 100' is too small. A request has been received from the State Police to furnish office and storage space for seven police officers in McMinnville, and requests have also been received from the Secretary of State and Public Utilities Commission for office space. Mr. Yocom, a McMinnville contractor who is disposing of his contracting business, has offered to exchange properties with the State. The Yocom property consists of 2.4 acres, most of which is paved, an office building containing 2,200 square feet, which will provide accommodations for space requested, a well constructed machine shop containing 5,000 square feet of floor space, and six open storage bays containing 4,700 square feet. There is also ample space for parking. The Property Manager, he continued, has appraised the Yocom property at $65,350 as the present depreciated value. An option has been secured to purchase the property for $40,000. The old maintenance headquarters has been appraised at a depreciated value of $5,275 as of January 1, 1956. A verbal agreement has been reached with Mr. Yocom in which the old maintenance headquarters would be transferred to him for the sum of $7,500 and the State would pay him in cash the difference of $32,500 . He recommended the exchange of these properties under the terms as outlined. The Commission approved such exchange.

The Commission also approved sale of the following properties upon the Right of Way Engineer's favorable recommendation and upon his assurance that the properties are no longer needed for highway purposes.

1. To Lulu E. Lindsey two parcels of excess land on the Roseburg Section of the Pacific Highway in Douglas County, for $540, which was the high bid received at an auction sale on March 27, 1956.

2. To Louise Randall 0.96 acre in Section 3, Township 7 South, Range 2 West, Marion County, on the Salem-Silverton Highway, for $288, which is the appraised value of the property.

Authority was requested by the Right of Way Engineer to offer at public sale 3 State properties as follows, which, he stated, are no longer required for highway purposes:

a. 6 acres of land on the Gervais-Hayesville Unit of the Portland-Salem Expressway, file 20891 for a minimum price of $1,000 with no access to the Portland-Salem Expressway. (See EXHIBIT "B-1".)

b. 5.25 acres of land on the Gervais-Hayesville Section of the Portland-Salem Expressway, file21179 for a minimum price of $2,886 with no access to the Portland-Salem Expressway. (See EXHIBIT "B-2".)

c. 0.58 acre on the East Fork Illinois River Section of the Redwood Highway, file 24450, for a minimum price of $500 with no access to the Redwood Highway.

The Commission authorized sale of the properties by adopting the attached resolutions relative thereto marked EXHIBIT "B-1" and EXHIBIT "B-2", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

In discussing sale of these properties the question was brought up as to whether a better price might be realized from the property located at the Hayesville Interchange if it were held for a year or so. The Property Manager pointed out that no access is allowed to the Expressway and that trees located on the property are subject to wind-blowdown. It was his feeling that the property should be sold now. Chairman Chandler commented that in his opinion property should be disposed of as it becomes available for sale as the Highway Commission is not engaged in speculative realty business.

Attention was given to the matter of compensating the West Coast Telephone Company for relocating its telephone line along the North Brookings Section of the Oregon Coast Highway in Curry County. The Right of Way Engineer commented that it will be necessary to move the phone line in connection with construction of this section. The phone line is located on the Telephone Company's right of way and the billing is to be made on a time and material basis at an estimated cost of $850. He recommended that it be paid as outlined. The Commission approved the payment.

Conveyance of approximately 6,000 square feet of land on the Florence-Glenada Section of the Oregon Coast Highway to the City of Florence was discussed. The Right of Way Engineer explained that the property which is no longer needed for highway purposes is desired by the City of Florence for construction of a City Hall. The property is to be conveyed without access to the Oregon Coast Highway. He recommended that such conveyance be made for a consideration of $1.00. The Commission approved the conveyance.

The Commission gave attention to a deed conveying to the United States of America certain properties involved in the relocation of the Columbia River Highway because of construction of McNary Dam. This conveyance, the Right of Way Engineer explained, is in conformance with provisions of a contract entered into with the US Army Engineers on

December 30, 1949. Upon his favorable recommendation, the Commission approved the conveyance.

Granting of two 30-foot accesses to Safeway Stores, Inc., on the Lana Avenue-Hayesville Section of the Pacific Highway at the north edge of Salem was discussed. This matter, the Right of Way Engineer recalled, had been discussed at previous Commission meetings, at the latter of which authority had been granted to allow the two points of access which are to be separated by a 10-foot strip of land. The Commission approved the grant of access.

The matter of compensating Vera Martin for damages to her irrigation system near Casey Park on the Crater Lake Highway in Jackson County was considered. Highway construction and repairs in this area, the Right of Way Engineer explained, have blocked the irrigation facilities. State rights in the park, he stated, have been deemed secondary to the Martin irrigation rights. It was his opinion that the irrigation rights can be purchased for a lesser amount than it would cost to contain the irrigation facilities through culvert pipe. He recommended that Vera Martin be paid the sum of $2,575 for the irrigation facilities provided that she grants a complete release for all damages. The Commission approved the settlement as outlined.

The Right of Way Engineer requested authority to expend approximately $350 to replace a septic tank for a State owned house on Center Street in Salem, File No. 17652. This property, he stated, is a good residence and is now rented for $65 a month. The septic tank is necessary to keep the property rented. The Commission approved the expenditure.

The Right of Way Engineer commented that appraisals are being made on the 10 to 12 acres for which application has been made to the Federal Government for enlarging highway facilities at the Division Office headquarters north of Milwaukie. It was his opinion that the appraisals would be in the vicinity of $4,000 an acre. He was instructed to acquire sufficient property for future needs. (Note: See additional entry ahead).

The Chief Counsel requested authority to acquire by condemnation, if necessary, the following properties which are needed as right of way in connection with various highway improvements, or for other purposes, and to tender offers for the same in conformity with instructions given him by the Commission in its resolution, dated December 20, 1951:

Harris Beach-Brookings Section of the Oregon Coast Highway

R-24689- George D. Dunning
Slope Easement (Curry County)
0.03 acre

R-24690- E. L. Morton and Verlie B. Morton
Slope Easement (Curry County)
0.01 acre

Harris Beach-Brookings Section of the Oregon Coast Highway-Cont.

R-24692- Paul Taylor
Slope Easement (Curry County)
0.02 acre

R-24693- Fred Blunt and May R. Blunt
Slope Easement (Curry County)
0.01 acre

R-24694- D. R. Hendrickson and W. S. Conner
Slope Easement (Curry County)
0.05 acre

R-24695- Elmer Bankus
Slope Easement (Curry County)
Parcel No. 1: 0.03 acre
Parcel No. 2: 0.04 acre

Washington County Line-Hillsdale Section of the Beaverton-Hillsdale Highway

R-24718- Glenn E. Park and Elsie D. Park, husband and wife
Right of Way (Multnomah County)
0.025 acre

R-24719- Ralph L. Blachly, et ux.
Right of Way (Multnomah County)
0.027 acre

R-24720- Eva Zurbuchen
Right of Way (Multnomah County)
0.027 acre

Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway

R-21200- Multnomah County, Bert M. Butler and Dorothy Butler, et al.
Right of Way (Multnomah County)
30,000 square feet

R-22531- Leo Gallagher and Katherine J. Gallagher
Right of Way (Multnomah County)
25,000 square feet

Shady Point-Booth Ranch Section of the Pacific Highway

R-24703- Joseph W. Holmgren and Ruth E. Holmgren
Right of Way (Douglas County)
2.0 acres

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Meacham-Hilgard Section of the Old Oregon Trail Highway

R-24089- Pendleton Ranches, Inc.
Roadbuilding Materials (Umatilla County)
36.82 acres

Ukiah-West Forest Boundary Section of the Ukiah-Hilgard Secondary Highway

R-24460- Gearold Hilbert, Layton Hilbert and Vernon Hilbert, Trustees, et al.
Right of Way (Umatilla County)
0.50 acre

Euchre Creek-Wedderburn Section of the Oregon Coast Highway

R-24728- L. E. Goudy and Etta Goudy
Right of Way (Curry County)
1.0 acre

R-23717- Robert M. Knox and Dorothy D. Knox
Right of Way (Curry County)
Parcel No. 1: 2.16 acres
Parcel No. 2: 3.24 acres

R-24727- J. M. Walton and Mabel Walton
(Curry County)
Parcel No. 1: 0.54 acre Right of Way
Parcel No. 2: 0.27 acre Drainage Easement

Sucker Creek-Idaho Line Section of the I. O. N. Highway

R-23982- Neal Shea and Florence Shea
(Malheur County)
Parcel No. 1: 12.56 acres Material Source
Parcel No. 2: 0.77 acre Haul Road Easement

Meadowbrook Bridge Unit, Molalla-Colton Section of the Woodburn-Estacada Secondary Highway

R-24484- H. Frank Lewis and Evelyn Lewis
Right of Way (Clackamas County)
0.245 acre

Havana Section, Havana-Helix Secondary Highway

R-24200- Heirs at Law of Samuel Baker Rothrock
Right of Way (Umatilla County)
0.7 acre

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South River Road Junction (Milwaukie) Section of the Pacific Highway East

R-24725- Jacob Gorsek and Theresa Gorsek
Right of Way (Clackamas County)
0.016 acre

Cornelius-Hillsboro Unit, Forest Grove-Hillsboro Section of the Tualatin Valley Highway

R-24404- Forest Hills Amusement Corporation
Right of Way (Washington County)
2.24 acres

R-24795- Victor D. Hendrix, et ux.
Right of Way (Washington County)
0.04 acre

R-24558- Cyril Schoonover and Nellie Schoonover
Right of Way (Washington County)
Parcel No. 1: 3,500 square feet
Parcel No. 2: 11,950 square feet

R-24380- Henry Behrman
New resolution to relocate place of access and add one new place of access and increase width of places of access.

R-24381- Archie C. Towne and Lorraine B. Towne
Remove access control

R-24383- Devisees of Herman Behrman
New resolution to correct description, relocate places of access and add two new places of access.

R-24403- J. A. Oppenlander and Mary Oppenlander
New resolution to remove all access restriction to Parcel No. 1 and to add one new place of access to Parcel No. 2.

R-24408- Lloyd Wiedewitch and Viola Wiedewitch
New resolution to relocate place of access and to grant two new places of access.

R-24410- Edward Phillips and Myra L. Phillips
New resolution to relocate place of access and to grant two new places of access.

R-24413- Charles Judson James, et al.
New resolution to grant two new places of access.

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Cornelius-Hillsboro Unit of the Forest Grove-Hillsboro Section of the Tualatin Valley Highway-Cont.

R-24417- Shelby J. Forney and Inez Hazlitt Forney
New resolution to relocate place of access and to grant two new places of access.

R-24420- Wilbur L. Jones and Margaret M. Jones
New resolution to provide complete restriction of access.

R-24422- Albert J. Hadley, et al.
New resolution to relocate place of access and to grant two new places of access.

R-24423- Minnie Erickson
New resolution to relocate place of access.

R-24424- Robert A. Harrow, et al.
New resolution to grant two new places of access.

Tillamook-Donaldson Creek Section of the Wilson River Highway

R-23508- Lester Donaldson, et al.
New resolution to relocate the place of access.

R-24474- Peter Wyss, et al.
New resolution to revise access restriction and to correctly state necessity of taking Parcel No. 2.

R-23510- Charles B. Swanson
New resolution to relocate the place of access.

La Grande-North Powder Section of the Old Oregon Trail Highway

R-24806- T. N. Braxton, et al.
Roadbuilding Material (Baker County)
3.96 acres

North Jefferson Junction-Albany Section of the Pacific Highway East

R-24816- C. C. Henshaw and Velma L. Henshaw*
Right of Way (Linn County)
4.70 acres

*Note: "Authority to condemn the Henshaw property, File No. R-24816 was granted by the Commission subsequent to formal adoption of the survey of the highway section involved later in this meeting of the Commission."

Denver Avenue-Union Avenue Intersection of the Pacific Highway West and the Pacific Highway East

R-23604- Kernan Livestock Farms, Inc.
(Multnomah County)
Parcel No. 1: 12,877 square feet Right of Way
Parcel No. 3: 720 square feet Drainage Easement

Public Road to Material Source

R-24581- Gerald Moore
(Douglas County)
Right of Way for Road to Material Source
0.40 acre

R-24582- Sam C. Moon, et al.
(Douglas County)
Right of Way for Road to Material Source
0.63 acre

R-24583- Homer Tucker and Marion Tucker
(Douglas County)
Right of Way for Road to Material Source
0.43 acre

R-24584- Abe A. Williams and Margaret Williams
(Douglas County)
Right of Way for Road to Material Source
0.33 acre

R-24585- Homer Tucker and Marion Tucker
(Douglas County)
Right of Way for Road to Material Source
0.98 acre

Portland-Oregon City Section of Pacific Highway East

R-24572- Kola A. McClellan and Zelna D. McClellan
Right of Way (Clackamas County)
63,450 square feet

Northbound Route in Ashland Section of the Pacific Highway

R-23240- Roy W. McNeal, et al. *
New resolution to revise real property description.

*FOOTNOTE: An offer of $29,200 for this item (N. R-23240) was authorized by the Commission.

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Right of way maps, construction plans, and other data were submitted to the Commission and the Engineer advised that the acquisition of the properties listed is required in order to carry out plans for highway improvements and other projects heretofore authorized by the Commission. After considering the matter in the light of the information and advice submitted, together with the general knowledge of the members of the Commission concerning the various projects and the properties involved, the Commission approved the Chief Counsel's request by adopting the attached resolutions relative thereto, marked EXHIBITS "C-1" through "C-20", which resolutions by this reference are made a part hereof, with like effect as though extended in full herein.

The Commission accepted a report submitted by the Chief Counsel enumerating details concerning cases tried before the courts since the last Commission meeting, as follows:

REPORT OF CONDEMNATION CASES TRIED MARCH 6 TO APRIL 20, 1956

Case	County	Highway	Section	State's Offer	Defendant's Demands	Verdict
Hurst R-23282	Josephine	Pacific	Jumpoff Joe Creek-Grants Pass	$150.00	$750.00	$200.00
Hurst-R-23732	Josephine	Pacific	Jumpoff Joe Creek-Grants Pass	19,350.00	25,000.00 & move bldg.	23,000.00
Hickethier R-23448	Lane	Pacific	Goshen-Divide	4,440.00	15,888.00	5,000.00
Nielsen R-22832	Washington	Tualatin Valley	Beaverton-Reedville	9,750.00	12,180.00	12,500.00
Magness R-23436	Yamhill	Three Mile Lane	McMinnville-Airport-Dayton Jct.	4,000.00	4,000.00	4,000.00

REPORT OF TRIAL OF OTHER CASES

Case	Plaintiff	Defendant	County	Cause of Action	Demands of Plaintiff	Verdict or Judgment
L-2453	Joseph B. Snyder	State and Clackamas County	Clackamas	Damages for change of grade	$5,000.00	Demurrer to complaint sustained

REPORT OF TRAIL OF OTHER CASES-Cont.

Case	Plaintiff	Defendant	County	Cause of Action	Demands of Plaintiff	Verdict or Judgment
L-2390	Elmer B. Ballard	State	Marion	Damages resulting from blasting	$11,175.30	Demurrer to complaint sustained
L-2485	Elmer B. Ballard	R. H. Baldock	Marion	Damages resulting from blasting	$11,175.30	Demurrer to complaint sustained
L-1980A R-16728	State	Efem Warehouse	Supreme Court of Oregon	Appeal from Judgment allowing Defendants Attorney's fees	Reversal of Lower Court	Lower Court reversed

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A report was presented by the Chief Counsel and accepted by the Commission concerning cases which have been settled out of court since the last Commission meeting, as follows:

REPORT OF CONDEMNATION CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
Menning R-24044	Coos	Coos Bay-Roseburg	Coquille-Rink Creek	$ 2,462.00	$ 3,750.00
Fromm R-23011	Curry	Oregon Coast	Brush Creek-Rinehart Creek	$ 1,610.00	$ 2,500.00
Fitzpatrick R-23735	Douglas	Pacific	Myrtle Creek-Canyonville	$43,500.00	$43,500.00
Deer R-23263	Jackson	Pacific	Ashland	$ 2,545.00	$ 2,545.00
Mullally R-24434	Josephine	Redwood	East & West Fork Illinois River Bridge	$ 2,500.00	$ 2,500.00

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REPORT OF CONDEMNATION CASES SETTLED-Cont.

Case	County	Highway	Section	State's Offer	Amount of Settlement
Smith R-23063	Klamath	The Dalles-California	Klamath Falls West Side By-Pass	$ 100.00	$ 100.00
Moe R-19868	Lane	McKenzie	Springfield Bridge	7,350.00	7,675.00
Hendricks R-22629	Marion	N. Santiam	Airport Road Jct. -Stout Creek	4,500.00	6,500.00
Grant R-23167	Multnomah	Beaverton-Hillsdale	Washington County Line-Hillsdale	4,000.00	4,500.00
Hiatt R-23168	Multnomah	Beaverton-Hillsdale	Washington County Line-Hillsdale	3,000.00 amended to 4,000.00	4,250.00
Papstein R-24152	Yamhill	Salmon River	Valley Junction-Sheridan	3,335.00	3,335.00
Sparks R-24153	Yamhill	Salmon River	Valley Junction-Sheridan	14,150.00 for partial	16,500.00 for entire
Stegman R-23423	Yamhill	Three Mile Lane Secondary	McMinnville Airport-Dayton Jct.	2,000.00 for partial	6,500.00 for entire
McKee R-22886	Clackamas	Cascade Secondary	S.E. Flavel-Lake Road	1,000.00	1,600.00
Wyss R-23512	Tillamook	Wilson River	Tillamook-Donaldson Creek	1,350.00 for partial	4,000.00
Coquille Aerie #2196, Order of Eagles R-24046	Coos	Coos Bay-Roseburg	Coquille-Rink Creek	24,150.00	26,600.00
Zweiful R-22918	Tillamook	Wilson River	Tillamook-Donaldson Creek	15,500.00	15,500.00
Burdick R-22919	Tillamook	Wilson River	Tillamook-Donaldson Creek	8,650.00	8,840.00

REPORT OF CONDEMNATION CASES SETTLED- Cont.

Case	County	Highway	Section	State's Offer	Amount of Settlement
Kernan Livestock Co. R-23604	Multnomah	Pacific	Interstate Bridge	$ 9,250.00	$11,136.00

REPORT OF OTHER CASES SETTLED

Case	Plaintiff	Defendant	County	Cause of Action	Demands of Plaintiff	Verdict or Judgment
L-1949 R-18025	State	Harry E. Ayres	Klamath	Specific performance of option	Specific performance of option	Defendants deed property to State as per option

A list of offers, as follows, that were tendered for acquisition of real property prior to the institution of condemnation proceedings were presented by the Chief Counsel for approval:

TILLAMOOK-DONALDSON CREEK SECTION OF THE WILSON RIVER HIGHWAY

R-22918-Karl Zweifel, et al. 1.34 acres for right of way purposes. Offer of $15,500 approved by Mr. McIver April 2, 1956.

R-22919-Betty Burdick, et vir. 5.18 acres for right of way purposes. Offer of $8,650 approved by Mr. McIver March 16, 1956.

R-23491-Roy Smith, et al. 747 square feet for right of way purposes. Offer of $700 approved by Mr. McIver April 2, 1956.

R-23498-J. L. Bester, et al. 1.01 acre for right of way purposes. Offer of $710 approved by Mr. McIver April 2, 1956.

R-23503-John Kunzi, et ux. 2.75 acres for right of way purposes. Offer of $5,625 approved by Mr. McIver April 2, 1956.

R-23508-Lester Donaldson, et al. 3.85 acres for right of way purposes. Offer of $6,500 approved by Mr. McIver, April 2, 1956.

Tillamook-Donaldson Creek Section of the Wilson River Highway-Cont.

R-23509-Peter Becker, et al. 4.10 acres for right of way purposes. Offer of $11,000 approved by Mr. McIver April 2, 1956.

R-23510-Charles Swanson, et al. 4.8 acres for right of way purposes. Offer of $8,500 approved by Mr. McIver April 2, 1956.

R-23511-Chris Wyss, et al. 4.9 acres for right of way purposes. Offer of $11,500 approved by Mr. McIver April 2, 1956.

R-23512-Peter Wyss, et al. 1.44 acres for right of way purposes. Offer of $1,350 approved by Mr. McIver April 2, 1956.

R-23801-J. R. Caufield, et al. 4.0 acres for the acquisition of roadbuilding materials. Offer of $1,200 approved by Mr. McIver, April 2, 1956.

R-23802-Lester Donaldson, et al. 17.5 acres for the acquisition of roadbuilding materials. Offer of $7,390 approved by Mr. McIver, April 2, 1956.

R-24474-Peter Wyss, et al. 4.06 acres for right of way purposes. Offer of $6,040 approved by Mr. McIver April 2, 1956.

Forest Grove-Hillsboro Section of the Tualatin Valley Highway:

R-24380-Henry Behrman. 1.98 acres for right of way purposes. Offer of $6,910 approved by Mr. McIver April 17, 1956.

R-24381-Archie C. Towne, et ux. 0.09 acre for right of way purposes. Offer of $360 approved by Mr. McIver April 17, 1956.

R-24392-Elsie Straughan, et al. 0.31 acre for right of way purposes. Offer of $330 approved by Mr. McIver April 17, 1956.

R-24403-J. A. Oppenlander, et ux. 1.15 acres for right of way purposes. Offer of $10,000 approved by Mr. McIver April 17, 1956.

R-24420-Wilbur L. Jones, et al. 0.05 acre for right of way purposes. Offer of $5,500 approved by Mr. McIver April 17, 1956.

R-24422-Albert J. Hadley, et al. 0.54 acre for right of way purposes. Offer of $2,115 approved by Mr. McIver, April 17, 1956.

R-24423-Minnie Erickson. 0.15 acre for right of way purposes. Offer of $450 approved by Mr. McIver April 17, 1956.

Davis Creek-Bethel Creek Section of the Oregon Coast Highway:

R-24628-A. L. Wilkinson, et ux. 1.03 acres for right of way purposes. Offer of $325 approved by Mr. McIver April 9, 1956.

Davis Creek-Bethel Creek Section of the Oregon Coast Highway-Cont.

R-24631-J. A. Zuppe, et al. 1.59 acres for right of way purposes. Offer of $700 approved by Mr. McIver April 9, 1956.

Union Avenue-Denver Avenue Intersection of the Pacific Highway East and Pacific Highway West:

R-23603-William Koltsch, et al. 160 square feet for right of way purposes. Offer of $1,450 approved by Mr. McIver March 16, 1956.

R-23604-Kernan Livestock Farms, Inc., et al. 20,301 square feet for right of way purposes. Offer of $59,250 approved by Mr. Reynolds, March 23, 1956.

R-23806-Joel J. Westerlund, et al. 7,670 square feet for right of way purposes. Offer of $27,000 approved by Mr. Reynolds March 23, 1956.

Washington County Line-Hillsdale Section of the Beaverton-Hillsdale Highway:

R-23167-John A. Grant, et al. 0.046 acre for right of way purposes. Offer of $4,000 approved by Mr. Reynolds March 23, 1956.

Willamette River (Springfield) Bridge Section of the McKenzie Highway:

R-19868-Sig Moe, et al. 0.38 acre for right of way purposes. Offer of $7,350 approved by Mr. McIver March 16, 1956.

Valley Junction-Sheridan Section of the Salmon River Highway:

R-24149- Ed Roth, et al. 18.92 acres for right of way purposes and 0.11 acre for a temporary easement. Offer of $8,000 approved by Mr. McIver April 2, 1956.

Dolph Corner-Rickreall Section of the Willamina-Salem Highway:

R-24506-Joseph H. Harland, et ux. 0.12 acre for right of way purposes. Offer of $75 approved by Mr. McIver March 16, 1956.

Forest Grove-Hillsboro Section of the Tualatin Valley Highway:

R-24383-George Behrman, et al. 0.63 acre for right of way purposes. Offer of $1,500 approved by Mr. McIver April 20, 1956.

R-24384-Neil D. Springer, et al. 0.33 acre for right of way purposes. Offer of $1,300 approved by Mr. McIver April 20, 1956.

Forest Grove-Hillsboro Section of the Tualatin Valley Highway-Cont.

R-24404-Car-Vue Theatre. 2.24 acre for right of way purposes. Offer of $12,670 (including theatre sign) or offer of $9,670 (excluding theatre sign) approved by Mr. McIver April 20, 1956.

R-24405-E. B. Kelsey, et ux. 0.22 acre for right of way purposes. Offer of $3,625 approved by Mr. McIver April 19, 1956.

R-24408-Lloyd Wiedewitsch, et ux. 0.15 acre for right of way purposes. Offer of $2,935 approved by Mr. McIver April 20, 1956.

R-24413-Charles Judson James, et al. 1.06 acres for right of way purposes. Offer of $8,410 approved by Mr. McIver April 20, 1956.

R-24417-Shelby J. Forney, et ux. 0.50 acre for right of way purposes. Offer of $2,500 approved by Mr. McIver April 20, 1956.

R-24424-Robert A. Harrow, et al. 0.52 acre for right of way purposes. Offer of $1,550 approved by Mr. McIver April 20, 1956.

R-24425-Martin N. Mockley, et ux. 0.62 acre for right of way purposes. Offer of $2,400 approved by Mr. McIver April 19, 1956.

R-24558-Cyril Schoonover, et ux. 15,450 square feet for right of way purposes. Offer of $900 approved by Mr. McIver April 19, 1956.

Molalla-Colton Section of the Woodburn-Estacada Secondary Highway:

R-24484-H. Frank Lewis, et al. 0.245 acre for right of way purposes. Offer of $6,130 approved by Mr. McIver April 19, 1956.

The Commission after due consideration approved the offers as reported.

The Commission also accepted the Chief Counsel's report concerning orders issued by the Public Utilities Commissioner involving highway matters, as follows:

PUX 146-Helix Grade Crossing on the Helix-Van Sycle County Road, north of Helix. The Northern Pacific Company is to install treated ties, guardrails and reflectorized crossing signals. The balance of the expense is to be borne by the Highway Commission. After construction, the Railroad Company is to maintain its track, roadbed, and crossing signs, and Umatilla County is to maintain the highway roadbed and advance highway warning signs.

PUX 150-Train speeds on Southern Pacific Company's main lines between Portland and the California Line in cities of less than 100,000 population. Maximum train speed through Canby was set at 50 miles per hour and automatic flashing signals are to be installed at Elm Street and at Ivy Street. No cost to the State.

PUX 157-Newberg Grade Crossing Signals near the north limits of Newberg. This is a substitute grade crossing and provides better highway alignment. The order provides that the Railroad Company pay 10 per cent of the cost.

PUX 160-Impaired clearances, N. E. 39th Avenue in Portland. This order authorized impairment of the vertical clearances over the top of the rail to 22 feet during the modification of the existing structure.

PUX 161-Grade crossing of Southern Pacific Company's tracks on the extension of 12th Street in the City of Salem. The order provides for construction of the crossing by the City and for installation of automatic electrical signals by Southern Pacific Company. The Railroad is to be reimbursed for 50 per cent of the cost of the signals and is to maintain them after installation.

PUX 163-Grade Crossing of the tracks of the Southern Pacific Company adjacent to the Willamette Highway near Duval Creek in Lane County. The only interest of the Commission is that the proposed roadway will connect with the Willamette Highway at the location of the existing intersection.

PUX 164-Spur track crossing of College Street in the City of Athena in Umatilla County. Although the Commission has no direct interest in this matter, an answer was filed setting out that the Commission had no objection to the issuance of an order.

A report was submitted by the Chief Counsel listing a number of legislative matters which may be introduced at the 1957 Legislature. He explained that the Highway Interim Committee has requested that proposed legislation be in its hands by July 1, 1956. The matter was discussed briefly and the Commission instructed the Chief Counsel to prepare drafts of bills and to submit same to the Commission with a brief outline of the effects of the proposed bills.

The Chief Counsel presented a report on a suit filed by Gene Matsies, et ux. against the State of Oregon by and through its State Highway Commission. The complaint alleges that acts of Highway Commission employees resulted in a diversion of drainage water from the natural and normal course of drainage, and requests $20,000 damages. Mr. Matsies' property, the Chief Counsel stated, is located on the Oswego Highway, just south of the Multnomah County-Clackamas County Line. The Commis-

sion accepted the report and instructed the Chief Counsel to take necessary action for defense.

A report listing a number of abandoned claims was presented by the Chief Counsel and approved by the Commission. The Chief Counsel explained that these damage claims have been abandoned as uncollectible since the meeting of March 1 and 2, 1956, as follows:

CAO-53-55, Robert E. Ayres: On June 28, 1953, Mr. Ayres damaged, in the amount of $147.18, the handrail on Holmes Gap Bridge on the Pacific Highway West, about six miles north of Rickreall. Mr. Ayres cannot be located.

CAO-54-22, Roy Kaufman: On January 15, 1954, a car operated by Mr. Roy Kaufman collided with a State sedan, causing damage amounting to $12.15. As the amount is small and it will be necessary to litigate, it appears to be in the best interests of the State to abandon the claim.

CAO-55-40-Van Bualirgh: On April 11, 1955, a station wagon operated by Mr. Van Bualirgh slid into a State snowplow on the Santiam Highway. The damage was so nominal it was not computed separately and no claim can be presented for a definite amount.

CAO-55-66, John J. Gregg: On April 24, 1955, Mr. Gregg ran into and damaged a metal guardrail at M.P. 0.74 on the Three Rivers Highway. The damage amounted to $65.83. Mr. Gregg cannot be located.

CAO-55-94, Frank A. Clark: On July 6, 1955, Mr. Clark collided with a State panel truck in Portland. The damage amounted to $28.92. It later became evident that the State truck driver was probably at fault as the insurance carrier for the State paid $100. to Mr. Clark as a compromise settlement for damages to his automobile.

CAO-55-119, Rolland D. Cooke: On July 11, 1955, a car operated by Mr. Cooke collided with a State Highway Department pickup in Austin. Mr. Cooke protested the claim of $74.59. Further investigation revealed that the State vehicle was damaged in an accident with another State Highway Department vehicle on June 16, 1955 and that Mr. Cooke had actually caused no damage to the pickup.

A revised form of permit to be issued by the Engineer to allow the establishment of pipe lines upon highway right of way was presented by the Chief Counsel. He recalled that at the January meeting there was discussion regarding the installation of pipe lines upon right of way and courses of action be taken when permittees fail to or refuse to remove their facilities when required by highway improvement, and that the Commission at that time ordered prepared a revised form of permit covering such installations. Preparation of this form of permit, he commented, has been very difficult as the Oregon Laws are not too clear in some respects. The revised form, he stated, has been amended to authorize the Commission to relocate, disconnect, destroy, or re-establish the pipe line, and require

the permittee to pay the cost of such action. Another change has been made in that the permit is issued with the understanding that the same is subject to all existing public and private rights in and to the right of way of the highway, and the same constitutes the consent of the Highway Commission to the installation of said pipe line only to the extent that the Highway Commission has legal authority to grant such consent. The permit also contains a provision requiring the applicant to obtain liability and property damage insurance. He outlined other changes and recommended that the revised permit form be approved. The Commission accepted his recommendation by adopting the attached resolution relative thereto, marked EXHIBIT "D", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The Chief Counsel called attention to the fact that the amount of insurance required in the permit had not been set, and he asked the Commission to advise as to the amounts which should be stipulated. The following amounts were stipulated: $50,000 property damage for each occurrence; $100,000 for bodily injury to or death to any one person; $200,000 limit for bodily injury in any one accident.

The Commission granted the Chief Counsel's request for authority to institute legal proceedings against the following persons:

CAO-55-75, Velma Helbig, for damages in the amount of $793.23 inflicted on a State Highway Department truck on May 10, 1955 on the Sams Valley Highway near Sams Valley, Oregon.

CAO-55-80, McLeod and Pierce Auto Freight Lines, for damages in the amount of $65.53 inflicted April 18, 1955 to the guard fence at the east end of the Steel Bridge on the Pacific Highway West in Portland.

CAO-55-129, Coblentz and Peck, for damages in the amount of $193.36 to the handrails on the Drift Creek Bridge on the Oregon Coast Highway because of an accident involving a log truck owned and operated by Robert L. Coblentz and a pickup truck owned by F. E. Peck and driven by Mr. Kenneth Lowry.

A report was presented by the Chief Counsel concerning the settlement of the oyster bed damage cases which arose out of construction of the Hauser-North Bend Section of the Oregon Coast Highway. He explained that there is a total of 24 cases in which options were obtained from six owners and condemnation proceedings instituted in the remaining 18 cases. The total of appraisals for the real property plus the oysters is $29,342.24, without allowance for severance damage to remaining land for oysters thereon whereas a settlement has been agreed in the sum of $30,162.40 plus severance damages in the sum of $20,325.05, plus attorneys fees of $3,800 or a grand total of $54,287.45. The defendants originally demanded the sum of $110,500 total but now agree to settle upon the basis outlined above and upon the condition that they expressly reserve the right to institute an action in inverse condemnation for the taking of all oyster beds and oysters lying outside the 56.78 acre area. He presented a summary of the settlements as follows:

SETTLEMENTS OF OYSTER BED CASES

Legal No.	R/W No.	Name	Area Acquired in Acres		Total Amount to be paid
1848	18825	Pioneer Trust Co.; et al.	Parcel 1: 2.80 Parcel 2: 0.13		$ 5,118.50
1852	18824	The Davenport Corp.; et al		0.25	362.50
1853	18820	Assoc. Coos Bay O.G.; et al	Parcel 1: 0.25 Parcel 2: 0.26		739.50
1854	18821	John D. Burt, et al		0.13	188.50
1855	18829	Louise Monahan, et al		0.25	362.50
1856	18819	L. V. Davidson, et al		0.25	362.50
1857	18818	Tidelands Development Co.; et al	Parcel 1: 1.83 Parcel 2: 2.25 Parcel 3: 2.40 Parcel 4: 0.26 Parcel 5: 0.32		14,504.25
1858	18833	Coos Bay Oyster Coop; et al		0.09	3,690.25
1859	18826	M. A. Beyer, et al		0.18	855.50
1860	18822	Theodore A. Toews, et al		0.39	645.25
1861	18828	John C. Sigloh, et al		2.54	6,554.00
1862	18835	Merle C. Buchner, et al		0.40	2,153.25
1863	18827	Walter D. Hickey, et al		0.49	1,080.25
1864	18815	Ray H. Joslin, et al		0.34	817.50
1866	18817 18901	Norman Stoll, et al	Parcel 1: 0.052 Parcel 2: 0.06		413.95
1865	18830	Glen DeHaven, et al		0.50	725.00
1868	18902	Florence Jewett, et al		0.23	1,073.00
2052	21101	Carl F. Gregg, et al		0.78	1,471.75
	20824	E. C. Davidson, et al		0.05	492.50
	18816 20826	Cornelius Buhler, et al		0.45	603.50
	18823 20827	J. P. Sears, et al		0.24	922.00
	18831	Wood-Novak, et al		1.09	2,336.50
	18832 20829	H. H. Judd, et al		0.33	713.00
	18834 20830	W. C. Dennis, et al		2.32	4,302.00
				21.912	$50,487.45
		Attorneys fees for all 24 cases			3,800.00
				TOTAL	$54,287.45

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The Commission approved the settlements as presented and directed the Chief Counsel to pay the money into court for disbursement to the owners.

(For details see the Chief Counsel's letter, dated April 19, 1956, in the General Files).

The Chief Counsel requested and the Commission approved an increase in salary for Mr. John C. McLean, Assistant Attorney, from $495 to $513 per month, effective June 1, 1956. He explained that Mr. McLean is taking the place of Mr. Ralph W. G. Wyckoff who resigned.

To fill a vacancy in the legal staff, he also requested and the Commission granted authority to hire Mr. William A. Mansfield as an Assistant Attorney at a salary of $426 per month, effective May 1, 1956.

Authority was requested by the Chief Counsel to institute legal proceedings, if necessary, against Ledbetter Sand and Gravel Company of Hood River, for removal of 239.5 cu. yds. of material from State property at Station 1673+70 on the Columbia River Highway near Mosier. Correspondence with their attorney, he stated, has produced no results. The Commission granted authority to start litigation on a claim of $620.31.

Military leave was requested by the Chief Counsel for himself during the period of August 5 to 19, 1956. The Commission granted the leave.

Commissioner Reynolds inquired as to what slide correction measures had been tried in the slide area on the Columbia River Highway near Cascade Locks. The Engineer replied that a number of the usual remedies had been applied without complete success and that it may be necessary to remove the overburden which is causing the earth movement. Commissioner Reynolds also called attention to a small unoiled section which is very dusty. The Engineer stated that it would be oiled as soon as possible.

The installation of signs on the right of way to point out places of business was brought up by Commissioner Reynolds who stated that people had made inquiry to him in this regard. The Engineer stated that under Oregon law such signs cannot be erected on highway right of way.

The meeting recessed at 12:00 noon for luncheon and reconvened at 2:00 p.m., with the same persons present and participating.

A delegation appeared before the Commission concerning hauling of logs after 8:00 p.m. The following people were present: George F. Burr, Coquille; Fred W. Packwood, Portland; Chas. E. Ogle, Salem; H. O. Juckeland and Ned Putnam, Klamath Falls.

Mr. Ogle headed the group. He pointed out an instance in which logs are being hauled from a burned-over section in California into Oregon and it is needful that the timber be removed by July, 1956. The haul, he stated, is long, and truck drivers who are allowed to work 12 hours a day, can make two trips one day and only one trip on the next day, which means that at times they must leave the equipment along the road overnight.

Mr. Putnam stated that he is operating about 20 trucks from a point in California up the Klamath River and over the Siskiyou Mountains into Oregon. Trucks start loading at 7:00 a.m. and the last truck is loaded out about 11:00 a.m., and it is about 2:00 p.m. before the first truck gets back. The later trucks, he stated, on their second load have to stop the equipment along the road at some location at 8:00 p.m., which creates a considerable problem in gathering the drivers and also in the loss which occurs through vandalism and theft from the parked equipment. He called attention to the fact that trucks are hauling an increasingly large percentage of logs to mills and that hauls up to 85 miles are not uncommon.

Commissioner Reynolds called attention to the fact that a change in ruling would have to apply to all truckers. He inquired if operation of log trucks at night could be performed without an increased hazard to the public. Mr. Putnam replied that the 8:00 p.m. deadline applies in the wintertime as well as in the summer, and that during the winter, trucks are allowed to haul for about three hours after dark during the shortest days of the year. It was his opinion that logging trucks could be lighted as well as freight trucks.

Chairman Chandler called attention to the fact that if later hauling hours are to be permitted, some log haulers might take advantage of the hours of darkness to haul overloads, and that it would not be practical to keep weighmasters on the job 24 hours a day. Mr. Putnam replied that this would not be a serious feature to his company as they weight their loads on platform scales. He also emphasized the point that logging truckers now, if the hour is growing late, will drive at excessive speed in order to reach the log dump by 8:00 p.m.

Chairman Chandler informed the group that the Commission would consider the matter further and advise them later as to their findings.

(Later in the day the Commission again considered this matter. Commissioner Reynolds inquired as to what acual difference exists , as far as hauling on the highways is concerned, between log and freight trucks. He also observed that log trucks now use lights under the present ruling during the winter months. Chairman Chandler stated that in his opinion he could see little difference between log and freight trucks as far as hauling

conditions are concerned, and that adequate lights could be required in the permits granted to the log haulers. After some further discussion, the Commission instructed the Engineer to study the matter carefully and report the results at the next meeting).

The Engineer reported that as previously authorized by the Commission he has awarded the following contracts which were referred to him by the Commission to award when certain conditions had been satisfied:

1. Stone base and oiling the Muddy Creek School-Haines Junction and Middle Unit, Rock Creek-Haines Sections of Muddy Creek and Rock Creek County Roads, Baker County. Bids received March 1, 1956. Conditions of award satisfied March 6, 1956. Contract awarded to Babler Brothers, Inc., Portland, low bidder.

2. Grading and paving Main Street in Riddle, Douglas County. Bids received March 1, 1956. Conditions of award satisfied March 7, 1956. Contract awarded to Warren Northwest, Inc., Portland, low bidder.

3. Grading Wallace Bridge-Sheridan Unit, Valley Junction-Sheridan Section of Salmon River Highway, Yamhill and Polk Counties. Bids received January 26, 1956. Conditions of award satisfied March 9, 1956. Contract awarded to Roy L. Houck & Sons, Salem, low bidder.

4. Grading and paving Chehalem Mountain-Newberg Section of Hillsboro-Silverton Highway, Yamhill County. Bids received January 27, 1956. Conditions of award satisfied March 9, 1956. Contract awarded to Calkins Crushing Company, Oceanlake, low bidder.

5. Grading, paving and shoulder oiling on Lost River-Hatfield Junction Section of Klamath Falls-Malin Highway, Klamath County. Bids received January 26, 1956. Conditions of award satisfied March 9, 1956. Contract awarded to Central Paving Company and Calkins Crushing Company, Independence, low bidder.

6. Grading and topping Ukiah-Forest Boundary Section of Ukiah-Hilgard Highway, Umatilla County. Bids received January 27, 1956. Conditions of award satisfied March 9, 1956. Contract awarded to Jack Robinson Contractor, Inc., Bend, low bidder.

7. Paving Tangent Junction-Oak Creek School Section of Orleans-Lebanon County Road, Linn County. Bids received March 2, 1956. Conditions of award satisfied March 9, 1956. Contract awarded to Warren Northwest, Inc., Portland, low bidder.

8. Grading and paving S. E. Stark Street-Powell Valley Road Section of East Burnside Road, Multnomah County: Bids received March 1, 1956. Conditions of award satisfied March 9, 1956. Contract awarded to Warren Northwest, Inc., Portland, low bidder.

Award of Contracts-Cont.

9. Mussel Creek Slide Correction Project on Oregon Coast Highway, Curry County. Bids received March 1, 1956. Conditions of award satisfied March 13, 1956. Contract awarded to Glen Ousley, Eugene, low bidder.

10. Construction of reinforced concrete and steel girder bridge over Yaquina River at Toledo, Lincoln County. Bids received March 1, 1956. Conditions of award satisfied March 15, 1956. Contract awarded to Tom Lillebo, Reedsport, low bidder.

11. Construction of Interstate and Oregon Slough Bridges over Columbia River between Portland, Oregon, and Vancouver, Washington, Clark and Multnomah Counties. Bids received March 1, 1956. Conditions of award satisfied March 27, 1956. Contract awarded to Guy F. Atkinson Company, South San Francisco, California, low bidder.

12. Construction of a reinforced concrete and structural steel girder bridge over Willamette River at Springfield, Lane County. Bids received March 2, 1956. Conditions of award satisfied March 28, 1956. Contract awarded to Hamilton & Thoms, Eugene, low bidder.

13. Construction of a 46 ft. steel and reinforced concrete undercrossing of Union Pacific Railroad Company tracks, highway roadbed and stone base, and oil mat surface on Hinkle-Bocks Corner Section of Hermiston Secondary Highway, Umatilla County. Bids received December 20, 1955. Conditions of award satisfied March 28, 1956. Contract awarded to George E. Berry, Beaverton, low bidder.

14. Grading and oiling Davis Creek-Bethel Creek Section of Oregon Coast Highway, Coos County. Bids received March 2, 1956. Conditions of award satisfied April 13, 1956. Contract awarded to Q. L. Rufener, Inc., Portland, low bidder.

15. Grading, paving and construction of two undercrossing structures on Tillamook-Donaldson Creek Section of Wilson River Highway, Tillamook County. Bids received March 2, 1956. Conditions of award satisfied April 17, 1956. Contract awarded to Fred H. Slate Co., Ore. Ltd. and E. C. Hall Co., Portland, low bidder.

16. Grading and paving the Cornelius-Hillsboro Unit, Forest Grove-Hillsboro Section of the Tualatin Valley Highway, Washington County. Bids received March 1, 1956. Conditions of award satisfied April 26, 1956. Contract awarded to Warren Northwest, Inc., Portland, low bidder.

The Commission confirmed the Engineer's action with respect to each award.

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The placement of reduced load limits, allowing 11,000 pounds gross on any single axle, 20,000 pounds gross on any pair of tandem axles, and 36,000 pounds maximum gross load, on several sections of state highways because of freezing, thawing, high water, and other conditions, and the removal of some of said load limits because of improved highway conditions, under authority granted by the Commission on August 6, 1953, were reported by the Engineer and approved by the Commission, as follows:

1. Baker-Homestead Highway, No. 12, from the junction with Highway No. 340 to Powder River, M.P. 2.09 to M.P. 20.79: Reduced load limit effective 8:00 a.m., March 8, 1956. Load limit removed 8:00 a.m., April 13, 1956.

2. Sumpter Valley Secondary Highway, No. 410, from Salisbury to a point near Sumpter, M.P. 0.00 to M.P. 20.4: Reduced load limit effective 8:00 a.m., March 8, 1956.

3. Pendleton-John Day Highway, No. 28, from just south of Pendleton to the junction with the road to Ukiah (M.P. 3.23 to M.P. 49.6): Reduced load limit effective 8:00 a.m., March 8, 1956.

4. Pendleton-John Day Highway from the junction with the road to Ukiah to the junction with the John Day Highway, No. 5, at Mt. Vernon (M.P. 49.6 to M.P. 122.27): Reduced load limit effective 8:00 a.m., March 12, 1956.

5. Pendleton-John Day Highway from M.P. 3.2, near Pendleton, to M.P. 23.7 at Nye Junction: Load limit removed at 8:00 a.m., March 20, 1956.

6. Pendleton-John Day Highway, from M.P. 111.3 to M.P. 122.27: Load limit removed, effective 10:00 a.m., March 26, 1956.

7. Sumpter Valley Secondary Highway, No. 410, from Salisbury to Denny Creek Road, M.P. 0.00 to M.P. 1.75: Load limit removed effective 8:00 a.m., April 19, 1956.

8. Wallowa Lake Highway, No. 10, from Elgin to Joseph, M.P. 20.62 to M.P. 71.42: Reduced load limit effective 8:00 a.m., March 14, 1956.

9. Joseph-Wallowa Lake Secondary Highway No. 351, from junction with Little Sheep Creek Highway to the east fork of Wallowa River, M.P. 0.00 to M.P. 6.16: Reduced load limit effective 8:00 a.m., March 14, 1956. Load limit removed 8:00 a.m., April 24, 1956.

10. Wasco-Heppner Secondary Highway, No. 300, from Condon to Heppner, M.P. 47.12 to M.P. 74.52: Reduced load limit effective 8:00 a.m., March 14, 1956.

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11. Wallowa Lake Highway, No. 10, from the east city limits of Elgin to the east city limits of Enterprise, M.P. 20.62 to M.P. 66.29: Load limit removed at 8:00 a.m., April 19, 1956.

12. Wallowa Lake Highway, No. 10, from the east city limits of Enterprise to a junction with Little Sheep Creek Highway, M.P. 66.29 to M.P. 71.42: Load limit removed at 8:00 a.m., April 24, 1956.

13. Lakeview-Burns Highway, No. 49, for its entire length: Reduced load limit effective 8:00 a.m., March 15, 1956. Load limit removed 8:00 a.m., April 17, 1956.

14. Warner Valley Secondary Highway, No. 431, from junction with Fremont Highway to Adel, M.P. 0.00 to M.P. 28.26: Load limit removed at 8:00 a.m., April 17, 1956.

15. Halfway Highway, No. 55, from junction with Baker-Homestead Highway No. 12, to north city limits of Halfway, M.P. 0.00 to M.P. 11.02: Reduced load limit effective 8:00 a.m., March 16, 1956. Load limit removed at 8:00 a.m., April 18, 1956.

16. Wasco-Heppner Secondary Highway, No. 300, from junction with road to Ione and Hardman to junction of Heppner-Spray Highway, M.P. 74.52 to M.P. 80.00: Reduced load limit effective 8:00 a.m., March 15, 1956.

17. Heppner-Spray Secondary Highway, No. 321, from junction with Wasco-Heppner Highway to a point approximately 2 miles south of the Forest Boundary, M.P. 0.00 to M.P. 36.00: Reduced load limit effective 8:00 a.m., March 15, 1956. Load limit removed 8:00 a.m., April 16, 1956.

18. Heppner Highway, No. 52, from the east city limits of Heppner to end of the oil surface near south fork of Butter Creek, M.P. 47.49 to M.P. 63.07: Reduced load limit effective 8:00 a.m., March 15, 1956. Load limit removed 8:00 a.m., April 9, 1956.

19. John Day Highway, No. 5, from a point near the east city limits of Arlington to a point near the north city limits of Condon, M.P. 1.66 to M.P. 35.69: Reduced load limit effective 8:00 a.m., March 15, 1956.

20. John Day Highway, No. 5, from Austin Spur to a junction with the Baker-Unity Highway, M.P. 190.7 to M.P. 210.6: Reduced load limit effective 8:00 a.m., March 30, 1956. Load limit removed 8:00 a.m., April 23, 1956.

21. Green Springs Highway, No. 21, from M.P. 34.3, approximately 6.5 miles east of the Jackson County line, to M.P. 59.08, at the junction with The Dalles-California Highway: Reduced load limit effective 8:00 a.m., March 16, 1956.

22. Green Springs Highway, No. 21, from M.P. 49.8, near the road to Weed, California, to M.P. 59.08, at The Dalles-California Highway junction: Load limit removed at 8:00 a.m., April 2, 1956.

23. Green Springs Highway, No. 21, M.P. 34.3 to M.P. 49.8: Load limit removed at 8:00 a.m., April 16, 1956.

24. Fremont Highway, No. 19, from its junction with The Dalles-California Highway to its junction with the Warner Highway, No. 431, M.P. 0.00 to M.P. 138.7: Reduced load limit effective 8:00 a.m., March 18, 1956. Load limit removed at 8:00 a.m., April 5, 1956.

25. Burns-Crane Highway, No. 24, from its junction with the Frenchglen Secondary Highway to the beginning of the oiled surface, M.P. 1.73 to M.P. 18.0: Reduced load limit effective 8:00 a.m., March 18, 1956. Load limit removed at 8:00 a.m., April 21, 1956.

26. John Day-Burns Highway, No. 48, from the end of the bituminous macadam surface to the junction with the Central Oregon Highway, M.P. 10.2 to M.P. 68.0: Reduced load limit effective 8:00 a.m., March 18, 1956. Load limit removed at 8:00 a.m., April 21, 1956.

27. Kimberly-Long Creek Secondary Highway, No. 402, from a point near the easterly city limits of Monument to a junction with the Pendleton-John Day Highway, M.P. 14.42 to M.P. 35.85: Reduced load limit effective 8:00 a.m., March 26, 1956. Load limit removed 8:00 a.m., April 16, 1956.

28. Warner Valley Secondary Highway, No. 431, from the Fremont Highway junction to Adel, M.P. 0.00 to M.P. 28.26: Reduced load limit effective 8:00 a.m., March 26, 1956.

29. South Santiam Highway, No. 16, from Sheep Creek at M.P. 56.84 to junction with the North Santiam Highway at M.P. 75.23: Reduced load limit of 10,000 pounds gross weight, effective 8:00 a.m., April 10, 1956. Load limit removed 8:00 a.m., April 23, 1956.

30. Alsea Highway, No. 27: Load limit removed from M.P. 20.17 to M.P. 40.38 at 8:00 a.m., March 19, 1956.

31. Siletz Secondary Highway, No. 181: Load limit removed from M.P. 19.2 to M.P. 23.85 at 8:00 a.m., March 19, 1956, and from M.P. 17.49 at Chitwood Creek to M.P. 19.2 near Euchre Creek at 8:00 a.m., April 23, 1956.

32. Pendleton-John Day Highway from M.P. 23.7, at Nye Junction, to M.P. 111.3, approximately 11 miles north of John Day Highway: Load limit removed 8:00 a.m., April 16, 1956.

33. Wasco-Heppner Secondary Highway, No. 300, from M.P. 47.12, at Condon, to M.P. 80.0, at the junction with the Heppner-Spray Highway: Load limit removed at 8:00 a.m., April 16, 1956.

34. Weston-Elgin Secondary Highway, No. 330, from M.P. 0.25, at Weston, to M.P. 8.0, eight miles east of Weston: Reduced load limit removed at 8:00 a.m., April 16, 1956.

35. Pendleton-Cold Springs Highway, No. 36: Reduced load limit over the entire length of the highway removed at 8:00 a.m., April 13, 1956.

36. Athena-Holdman Secondary Highway, No. 334: Reduced load limit over the entire length of the highway removed at 8:00 a.m., April 13, 1956.

37. Havana-Helix Secondary Highway, No. 335: Reduced load limit over the entire length of the highway removed at 8:00 a.m., April 13, 1956.

38. John Day Highway, No. 5, from M.P. 1.66, south of Arlington, to M.P. 35.69, approximately two miles north of Condon: Load limit removed at 8:00 a.m., April 13, 1956.

39. Alsea Highway, No. 27, from M.P. 7.13, at the junction with Risley Creek Road, to M.P. 20.17, at the junction of Five Rivers County Road: Load limit removed at 8:00 a.m., April 23, 1956.

40. Crane-Scotts Butte Highway, No. 442, from M.P. 56.2 to M.P. 68.5: Load limit removed at 8:00 a.m., April 27, 1956.

The Engineer reported the placement of a temporary 25-mile per hour speed zone for eastbound traffic on the Ross Island Bridge from a point 1,000 feet west of the east end of the bridge to the east end of the bridge during the period of construction of the "on-ramp" which is expected to be completed in approximately two months. This action, he stated, was taken under authority previously granted by the Commission. The Commission accepted his report.

Continuation of the "shared tuition" plan for highway employees who wish to take specialized training courses relating to their work was requested by the Engineer. He recalled that the Commission approved the start of this plan on January 18, 1955, on a 50-50 basis, and he advised that the training courses have been coordinated by the Personnel Division with the Civil Service Commission and the Extension Service of the System of Higher Education. From January 1, 1955, to March 15, 1956, he said, eighty-one employees participated in specialized courses at a cost to the State of $626.50. The Commission approved continuation of this arrangement.

A report was presented by the Engineer concerning a request from an Oregon City delegation that more detailed information be shown on the sign boards at the North Salem Junction and the Tualatin Junction on the Portland-Salem Expressway. This request, he stated, was carefully investigated. In placing signs along freeways, it has been the policy, he stated, to follow the national practice of limiting to two names the destinations shown in one direction so that motorists can read them easily and without slowing down. The Oregon City proposal at the North Salem Junction suggests the use of four names and two mileage figures. He recommended that the existing signs, which show the names of Oregon City and Portland, remain as is. He also recommended that the second request for the addition of the names Oregon City, Mt. Hood, and Milwaukie on the sign at Tualatin Junction be denied. The Commission accepted his recommendations.

The Commission gave attention to a report from the Engineer concerning a request from Mt. Angel residents, submitted at a previous meeting, for improvement of the Hillsboro-Silverton Secondary Highway between Mt. Angel and Silverton. A reinvestigation, the Engineer stated, was made and no conditions were found different from those reported in 1953 when the matter was before the Commission, with the exception of increased costs. The 1953 estimate, he stated, was $240,000 which has now increased to $280,000. As secondary highway funds are very limited, he recommended that the improvement be deferred. The Commission accepted his recommendation.

A request from Mr. G. W. Hardman, Marketing Assistant of the Phillips Petroleum Company, for commercial access to US Highway 30 southeast of the City of La Grande was considered. The Engineer pointed out that the property was acquired without right of access and that the granting of commercial access would set a precedent which would be very harmful, and would be giving the Petroleum Company a valuable gift for no consideration. He recommended that the request be denied. The Commission deferred action in this matter pending the appearance of a delegation on the following day. (The Commission considered Mr. Hardman's request when he appeared on April 27, and after due consideration denied the request.)

The Engineer reported that in compliance with authority previously granted, he has approved the reclassification from Group II status to Group I status the southerly part of the Kings Valley Secondary Highway, No. 191, from M.P. 19.50 (Kings Valley) to M.P. 28.17 at the junction with the Corvallis-Newport Highway near Wren, and the entire length of the Albany-Lyons Secondary Highway No. 211. The reclassifications, he stated, were made only after conducting and observing successful test runs made by a 60-foot truck and trailer combination. The Commission accepted the report.

The Commission considered a report submitted by the Engineer concerning a request from the Portland Chapter of the Associated General Contractors for the holding of bid openings at more frequent intervals.

This matter, he stated, was discussed with the Chief Counsel who advised that there are no legal reasons why more frequent bid openings could not be held and that the Commissioners would not necessarily be required to attend such openings. In such instances the Engineer would refer the b ds to the Commissioners who would act on the award of contracts at the next regular Commission meeting. The Commission deferred action on the matter for the time being. An alternative would be to hold regular Commission meetings every three weeks. He recommended that if and when a larger highway program is undertaken, the plan of opening bids at the Salem office between regular Commission meetings in Portland be tried out. The Commission deferred action for further consideration.

Attention was given to a request from the Board of County Commissioners of Multnomah County for approval of a proposed sign to be erected on county roads. The Engineer stated that the Highway Commission has general supervision with respect to erection of traffic signs by local authorities, except in cities of more than 50,000 population, and that under the same statute, local authorities are barred from erecting any signs unless they have been approved by the State Highway Commission. The objection to the proposed sign is based entirely upon the inclusion of the words "County of Multnomah" with the name of the particular street. It has been the practice, he stated, to follow the policy established by the American Association of State Highway Officials, the Institute of Traffic Engineers, and the National Conference on Street and Highway Safety, but the proposed sign does not agree with this policy. He recommended that it be disapproved. The Commission deferred action on the matter pending the appearance of a delegation on the following day. (The delegation did not appear.)

Consideration was also given to a request submitted by the Salem Chamber of Commerce for a number of highway changes and improvements in the vicinity of Salem. The Engineer pointed out that a delegation is scheduled to appear before the Commission on the following day concerning these requests. The Commission deferred action pending the appearance of the delegation. (See delegation ahead.)

The Engineer presented a report concerning conversion of US30 between Boardman and Pendleton to a freeway status. He stated that it is intended to utilize the existing road for one-way traffic westbound and to construct a new facility for eastbound traffic when traffic conditions warrant such construction. In general the right of way width, he stated, will be 300 feet and the two traffic lanes will be divided. In this proposed construction, it will be necessary to construct a number of interchanges and frontage roads to eliminate existing accesses to the highway. He recommended that a location survey be adopted encompassing the proposed development and that authority be granted to acquire those areas where building construction is imminent. The Commission accepted his recommendation and thereupon adopted the attached resolution relative thereto marked EXHIBIT "J-1", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission considered items of unfinished business appearing on the Secretary's summary, dated March 2, 1956, as follows:

1. Request for signs on scenic drive in Hood River Valley: Action on this request was deferred pending Commission inspection. The item is to remain on the list of unfinished business.

2. Proposed gift of land by the Lloyd Corporation for park purposes on the Oregon Coast Highway north of Wedderburn: The Parks Superintendent recalled that the Lloyd Corporation had requested time until March 1, 1956 to reply but as yet no answer has been received from them. This item is to remain on the list of unfinished business.

3. Adoption of uniform policy concerning relocation of public facilities on right of way because of construction: Action was taken earlier in the day on a report submitted by the Chief Counsel. The item is to be removed from the list of unfinished business.

4. Request of Mt. Angel delegation for improvement of the Hillsboro-Silverton Secondary Highway between Mt. Angel and Silverton: This matter was considered in a report submitted by the Engineer earlier in the day and the Commission ordered the item deleted from the list of unfinished business.

5. Request of Baker delegation for improvement and reconstruction of roads in the vicinity of the proposed Snake River Dams near Robinette and Brownlee: The Engineer stated that it will be necessary for the legislature to define the status of highways involved in this area. The item is to be removed from the list of unfinished business.

6. Construction of access road to Owyhee Dam for recreational purposes: The Engineer recommended and the Commission approved deletion of this item from the list of unfinished business as action is pending by the Federal Government.

7. Sale of used equipment to governmental agencies: The Engineer stated that this matter has been discussed with officials of the Department of Finance and Administration as to whether such sales can be made to cities and counties without competitive bidding. The Chief Counsel pointed out that the law states that competitive bids shall be called for on sales of personal property by the State insofar as practicable, but in numerous instances it is not always practical to call for competitive bids. Mr. Johnson, Director of the Department of Finance and Administration, he said, has indicated that he would like to have the law clarified to define the State's position, but in the meantime he will give his permission to dispose of used equipment as has been done in the past. This item was ordered deleted from the list of unfinished business.

Unfinished Business-Cont.

8. Illumination of the Pacific Highway at the north edge of the city of Eugene: As instructed at the previous Commission meeting, the Engineer reported that he contacted the Eugene City officials as to City cooperation in the cost to provide such illumination within the city limits, but to date has received no definite reply although indications are that the City will contribute toward the expense when it has money available. This item is to be deleted from the list of unfinished business.

9. Dangerous intersection near Grand Ronde Hospital in the City of La Grande: The Engineer stated that investigation is under way but his report is not yet complete. The item is to remain on the list of unfinished business.

10. Request of Oregon City delegation for additional signs on the Portland-Salem Expressway at the Hayesville Junction north of Salem, and at the Tualatin Junction several miles north: This item was considered in a report submitted by the Engineer earlier in the day so was ordered deleted from the list of unfinished business.

Consideration was given to a request from Mr. R. J. Herrington, City Administrator of North Bend, for installation of traffic signals at the intersections of Virginia Avenue (Cape Arago Highway) with Meade and McPherson Avenues, and at the intersection of Sherman Avenue (Oregon Coast Highway) with California Avenue. The Engineer reported that an investigation disclosed that conditions at the two Virginia Avenue intersections do not meet standard warrants for signalization of urban intersections but the warrant is very closely approached at California Avenue. California Avenue, however, is but one block removed from an existing signal and installation of a signal at this intersection would cause traffic congestion because the spacing between the two intersections would be so short that it would be impossible to obtain progressive movement. In view of these conditions he recommended that the request be denied. The Commission adopted the recommendation.

Replacement of obsolete traffic signal controllers on the Pacific Highway in the City of Grants Pass was discussed. The Engineer explained that the existing controllers which were installed in 1949 at seven intersections are an obsolete type and very expensive to maintain. He recommended that they be replaced with modern control units at a total estimated cost of $3,500, the expense to be shared equally by the City and the State. State funds are to be obtained from the 1956 Minor Betterment Budget. The Commission accepted his recommendation.

The Engineer reported that a verbal request has been received from the Mayor of the City of Vale for installation of a flashing beacon at the intersection of Washington and Glenn Streets in Vale which is also the intersection of the Central Oregon and John Day Highways. A careful investigation was made by the Traffic Engineer, he said, and based upon the facts disclosed, it is his recommendation that a flashing beacon be installed at this intersection at an estimated cost of $500. The Commission approved the installation.

The Engineer also reported that a large number of requests have been received from city officials and others of McMinnville for the installation of traffic signals at the intersection of Baker Street (US99W) with 12th Street in McMinnville, and at the school crosswalk on Baker Street near the southerly edge of the city. This matter, he stated, was investigated by the Traffic Engineer and it was found that vehicular and pedestrian volumes at the two points do not meet standard warrants for the installation of traffic signals and school crossing signals. He recommended, in lieu of the signals, that overhead illuminated crosswalk signs be installed at these points at an estimated cost of $150 each, or a total of $300, with the understanding that the State will furnish the signs and the City will make the installation and will provide maintenance and electrical energy. The Commission approved the project as recommended as a 1956 minor betterment project.

Illumination of an intersection of a county road with the Pacific Highway at M.P. 313.74, south of Medford, was considered. This intersection, the Engineer stated, is the only intersection between Medford and Ashland that is not illuminated where opposing traffic is divided by a median strip. As the traffic volume at this intersection is approximately 10,000 vehicles per day, he recommended that the illumination be installed at an estimated cost of $3,000. The Commission approved the project for 1956 minor betterment funds.

The Engineer reported that illumination of the North Cottage Grove interchange on the Pacific Highway is now under contract but the illumination of the channelized interchange where this connection leaves the Pacific Highway at the north edge of Cottage Grove was not included. He estimated that approximately 2,500 vehicles per day will enter and leave the old highway at this point, and he recommended that the interchange be illuminated at an estimated cost of $3,500 using 1956 Minor Betterment funds. The Commission approved this project.

Illumination of the interchanges on the T. H. Banfield Expressway between 42nd Avenue and Troutdale was discussed. The Engineer pointed out that the volume of traffic makes it advisable to install the illumination as a safety proposition. It is contemplated, he stated, that lighting will be done only at critical points in conformance with practice that is being followed on the various sections of the Pacific Highway and the Portland-Salem Expressway. He recommended that illumination of this section be authorized for contracting at an estimated cost of $89,000, the cost to be paid with unallocated State construction moneys. The Commission accepted his recommendation.

Increases in project authorizations for several contracts was requested by the Engineer and approved by the Commission as follows:

1. An increase of $27,000 on the Louse Creek-Grants Pass Section of the Pacific Highway, Contract No. 4497, for seeding and mulching of slopes to prevent erosion.

2. An increase of $36,000 for the Barbur Boulevard-Boones Ferry Road Unit of the Portland-Salem Expressway, Contract No. 3957, because of placing wider and thicker pavement than was provided by the original contract.

3. An increase of $80,000 on the Shady-Booth Ranch Section of the Pacific Highway because of major slides in this section.

4. An increase of $36,000 on the Banks interchange project of the Wilson River Highway, Contract No. 4541, because of additional grading.

The Engineer presented a plan to relieve the congested traffic condition at West Slope on the Tualatin Valley Highway. This plan, he stated, involves building a turnout to enable traffic to cross directly through a traffic signal rather than make a left turn. Adjacent property owners, he added, have indicated a willingness to donate the necessary right of way. He recommended that authority be granted to negotiate for the necessary right of way, to be followed by construction which he estimated will cost about $5,000. The Commission app oved the project for construction as soon as the right of way condition has been clarified.

An expenditure of $7,000 was recommended by the Engineer for lowering the Blue Mountain Underpass which is an undercrossing of the Union Pacific Railroad on the Oregon-Washington Highway between Pendleton and Walla Walla to provide for 14-foot clearance. He recalled that the Commission previously approved lowering of the underpass just out of Pendleton to the same standard and he remarked that lowering of this underpass to provide for 14' clearance will permit 13'6" loads to operate over the entire Oregon-Washington Highway between Pendleton and Walla Walla. The Commission approved the project as recommended.

The Commission discussed a petition from residents of the Eastside District of Milton-Freewater requesting that the State take over as a state highway and pave, the Lincton Mountain Road from its junction with State Highway No. 204, near Tollgate, to the city limits of Milton-Freewater. The Engineer recalled that, in July, 1952, he made a report to the Commission on this same matter, following a request from the Walla Walla Chamber of Commerce. The reasons for denying the request at that time, he stated, are as valid now as they were in 1952, which reasons briefly, are (1) the high cost of construction which is estimated at $2,100,000, (2) the necessity to maintain and eventually improve the existing route from Tollgate to Weston, (3) the small amount of traffic that would use the requested road, and (4) the very low solvency quotient of 0.39. He recommended that the request again be denied. The Commission approved his recommendation.

Attention was given to a letter from the Cloverdale Farm Bureau, Creswell, Oregon, for improvement of the Springfield-Creswell Secondary Highway between Creswell and the Willamette Highway. This section of highway, the Engineer commented, has long been a source of complaint. It is unoiled and very difficult to maintain in a satisfactory condition. Improvement, however, is quite costly, approximating $420,000, and funds are not available to finance it. He recommended that the petitioners be advised that the need of improvement is recognized and that the project will be given consideration in the preparation of future secondary highway programs. His recommendation was accepted by the Commission.

Consideration was given to a petition containing several hundred signatures submitted by Mr. W. L. Harris of Reedsport, Business Manager of Local 140, C.I.O., requesting construction of guardrail along the Siuslaw Highway between Florence and Swisshome wherever the highway is within 30 feet of the Siuslaw River. A very careful investigation was made, the Engineer stated, and to comply with the request will cost approximately $83,555. A study of the accidents occurring in this section revealed that 80 per cent of all of the fatalities occurred along a section of highway between M.P. 10.68 and M.P. 11.08. He recommended construction of 2,150 lineal feet of guard fence on this section, at an estimated cost of $5,500. The Commission approved such project.

A petition was considered from the Grant County Court requesting improvement of the road between Long Creek and Round Basin by contract in 1956. The Engineer advised that this project is on the Kimberly-Long Creek Secondary Highway. He pointed out that no funds are available to finance it now and and he recommended that the petitioners be so advised. The Commission accepted the recommendation.

The Commission gave attention to a number of letters urging construction in 1956 of the entire section of US395 between Pendleton and Pilot Rock. The Commission deferred action on this matter until later in the meeting. (The Commission approved the project later for Federal funds accumulated as a result of contract under-runs. See additional entry ahead.)

The Engineer reported that under authority previously granted by the Commission, he conducted surveys of a number of highway sections for relocation or reconstruction of those sections. In each instance, he stated, careful consideration was given to all feasible routes and the routes or locations finally selected were made to provide the greatest amount of good to the traveling public commensurate with the cost of construction. He recommended approval of the following surveys:

1. South Unit of the Kellogg Bridge-Tyee Bridge Section of the Elkton-Sutherlin Highway in Douglas County.

2. Sandy-Forest Boundary Section of the Mt. Hood Highway in Clackamas County.

3. North Jefferson Junction-Albany Section of the Pacific Highway East in Linn and Marion Counties.

4. South River Road Junction (Milwaukie) Section of the Pacific Highway East in Clackamas County.

The Commission approved the surveys as recommended by the Engineer by adopting the attached resolutions relative thereto marked EXHIBIT "J-1" and EXHIBIT "J-2", which resolutions by this reference are made a part hereof, with like effect as though extended in full herein. The Commission also authorized immediate negotiations to acquire right of way needed for each project.

Confirmation was requested by the Engineer of telephonic approval given him by the Commission for the placing of a wire fence on the T. H. Banfield Expressway to prevent motorists from making "U" turns. He explained that there is an increasing tendency on the part of motorists to drive across the dividing strip into the opposing lane of traffic, which practice is not only destructive to the landscaped area but also is extremely hazardous to the traveling public. He proposed to install a woven wire fence attached to steel posts between 122nd Avenue and Sundial, at an estimated cost of $12,000. The Commission confirmed the project.

Upon the Engineer's favorable recommendation, the Commission also approved an expenditure of $12,000 for installation of drainage facilities upon the T. H. Banfield Expressway for a distance of approximately 4,800 feet between Fairview and Sundial.

Attention was given to a petition submitted by residents of Estacada and vicinity for improvement of the Milwaukie-Estacada Secondary Highway near Currinsville, about three miles north and west of Estacada. An investigation, the Engineer stated, disclosed that this highway carries approximately 1,750 vehicles daily, of which a large number are log trucks. Also, there are three sharp curves in the 0.6 mile section on which improvement has been requested. The section, he stated, merits improvement but no funds are available at this time and he suggested that the project be given high priority in future allocation of secondary funds in Division I. The Commission accepted his recommendation.

The Commission considered a letter from Mr. Earl R. Middleton of Echo, regarding a bad curve on the road connecting Echo with US30. The Engineer reported that a reconnaissance survey had been made on this section between Echo and Stanfield Junction in 1954, and it was determined that to eliminate the two sharp curves and narrow bridges would require construction of 0.65 mile of new highway at a cost of $52,000. There are no funds available for this project and he suggested in view thereof that it be given careful consideration in the formulation of the next highway program. The Commission accepted the recommendation, it being understood that the work will be done as soon as possible when it can be financed.

Attention was given to a form of agreement with the Bureau of Public Roads for construction of a special detour road around a Bureau contract on the Umpqua Highway between Reedsport and Scottsburg. The Engineer stated that in removing riprap material from a rock cut traffic had been seriously inconvenienced. In a conference with Bureau officials and the contractor it was agreed to construct a detour at an estimated cost of $8,500. The contractor, Howard Hinsdale, has agreed to pay $6,000 of this total, provided the State will pay the balance, $2,500. He recommended that the agreement be approved. The Commission approved the agreement.

Construction of an interchange with the new Pacific Highway to provide access to and from the south only for the City of Oakland was discussed. The Engineer recalled that at the Commission meeting in November, 1955, construction of an interchange had been approved at Cemetery Road. Subsequently citizens of Oakland had urged that the interchange should be constructed at Stearns Road, about one-half mile south of Cemetery Road. An investigation was made, he stated, and it was determined that more benefits could be obtained at the Stearns Road location and that it could be constructed for approximately $61,000 whereas the estimated cost at Cemetery Road is $67,000. In view of these facts and as the City of Oakland and the Douglas County Court have indicated that they have no preference, he recommended that the interchange be constructed at the Stearns Road intersection. The Commission approved the project as recommended.

The Engineer reported that the Portland General Electric Company in connection with construction of the Pelton Dam on the Deschutes River has requested an access road connection to the Warm Springs Highway near M.P. 107.75. The access road will be used by construction workers and by trucks hauling materials to the dam site. Also, after the dam is completed, the road is expected to carry a considerable volume of fishermen, picnickers and other recreational traffic. The expected volume of traffic on the access road and the present traffic on the Warm Springs Highway, he stated, is such that special intersectional treatment will be necessary, including channelization, left-turn refuge lanes, and illumination, at a total estimated cost of $42,000. Within this section plans have been made to construct a climbing lane estimated to cost $8,000 which will be included in this project. The Portland General Electric Company has agreed to assume the cost and do all grading, furnishing and placing of base rock and leveling course, and to furnish free power for the illumination system. The State will do the paving, channelization, and install the illumination system. This work would cost the State approximately $11,000. In view of the fact that the State will save the expenditure of $8,000 in the climbing lane, and the power furnished for illumination will amount to approximately $600 annually, he recommended that an approach road permit be issued to the Portland General Electric Company.

In the discussion that followed, the Chief Counsel advised that the Attorney General had raised a question as to the legality of the dam construction, contending that the Power Company does not have proper au-

thority to construct the dam. The Engineer pointed out that the Highway Commission has nothing to do with construction of the dam and its consideration in this matter is solely for the benefit and safety of the traveling public at the road intersection. The Commission unanimously approved issuance of a road approach permit to the Power Company as recommended by the Engineer upon motion by Commissioner Reynolds, seconded by Commissioner McIver.

Proposed additions to the Federal-aid Secondary Road System were presented by the Engineer who stated that with the exception of Deschutes County the proposed additions are composed of sections of former Federal-aid Primary Routes which have been relocated. He recommended and the Commission approved additions as follows:

Columbia County-FAS 689-10.2 miles, from FAP Route 1 (Columbia River Highway) at Clatskanie, easterly to FAP Route 1 at Delena. This is the old route of the Columbia River Highway.

Deschutes County-FAS 690 (Wilcox County Road)-2 miles, from FAP 4, The Dalles-California Highway approximately 2.2 miles north of Redmond, thence westerly, southerly and easterly to FAP 4, approximately 0.7 mile north of the north city limits of Redmond.

Deschutes County-FAS 691 (Ward County Road)-4.8 miles, from FAP 21, Central Oregon Highway approximately 2 miles east of Bend, thence southerly and easterly to proposed FAS 692.

Deschutes County-FAS 692 (Arnold and Geaney County Roads)-11.4 miles, from FAP 21, Central Oregon Highway approximately 1 mile east of Bend, thence southerly, easterly and northerly to FAP 21, approximately 4.5 miles east of Bend.

Deschutes County-FAS 693 (White Rock Loop)-2.8 miles, from FAS 324, Cline Falls State Highway approximately 3.5 miles north of Tumalo, thence easterly, southerly and westerly to FAS 324, approximately 2.5 miles north of Tumalo.

Deschutes County-FAS 694-3.8 miles, from FAS 329 approximately 1 mile northwest of Tumalo, thence southwesterly to a county road junction, approximately 1 mile east of the Tumalo Reservoir.

Hood River County-FAS 115-2.4 miles. To extend FAS 115, Mt. Hood Highway, from its junction with the former route of FAP 1, Columbia River Highway immediately east of Hood River, thence westerly along the former route of FAP 1 through the City of Hood River, to a junction with the present route of FAP 1, west of the City of Hood River.

Jackson County-FAS 271-2.4 miles. To extend FAS 271, Sams Valley Highway, from its junction with the former route of FAP 3, Pacific Highway, in Gold Hill westerly along the former route of FAP 3 to a junction with the present route of FAP 3 at Rock Point, and from its junction

with the former route of FAP 3 in Gold Hill, southeasterly to the present route of FAP 3 at the Gold Hill Interchange.

Wasco County-FAS 695-15.4 miles, from FAP route 1, Columbia River Highway at Mosier, thence easterly via Rowena Loops to FAP Route 1, west of The Dalles. This is the former route of the Columbia River Highway and has been designated as the Mosier-The Dalles State Secondary Highway.

The Engineer presented a tabulation showing the status of 1956-1957 County Federal-aid Secondary Funds as of April 2, 1956, and also a list of additional proposed projects in Deschutes County, totaling $68,000. He recommended that the Commission approve the following additional projects leaving an unprogrammed balance of $128,000.

County	FAS Hwy. No.	Section & Description	Programmed Amount
Deschutes	690	Wilcox Road Section, 2 miles. Oil mat.	$ 8,500
	691	Middle Unit, Ward Road Section 2.2 miles. Oil mat.	$ 9,500
	692	Knot Road-Ward Road Section, 5.2 miles. Oil mat.	$22,000
	693	White Rock Loop Section, 2.8 miles. Oil mat.	$12,000
	694	Gerking Road-Reservoir Road Section, 3.8 miles. Oil mat	$16,000
		Subtotal, Deschutes County. . .	$68,000

SUMMARY, FISCAL YEARS 1956 & 1957 FUNDS

Available Funds	$6,200,000
Previously Approved*	6,004,000*
Unprogrammed Balance*	$ 196,000*
Proposed Projects 4/2/56	68,000
Unprogrammed Balance	$ 128,000

* These are revised totals from "Status, 1956 & 1957 County FAS Funds" tabulation dated April 2, 1956.

The Commission approved the projects as listed.

April 26, 1956

A request from the City of Ontario for widening of the Old Oregon Trail to 44' for a distance of 2,000 feet in front of and near the Catholic Hospital was presented by the Engineer. The City, he stated, has agreed to install curbs and gutters by contract at an estimated cost of $9,650, which is approximately one-third of the total estimated cost of $27,250. He recommended approval of the pavement widening project by contract at an estimated cost of $17,600, and that an agreement be entered into outlining the responsibilities and obligations of the City and the State. The Commission approved the project and the form of agreement which the Engineer presented.

A request was considered from the City of Florence that the Oregon Coast Highway be made a four-lane facility, with curbs and necessary drainage northerly from the end of the existing four-lane section at the junction of the Siuslaw Highway to the city limits, a distance of approximately 0.8 mile. The Engineer reported that an investigation discloses that the project would cost approximately $205,000 and that the volume of traffic which would use the section does not warrant a four-lane facility. He recommended that the project be denied until such time as the City is able to participate in the project for at least 25 per cent of the total cost. The Commission accepted his recommendation.

The Engineer reported that Multnomah County is constructing a county road extension to East Burnside Street which will intersect the Mt. Hood Highway about one mile east of Gresham. When the extension is completed, it is estimated that at least 50 per cent of the traffic will be diverted from the state highway to the county road. To protect traffic it will be necessary to channelize, signalize, and illuminate the intersection at a cost of approximately $36,000. The County, he said, has already expended $18,000 for grading and paving under a contract now under way; also, an agreement has been reached with the County whereby the County will cooperate in the cost of signals and illumination to the extent of $6,000, and will maintain and furnish electrical energy for the signals and the luminaires after installation. The cost of the project under this arrangement, he stated, would be $12,000 to the State and $24,000 to the County. He recommended that an agreement be entered into with the County on the basis outlined. The Commission accepted his recommendation.

Attention was given by the Commission to a request submitted by Robert Penland, Publisher of the "Heppner Gazette Times", for improvements to the Heppner-Spray Secondary Highway, particularly a section near the mouth of Chapin Creek between Heppner and Spray. The Engineer pointed out that the road suffered considerable damage during the spring thaw but is being put back in normal condition as rapidly as is possible. He also said that the road is narrow and carries an average daily traffic of less than 100 vehicles. He recommended that extra maintenance measures be undertaken to put the road in as good shape as possible as no money is available now for oiling as requested by the petitioners. The Commission approved his recommendation.

Attention was also given to a petition submitted by residents of Roseburg and others requesting construction of a turnoff from the US99 Freeway immediately south of Roseburg where the new freeway crosses over the old Pacific Highway. The Engineer stated that an investigation indicated that approximately 260 vehicles per day would use the turnoff were it provided, and that the turnoff would save approximately two miles of travel distance for the users. He estimated the cost of construction at $21,000 and recommended that the project be performed by the contractor who is now surfacing and paving the Shady-Booth Ranch Section. The Commission approved the project as recommended and authorized an increase of $21,000 in the Shady-Booth Ranch Contract, No. 4548, to finance it.

The Engineer reported that a number of cities and towns have satisfied the legal requirements with respect to expenditure of State Tax Street Funds accrued to them during the first half of 1954, the second half of 1954, and the second half of 1955, and that the plans for the projects proposed have been examined and found satisfactory as follows:

For Funds Accrued during First Half of 1954:

Dayton	$ 2,047.34

For Funds Accrued during Second Half of 1954:

Halsey	$ 1,364.62
Stanfield	2,971.92

For Funds Accrued during Second Half of 1955:

Corvallis	$60,649.08
Ione	1,005.04
Mitchell	1,552.99
Monument	853.21
North Powder	1,508.09
Seaside	14,542.01
Yamhill	2,017.02

He recommended approval of the plans. The Commission accepted the recommendation by adopting the attached resolution relative thereto, marked EXHIBIT "E", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The Commission considered and upon recommendation of the Engineer, granted extensions of time within which to complete state highway contracts as follows:

1. Calkins Crushing Company, Contract No. 4524, for grading and surfacing the Coast Highway-Forest Boundary Section of the Elk River Road Highway in Curry and Coos Counties, requested an extension of time from January 1, 1956 to March 1, 1956. Approved as recommended.

2. Hamilton and Thoms, Contract No. 4401, for construction of Calapooya Overflow Bridge Replacement on the Pacific Highway East in Linn County, requested an extension of time from November 30, 1955 to December 16, 1955. Approved to December 13, 1955, the actual completion date of the contract.

3. Steeck Electric Company, Contract No. 4574, for installation of traffic signals at Medford on the Pacific Highway in Jackson County, requested an extension of time from March 31, 1956 to May 31, 1956. Approved as recommended.

4. L. B. Read, Contract No. 4333, for construction of the Blodgett Overcrossing and grading and paving on Corvallis-Newport Highway in Benton County, requested an additional extension of time from November 30, 1955 to August 1, 1956. Approved as recommended.

5. Cherveny Construction Co., Contract No. 4390, for construction of the Halsey Street Connection Undercrossing on T. H. Banfield Expressway in Multnomah County, requested an extension of time from October 31, 1955 to June 30, 1956. Approved to March 29, 1956, the actual completion date of the contract.

6. Berke Bros. & C. R. O'Neil, Contract No. 4223, for grading the Booth Ranch Unit, Shady-Canyonville Section of the Pacific Highway in Douglas County, requested an extension of time from October 15, 1955 to February 20, 1956. Extension granted but the contractor is to be charged for the engineering costs incurred after October 15, 1955, the specified completion date, excluding the cost of preparation of the final records which should not be assessed against him.

7. T. W. Thomas, Contract No. 4530, for construction of a guardrail on the Divide-Rice Hill Section of the Pacific Highway in Douglas County, requested an extension of time from January 31, 1956 to April 30, 1956. Approved to and including April 9, 1956, the actual completion date of the contract.

8. C. J. Eldon, Contract No. 4469, for construction of the Deschutes River Bridge on the McKenzie Highway in Deschutes County, requested an extension of time from May 1, 1956 to June 30, 1956. Approved as recommended.

FOOTNOTE: The action taken by the State Highway Commission upon the extensions of time within which to complete the highway contracts listed above was based upon the recommendation of the Engineer and his reports which considered but did not necessarily adopt either or any of the reasons given by the contractors in their requests for such extensions of time. For details regarding these extensions of time, see copies of the contractors' requests and the Engineer's recommendations on file in the respective contracts in the Secretary's office.

The Engineer reported that Contracts Nos. 4075, 4224, 4246, 4390, 4401, 4500, 4511, 4518, 4524, 4538 and 4551 for highway construction have been completed according to the requirements of the contracts or modifications thereof, and that said contracts are now ready for acceptance by the Commission. After due consideration, the Commission accepted said contracts by adopting the attached resolution relative thereto, marked EXHIBIT "G", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

Authority was requested by the Engineer for an expenditure of $41,000 for reconstruction on US99W at Durham Road, a short distance south of the town of Tigard. He explained that when the highway was rebuilt to a four-lane divided section a new highway was provided for southbound traffic and northbound traffic was routed over the old highway. The old highway, he said, has considerable vertical curvature which is particularly severe near the Durham Road, to the extent that sight distance is restricted to about 200 feet. A new union high school has been constructed on Durham Road and school buses use the intersection. The only remedy to afford safety is to reconstruct the old highway for a distance of about one-third mile to eliminate the excessive vertical curvature. The Commission granted authority to proceed with the project, with bids to be received at the next Commission meeting.

Consideration was given to a request submitted by Mrs. Agnes Hawkins, Secretary of the Yachats Chamber of Commerce, for footpath construction along the Oregon Coast Highway in that community. An investigation was made by the Traffic Engineer, the Engineer stated, which investigation revealed that during a normal day only three persons walked along the highway in the vicinity of the Yachats River Bridge, whereas north of this point through the community proper the count was 155. The relative warrant for construction of the footpath, he stated, is slightly below the normal warrant value of 1.00. He estimated the cost of the project at $11,500 and he pointed out there is a possibility of revising the highway location in the not distant future. In view of these findings he recommended that the request be denied. The Commission adopted the recommendation.

The Engineer requested authority to conduct an aerial survey on a 23-mile section of the Old Oregon Trail between Nelson, which is about 4 miles southeast of Durkee, and the junction of the existing highway with the new Ontario Highway cutoff near Olds Ferry. This section, he stated, will be a very difficult piece of location due to the narrowness of the Burnt River Canyon and its occupancy by the highway and the railroad. He estimated the cost of the aerial survey at $28,000 and he recommended that authority be granted him to call for bids for the survey at the next Commission meeting. The Commission granted the authority as requested.

The Engineer also requested authority to conduct a survey on The Dalles-California Highway in the City of Bend from Franklin Street to the south city limits. He stated that the City wishes to construct curbs and

sidewalks at city expense which construction will decrease the ultimate cost of widening the highway to a four-lane facility and will also insure that the curbs and sidewalks as constructed by the City will be at the proper elevation and location. The cost of the survey he estimated at $6,600. The Commission authorized the survey.

Attention was given to a request from the Umatilla County Court for reconsideration of the County's previous request for elimination of sharp curves on the Havana-Helix Secondary Highway. The Engineer recalled that this matter was considered by the Commission at the meeting held on March 1 and 2 and was denied as not being warranted at this time. Conditions have not changed since that time and the curves of 12° and 8° are not unusually severe. Upon his adverse recommendation, the Commission again denied the request.

The Commission discussed with the Engineer a program for federal funds that have accumulated as a result of underruns on contract projects, totaling $1,700,000 of which $676,000 is state match money. The Engineer explained that three classes of federal funds are involved, viz: Primary Federal-aid Funds in the amount of $1,400,000; Urban Federal-aid Funds in the amount of $120,000; and Secondary Federal-aid Funds totaling $180,000. He presented a program for the funds available and advised that the distribution of funds shown therein approximates very closely the distribution of funds according to standard formula for the five divisions within the State. He recommended approval of the program as follows:

SUPPLEMENTARY 1956 PROGRAM

$1,700,000

	Highway	Section	Type Work	Length	Preliminary Est. or Allocation
		DIVISION I			
		None			
		DIVISION II			
Secondary	Siletz	Siletz-Camp 12	G.P.	0.9	$ 130,000
Urban	12th Street	Union Street-Bellvue St.	G.P.		130,000
		DIVISION III			
Primary	Pacific	Louse Creek-Grants Pass	P.	3.10	325,000
Urban	Pacific	North Ashland (44' or 46' Width)	G.P.	0.5+	130,000 1/

SUPPLEMENTARY 1956 PROGRAM-Cont.

Highway	Section	Type Work	Length	Preliminary Est. or Allocation
	DIVISION IV			
	None			
	DIVISION V			
Primary	Pendleton-John Day S. Unit Pendleton-Pilot Rock	G.P.	3.50	$ 400,000
	N. Unit Pendleton-Pilot Rock	G.P.S.	5.06	470,000
Primary	Central Oregon Juntura-Vale, Section to be selected	G.P.	—	180,000
				$1,765,000

1/ From Division 3 reserve of $185,000 in 1957 Urban Program

As a result of careful consideration the Commission approved the program as presented.

Consideration was given to a request from Donald F. Bach, Eugene, for designation of a crosswalk area on McVay Highway in Glenwood east of Eugene, and for reduction of the indicated speed in this area from 40 to 20 miles per hour. This matter, the Engineer stated, was investigated by the Traffic Engineer and the findings disclosed that a crosswalk would be inadvisable due to the adult age of pedestrians who would use it and lack of a well defined crossing. The investigation also disclosed that the prevailing speeds of vehicles in this area indicate that the present 40-mile per hour speed restriction is reasonable and realistic. He recommended that both requests be denied but that "Look Out for Pedestrians Ahead" signs be installed at M.P. 0.37 and M.P. 0.54, facing southbound and northbound traffic, respectively. The Commission accepted his recommendation.

Also considered was a request from Verne Stratton, Astoria, for extension of an existing 45-mile per hour speed zone on the Oregon Coast Highway near Camp Clatsop. This request was investigated by the Traffic Engineer and, based on the findings, the Engineer recommended that the

45-mile per hour speed zone be extended from a point 0.57 mile south of the railroad crossing at Skipanon, M.P. 10.36, to the intersection of the county road north of Camp Clatsop, M.P. 10.90. This extension, he stated, will provide a continuous 45-mile per hour speed zone between M.P. 10.36 and M.P. 11.57. The Commission accepted his recommendation by adopting the attached resolution relative thereto, marked EXHIBIT H-1 , which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

A petition was submitted by the Elmira Parent Teachers Club requesting a reduced speed zone designation on the Territorial Secondary Highway in the community of Elmira west of Eugene. This request, the Engineer stated, was investigated by the Traffic Engineer and from the facts disclosed it is his recommendation that a 35-mile per hour speed zone be established from a point 100 feet north of Fir Grove Lane, M.P. 18.14, to a point 100 feet south of the Long Tom River, M.P. 18.85, except that between M.P. 18.21 and M.P. 18.64 the indicated speed shall be 20 miles per hour during the hours of school crossings. The Commission accepted the recommendation by adopting the attached resolution relative thereto marked EXHIBIT "H-2 , which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

In this connection the Engineer reported that at the present time southbound traffic on the Territorial Highway is required to stop at its intersection with the Richardson-Eugene Secondary Highway. Investigation discloses that traffic volumes have changed so that the stop indication is now improperly located. He recommended that the action of August 21 and 22, 1950, establishing the Territorial Secondary Highway as a through-stop highway, be revised by deleting the following order:"Southbound traffic on Road No. 200, Territorial Highway, shall stop at its intersection with Road No. 220, Richardson-Eugene Highway, in Elmira." The Commission accepted the recommendation by adopting the attached resolution relative thereto, marked EXHIBIT "H-3 , which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The Commission considered a request from Charles B. Wilson, President of the Lebanon Safety Council, for a reduction of the existing 45-mile per hour indicated speed to 25 miles per hour on the Santiam Highway just north of Lebanon. The Engineer reported that this matter was investigated by the Traffic Engineer and from the findings it is his recommendation that the request for a 25-mile per hour speed zone be denied and that a 40-mile per hour speed zone be established between a point 0.11 mile north of the north city limits of Lebanon, M.P. 12.42, and the north city limits of Lebanon, M.P. 12.53. This action, he added, will rescind the previous action taken by the Commission on April 8, 1953. The Commission accepted his recommendation by adopting the attached resolution relative thereto, marked EXHIBIT "H-4 , which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The Engineer reported a request from the Columbia County Court that the steel truss in the bridge that is now being replaced over the Nehalem River on the Nehalem Secondary Highway at Birkenfeld be turned over to the County when the new bridge is completed. This span, he stated, is of no value for state highway purposes and he recommended that it be given to the County when the new bridge is completed, particularly in view of the fact that the County paid for it in the first instance. The Commission adopted the Engineer's recommendation.

The Engineer also reported that a similar request has been received from the Josephine County Court, that the existing structures over the East Fork Illinois River and the West Fork Illinois River on the Redwood Highway be given to the County when the new structures are completed. These bridges, he stated, have a 17-foot roadway and are not suitable for state highway purposes. Also, the estimated cost to remove them is more than any salvage value that might be secured. He recommended that the two bridges be given to Josephine County when the new structures are completed and the road open to traffic, on condition that the County shall remove all material of the existing bridges from the site, including the timber approaches, and shall demolish the existing piers to the ground line at County expense. The Commission approved the recommendation.

The Engineer recalled that the Commission at its meeting on March 1, 1956 approved sale of an old steel truss stock-piled at Blackwell Hill near Medford to the School Board at Canyonville for the sum of $2,348.50. It now appears, he said, that the School Board purchased the bridge without examining the site where it was to be used and without accurate knowledge of the type of bridge they were buying. They now find that they cannot use the structure and have asked that their deposit be refunded. He recommended that the sale be cancelled and that their money be returned. The Commission approved the recommendation.

Damage to a plastic cable which serves the City of Portland street-lighting project on Harbor Drive in the vicinity of Arthur Street was reported by the Engineer. A bridge maintenance crew on February 21, 1956 in repairing the concrete median strip damaged the cable and the Portland General Electric Company has submitted an itemized statement in the sum of $32.94 representing the cost of repairs. He recommended payment of the claim. The Commission approved the payment of such sum.

The Engineer reported that it had been brought to his attention that the shoulder parking of cars on the Pacific Highway in the community of Dillard causes a hazard to the traveling public and interferes with shoulder maintenance. An investigation was conducted which disclosed that there were 29 reported accidents in this section between January 1, 1951 and December 31, 1955, eighteen of which may have been caused by shoulder parking. In view of the findings disclosed by the investigation, he recommended that shoulder parking of cars be prohibited on both sides of the Pacific Highway between M.P. 208.72 (Engineer's Station 1090+67) and M.P. 208.97 (Engineer's Station 1078+00). The Commission approved such parking restriction by adopting the attached resolution relative thereto, marked EXHIBIT "I", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The Commission gave attention to a letter from J. H. Sroufe, President of the Portland City Planning Commission, requesting that McLoughlin Boulevard (US99E) be designated a throughway between Powell Boulevard and the Milwaukie Avenue overpass. The Engineer advised that nothing would be gained by such designation unless all access rights were acquired. Long-range studies, he said, indicate that the section may be improved to expressway standards but not as a complete freeway, and that purchase of all access rights would involve an expenditure far greater than benefits to be received. He recommended that the request be denied. The recommendation was approved by the Commission.

The Engineer reported that an agreement has been reached with Douglas County providing that Douglas County will take over certain portions of the old section of the Elbow Lake-Gardiner Section of the Oregon Coast Highway when the new section is completed and opened to traffic. He also reported that construction of the new section has been completed and opened to traffic, and he recommended that the agreement with the County be made effective. The Commission approved the agreement and also adopted the attached resolution relative thereto, marked EXHIBIT "F-1", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The Engineer reported that construction of a new section of highway known as the Crabtree Bridge Section of the Albany-Lyons Secondary No. 211, in Linn County, has been completed and is now open for public travel. The right of way of the old section, he stated, no longer is needed for highway purposes and he recommended that it be abandoned to the abutting property owners. The Commission approved the recommendation by adopting the attached resolution relative thereto, marked EXHIBIT "F-2", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

Consideration was given to an abandonment agreement with Umatilla County concerning the disposition of an old section of the Havana-Helix Secondary Highway No. 335, known as the Havana Section. This agreement, the Engineer stated, provides that the County shall take over the old section of highway when the new section is completed, parts of the old section to be maintained by the County as a county road, and parts to revert to the abutting property owners. The Commission approved the agreement, following the Engineer's favorable recommendation.

An agreement form with the Oregon-Washington Railroad Navigation Company, Union Pacific Railroad Company, Southern Pacific Company, and the State of Oregon concerning a sewer easement at the Burnside Bridge on the T. H. Banfield Expressway in Portland was considered. The Engineer explained that the easement provides for use of railroad property for a sewer to be constructed by the State. Upon his favorable recommendation, the Commission approved the agreement.

The Engineer requested authority to purchase a Kelsh plotter and photo lab equipment at an estimated cost of $15,000. He pointed out that Mr. Forrest Cooper, Construction Engineer, recommends the purchase of

this equipment to facilitate development of state highway plans. It was his feeling that the equipment would pay for itself in a relatively short period of time. The Commission authorized the purchase of the equipment and also authorized the Engineer to select and train an operator when the equipment is received. The Engineer also commented that another recommendation made by Mr. Cooper was to investigate a new method of determining cut and fill quantities called "horizontal slice method of earthwork computation". To determine the merits of this innovation, he recommended that a member of the Construction Division be authorized to go to California to observe the operation of this method at an estimated cost of $150. The Commission authorized the trip.

The Commission gave attention to correspondence from the North Clackamas Chamber of Commerce, protesting the State's acquisition of additional land in Milwaukie Industrial Park, formerly known as Kellogg Park adjacent to US99E north of Milwaukie. Their protest was based upon the scarcity of industrial property in this area, upon the large amount of property presently owned by governmental agencies and the subsequent loss of tax monies, plus the point that industrial use of the land would provide employment for more people than would be the case were the property owned by governmental agencies. The Engineer pointed out that negotiations have been under way for about two years with the Federal Government to obtain additional land at this point which has been delcared surplus and will be sold at public auction. The present facilities at the Milwaukie Division headquarters are badly congested and there is no room to expand unless the additional land is acquired. He presented a map showing the existing holdings and the area proposed to be acquired and he recommended that negotiations be continued as rapidly as possible to acquire the property, consisting of approximately 10 acres. The Commission approved the recommendation.

(A delegation which appeared on the following day to protest acquisition of this land were informed that the Commission needs the land to conduct its operations and that negotiations would be continued to acquire it.)

The Commission authorized its Chairman, Mr. Ben R. Chandler, and the Engineer, Mr. R. H. Baldock, to attend a meeting of the "President's Committee for Traffic Safety" in San Francisco, May 31 and June 1, at an estimated cost of $275.

Consideration was given to a request from the State Game Commission for public access to the John Day Highway at three different locations between the Cities of John Day and Mt. Vernon. The Engineer explained that the State Game Commission plans to stock with fish several pools caused by dredging operations along the John Day River. At two of the locations requested, he said, there are existing access points with no restrictions as to use. The third access would involve a private hauling road that the State acquired to reach a gravel pit. He recommended that access be granted as requested on the first two points but that the request for access from the State's private hauling road be denied. The Commission accepted the recommendation.

Attention was given to a form of license agreement with Pacific Power & Light Company covering installation of a mercury-vapor street-lighting unit at Trent Junction on the Willamette Highway in Lane County. The Engineer explained briefly that the license allows the Company to install, operate, and maintain one luminaire unit on the right of way of the Willamette Highway at Trent Junction, at the sole expense of the Power Company; also, that the State assumes no responsibility for the maintenance of the unit or the electrical current necessary to operate it. The Commission approved the installation, following favorable recommendation by the Engineer.

The Commission approved the Secretary's report on papers signed by him in behalf of the Commission from February 29 through April 20, 1956.

The Commission discussed a date for its next regular meeting and decided to hold such meeting in Portland on Monday and Tuesday, June 4 and 5, 1956. The Secretary was instructed to make the usual arrangements for use of the Queens Room in the Imperial Hotel.

The Engineer recommended and the Commission approved out-of-state travel expense for the following personnel:

1. R. B. Sipprell, to attend meeting of the Western Interstate Committee on Highway Policy Problems, Council of State Governments, in San Francisco, June 8 and 9 at an estimated cost of $135.

2. P. M. Stephenson, Bridge Engineer, to attend the Western Regional Meeting of the AASHO Bridge Committee, in Salt Lake City, Utah, June 18 and 19, at an estimated cost of $120.

3. G. S. Paxson, Assistant State Highway Engineer, to attend four regional meetings of the AASHO as National Chairman of the Bridge Committee, at Baltimore, Maryland; Birmingham, Alabama; Milwaukee, Wisconsin; and Salt Lake City, Utah. The American Association of State Highway Officials will pay his expenses at the three eastern meetings. The Engineer recommended that Mr. Paxson be allowed expenses in the amount of $35 for the western meeting at Salt Lake City, June 18 and 19, 1956, and $20 for one day in Washington, D. C., prior to the Baltimore meeting, as a member of the AASHO Concrete Pavement Committee.

A form of agreement with the City of Hillsboro covering the moving of water distribution facilities on the Hillsboro-Cornelius Section of the Tualatin Valley Highway was discussed. The Engineer explained that the facilities are owned by the City of Hillsboro and in connection with construction on this section it will be necessary to revise the system. The work, he said, is to be performed by the City which is to be reimbursed by the State for an amount not to exceed $4,558.55. The Commission approved the agreement.

The Commission gave consideration to two permit agreements, one executed with Mr. and Mrs. Charles S. Zimmerman, and one with Mr. and Mrs. Don G. Betson of Tiller, Oregon, covering encroachment of their fences on the right of way of the Tiller-Trail Highway. The Engineer explained that a child was killed by a motor vehicle in Tiller last fall and the above-mentioned parties constructed a fence for the protection of their children, the fence encroaching on highway right of way. The encroachment, however, does not interfere with highway use and he recommended that the permit forms which have been prepared on a 30-day revocable basis be approved. The Commission approved the permits.

A request from County Judge Tom F. Skelton, Lincoln County, for authority to connect a proposed county road with the Corvallis-Newport Highway at approximately the east city limits of Newport was discussed. The Engineer commented that the request is the culmination of planning on the part of the Yaquina Bay Dock & Dredge Company, the Port of Newport, the City of Newport, and Lincoln County to provide a better connection for trucks hauling lumber and timber products to the Port dock, the trucks being presently routed from US101 over steep city streets. The proposed route, he said, will remove the access road from the heart of the city and will provide an easier grade for the trucks. He recommended that access be granted for the county road at or near the city limits at a point to be determined which will not result in any hazard to highway traffic. The Commission approved the recommendation.

The Engineer recommended approval of a contract with the Pacific Telephone and Telegraph Company covering the use of 60 speed teletype-writer channel with equipment at nine locations in the State, the installation charge being $569 and the monthly charge being $1,170.75. The Commission approved the agreement. The Engineer commented that the Pacific Telephone and Telegraph Company had recommended this installation to the Department of Finance and Administration to save on telephone bills.

The Commission discussed a resolution from the Associated Forest Industries of Oregon requesting the lengthening of hauling hours for log trucks to permit such hauling after 8:00 P.M., the present deadline. Action on this matter was deferred by the Commission pending study and report by the Engineer at the next meeting. (See ahead for further discussion with a delegation.)

The Commission discussed with the Engineer bids received in the morning session, and at 4:00 P.M., Commissioner McIver announced the award of contracts, as follows:

"Providing ferry service at the Astoria-Megler Crossing of the Columbia River in Clatsop County, Oregon, and Pacific County, Washington, for a three-year period beginning June 1, 1956: The Commission awarded the contract to the low bidder, Astoria Navigation Co., Astoria, at their bid price of $213,174.30.

"31-month lease of the park building and facilities located at Depoe Bay, adjacent to the Oregon Coast Highway in Lincoln County: The Commission awarded the contract to the only bidder, Oregon Gifts, Inc., Portland, for the amount of 7% of Gross Sales and Receipts.

"Grading and oiling of connecting roads and approaches on the Clackamas River Park Interchange Section of the Pacific Highway East, about one mile north of Oregon City in Clackamas County: The Commission elects to accept the bid of Parker & Fuhrman, Portland, in the sum of $14,379.50 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired.

"Bridge construction and grading and paving on the Molalla River (Meadowbrook) Bridge Section of the Woodburn-Estacada Highway in Clackamas County: The Commission awarded the contract to the low bidder White Bros. Co., Walla Walla, Washington, at their bid price of $173,399.50.

"Cleaning and painting all structural steel in the Columbia Slough Bridge on the Pacific Highway in North Portland and painting on the bridge over the Willamette River at Oregon City in Clackamas and Multnomah Counties: The Commission awarded the contract to the low bidder, C. H. Savage Co., Portland, at their bid price of $7,110.

"Divisions No. 1 and 2 Oiling Project on four highways near Molalla, Newberg, and Sheridan in Clackamas and Yamhill Counties: The Commission awarded the contract to the low bidder, J. C. Compton Co., McMinnville, at their bid price of $48,475.

"Elsie-Sunset Camp Rock Production Project on the Sunset Highway in Clatsop and three other Counties: The one bid submitted by J. N. Conley, Portland, was rejected by the Commission as being too high.

"Construction of North Fork Scappoose Creek Bridges on the Pittsburgh-Scappoose Highway in Columbia County: The Commission elects to accept the bid of Erick Enquist, Troutdale, in the sum of $40,815 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Columbia County is received and the sum of $9,100 is deposited by the County.

"Paving Michigan Avenue & Morrison Street in Empire, Coos County: The Commission elects to accept the bid of Porter W. Yett, Portland, in the sum of $15,984 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of the City of Empire is received and the sum of $3,300 is deposited by the City.

"Painting of four bridges in Coos and Lane Counties: All bids submitted on this project were rejected by the Commission as being too high.

"Grading and base on the Barnes Butte Road Section of the Barnes Butte Road in Crook County: The Commission elects to accept the bid of Cartwright Construction Co., Durkee, in the sum of $70,442.50 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Crook County is received and the sum of $32,300 is deposited by the County.

"Grading and paving the North Brookings Section of the Oregon Coast Highway in Curry County: All bids submitted on this project were rejected as being too high.

"Paving Pioneer Road & Easy Street at Brookings in Curry County: All bids submitted on this project were rejected as being too high.

"Shady-Booth Ranch Slide Correction Project on the Pacific Highway, south of Roseburg in Douglas County: The Commission awarded the contract to the low bidder, Harbert Bros., Estacada, at their bid price of $33,370.

"Paving 5th Street in Oakland, Douglas County: The Commission awarded the contract to the low bidder, Roseburg Paving Co., Roseburg, at their bid price of $11,789.

"Grading and paving State Street and Central Avenue in Sutherlin, Douglas County: The Commission awarded the contract to the low bidder, Roseburg Paving Co., Roseburg, at their bid price of $10,439.

"Klamath Agency Rock Production Project on 3 highways in Klamath County: The only bid submitted on this project was rejected as being too high.

"Spencer Bridge Rail Replacement on the Spencer Bridge over the Klamath River on the Ashland-Klamath Falls Highway in Klamath County: The Commission awarded the contract to the low bidder, A. E. Fitzgerald, Klamath Falls, at their bid price of $18,154.

"Cleaning and painting all structural steel and metal handrail in the Ojalla and Fuller Bridges over the Siletz River on the Siletz Highway in Lincoln County: The Commission awarded the contract to the low bidder, Tri-State Painting Co., Portland, at their bid price of $11,400.

"Paving W. Pacific Avenue in Taft, Lincoln County: The Commission elects to accept the bid of J. C. Compton Co., McMinnville, in the sum of $15,164 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of the City of Taft is received and the sum of $2,670 is deposited by the City.

"Landscaping the Hayesville Interchange Unit, Willamette River-Hayesville Section of the Portland-Salem Expressway in Marion County: The Commission awarded the contract to the low bidder, Knight Pearcy, Salem, at his bid price of $15,933.80.

"Detroit Reservoir Guardrail Project on the North Santiam Highway in Marion County: The Commission awarded the contract to R & W Construction Co., Auburn, Washington, at their bid price of $17,440.

"Painting the bridge over the Santiam River on the Pacific Highway East in Marion and Linn Counties: The Commission awarded the contract to the low bidder, Tri-State Painting Co., Portland, at their bid price of $15,400.

"Division No. 2 Oiling Project on 4 highways near Alsea, Eddyville, Sweet Home and Mill City in Marion and 3 other Counties: The Commission awarded the contract to the low bidder, Central Paving Co., Independence, at their bid price of $30,980.50.

"Paving Park Street in Rockaway, Tillamook County: The Commission awarded the contract to the only bidder, The United Contracting Co., Portland, at their bid price of $12,662.

"Construction of South Fork Gales Creek Bridge and 5th and 6th Crossing of Wilson River on the Wilson River Highway, west of Forest Grove, in Tillamook and Washington Counties: The Commission awarded the contract to the low bidder, P. S. Lord Mechanical Contractor, Portland, at his bid price of $99,090.

"La Grande-North Powder Pavement Sealing and Rock Production Project on the Old Oregon Trail Highway in Union and Baker Counties: The Commission awarded the contract to the low bidder, Arthur Simonsen Co., Baker, at their bid price of $89,078.

"Construction of Glover Sand Shed adjacent to the Old Oregon Trail Highway northwest of La Grande in Union County: The Commission awarded the contract to the low bidder, George E. Berry, Beaverton, at his bid price of $12,620.

"Paving N. Main Street at Cornelius in Washington County: The Commission awarded the contract to the only bidder, Warren Northwest, Inc., Portland, at their bid price of $11,128.50."

The matter of an encroachment on state highway right of way of a service station owned by Mr. Jack Macy at the intersection of the Ordinance Secondary Highway with US30 was discussed. The Engineer explained that about 13 years ago, when Mr. Macy's buildings were constructed, the owner was advised that he was clear of the right of way, which information later proved to be erroneous. He suggested in view thereof that a lease be given Mr. Macy, who now owns the property, for a consideration of $100 a year for use of the state-owned land, and that if he will not agree to such an arrangement that authority be granted to erect suitable barricades to prevent access to or from the highway. The Commission approved his recommendation.

April 26, 1956

The Engineer presented a report on the results of studies for realignment of US30 between North Powder and Durkee. He said that only two major routes were worthy of consideration and these were carefully studied. He exhibited a map showing the two routes, one of which called the Virtue Flat Route, by-passes the City of Baker several miles to the east, effects a saving in distance of 3.57 miles and is estimated to cost $13,870,000. The other, known as the Baker City route, effects a saving of 2.47 miles in distance, passes through the extreme easterly limits of the City of Baker and is estimated to cost $12,890,000. It was his opinion that the Baker City route is the better of the two for the traveling public and will be of much greater benefit to the City of Baker. He recommended that the Commission approve the Baker route and that authority be granted to conduct a detailed location survey for such route between North Powder and Durkee. The Commission accepted the report and authorized the location survey.

Mr. Fred Young, Mayor of the City of Baker was present during the discussion of this matter. He stated that the Baker City route is the route that the delegation favors and he thanked the Commission for the action just taken adopting such route.

The Commission considered and upon recommendation of the Engineer approved five agreements with the State Game Commission providing for stocking with game fish 5 abandoned gravel pits in Baker and Union Counties. The agreements, as follows, cover a period of 10 years with provision for cancellation on 10 days written notice:

1. Haines pond, M.P. 325.55, on the Old Oregon Trail at the north edge of Haines.

2. Roulet pond, M.P. 23.84, on the Wallowa Lake Highway about 3 miles north of Elgin.

3. North Powder pond, approximately ½ mile west of North Powder on US30.

4. Baker pond adjacent to the Medical Springs Secondary Highway at M.P. 38.51 near the north city limits of Baker.

5. Baldock Slough at M.P. 2.78 on the Baker-Homestead Highway immediately north of the Baker city limits.

In this connection the Engineer stated that the Game Commission has also requested leases at three locations along the Rogue River for constructing public parking lots and boat launching ramps to the river. Agreements have been prepared covering a 10-year period with the right to revoke the agreements upon 10 days notice at the following locations:

1. Robertson boat landing near the Robertson Bridge on the Rogue River Loop Secondary Highway, midway between Wilderville and Grants Pass.

2. Laurelhurst boat landing in Laurelhurst Park, along the Crater Lake Highway between Casey Park and Prospect.

3. McLeod Park landing along the Crater Lake Highway, 8 miles north and east of Trail.

4. Rennie Creek landing on the McKenzie River about 2 miles east of the Ben & Kay Dorris State Park.

Upon the Engineer's favorable recommendation, the Commission approved these lease agreements.

A report was presented by the Engineer concerning weight violations committed by truckers for the calendar years 1951-1955 inclusive. He pointed out that fines assessed for violations have been gradually decreasing since 1952, whereas, the number of violations particularly among log-haulers, has increased since that year. The Commission accepted the report and ordered that a copy of the report be sent to each member of the Legislative Highway Interim Committee and to Governor Smith.

Purchase of a parcel of property which lies just east of the Bonneville entrance was discussed. The Engineer stated that this property, formerly a school, is now owned by L. H. Winfrey, who wishes to sell it and has requested a commercial access in lieu of the non-commercial access previously granted to the school. To preserve the freeway characteristics of this highway, the Engineer recommended that it be acquired at the owner's asking price of $10,500 or less, and that the property after being acquired then be sold without access. The Commission approved the acquisition.

The Commission considered a petition from Raleigh Grade School Parent-Teachers Association, and others for installation of traffic signals at the intersections of Beaverton-Hillsdale Highway with S. W. Laurelwood Drive and with Gabel Lane. Both intersections were carefully investigated, the Engineer stated, and based on the facts disclosed by this investigation, it is his recommendation that a flashing beacon be installed at the S. W. Laurelwood intersection at an estimated cost of $500, but not at Gabel Lane inasmuch as this is a dead-end street which carries very little traffic. The Commission accepted the Engineer's recommendation.

Authority was requested by the Engineer to advertise for bids for the following interchange illumination projects:

1. Ashland Undercrossing of Southern Pacific Railroad in Ashland at an estimated cost of $10,000. Requires an increase of $2,000 in the project authorization.

2. Banks Interchange at the junction of the Wilson River and Nehalem Highways, at an estimated total cost of $16,000. Requires an increase of $10,000 in the project authorization.

3. Two interchanges on the Olds Ferry-Ontario Section of US30 at an estimated cost of $16,000. No additional authorization is required.

The Commission approved the projects and the increases in project authorizations as reported.

Reconstruction of a 7.32-mile section of the Lakeview-Burns Highway north of Wagontire was discussed. The Engineer advised that the oil surface on this section is almost completely broken and the road is now being maintained with a grader. During the last month when the Highway Interim Committee passed over this section they observed a truck stuck in the middle of the road buried to the axles. He recommended that the section be improved during the summer and the fall of 1956 at an estimated cost of $90,000 with funds from the unallocated highway balance. The Commission approved the project and ordered the work done by contract.

The Engineer reported the occurrence of a large rock slide on April 14, 1956 on the Ruthton Grade Section of US30 approximately two miles west of Hood River. Large columns of basalt fell from the face of the cliff and traffic was detoured to the Washington side of the Columbia River between Hood River and Cascade Locks. A dangerous overhang is still in existence and to eliminate potential hazards he recommended that some resloping and removal of loose rock be undertaken and also that the guard fence be restored, together with some other incidentals which he estimated would cost a total of $13,000. The Commission approved the project as a minor betterment.

Consideration was given to a request from John W. Krebs, Cecil, Oregon, that the Commission cooperate with farmers and stockmen along US30 between John Day River and Boardman and along the Heppner and John Day Highways, for the burning of a fireguard to prevent range fires. The Engineer reported that this cooperation is the same as was performed in 1953, 1954, and 1955, and covers approximately 77 miles of highway. The cost of the previous work to the State, he stated, was $3,076 in 1954 and in 1955 was reduced to $1,535. The ranchers' share of the cost in 1954 was $1,200 and in 1955, $1,060. He recommended that the project be undertaken on the same basis as last year; that is, selective burning under the supervision of the Landscape Engineer. The Commission approved the project.

The Commission granted the State Highway Engineer, Mr. R. H. Baldock, authority to attend the National Highway Users Conference in Washington, D.C., May 8-10, 1956, at an estimated cost of $342.80.

The Commission discussed a request from Douglas County that the ferry float at Reedsport be turned over to the Douglas County Park Department for use by fishermen and boaters in the area. This float, the Engineer stated, was provided so that ferry service could be maintained around the slide area on the Umpqua Highway at Reedsport. The float cost $2,200. Inasmuch as the County has agreed to assume responsibility for operation and maintenance of the float and has agreed that it would be made available to the State if it should again be needed for ferry purposes he recommended that it be turned over to Douglas County for maintenance and operation. The Commission accepted his recommendation.

The Deputy Engineer presented a form of contract with the U. S. Thirteenth Naval District in which the State agrees to provide an inspector for paving work at the naval installation at Klamath Falls and the Naval District agrees to reimburse the State for services rendered in an anticipated amount of $689. The Commission approved the agreement.

At the Chief Counsel's request, the Commission authorized condemnation on the Henshaw property, File 24816 on the Jefferson Junction-Albany Junction Section of US99, and eliminated File No. 24665 and File No. 24189 from the list of previously authorized condemnations.

The Commission gave attention to the matter of appealing or not to appeal the Lower Court's decision granting payment of additional monies to Natt McDougall Company on Contract No. 3754, known as the Low Pass Section of the Siuslaw Highway. The Chief Counsel advised that the State in its appeal would be restricted to pointing out errors in law and it was his belief that the case should not be appealed, and he so recommended. The Commission accepted his recommendation.

Designation of the Enterprise-Lewiston Highway as a Group I highway was reported by the Engineer. Cattlemen living along this highway, he stated, want such highway rating to enable the larger trucks to come into the territory and haul out their cattle. Test runs, he stated, were conducted and it had been found that equipment combinations 60 feet long can negotiate the existing curves on the proper side of the highway. The Commission confirmed the designation of this highway as a Group I highway as recommended.

Commissioner Reynolds stated that a representative of the Idaho Power Company had indicated to him that the Power Company feels that it may be requested to construct a better road than the road that will be flooded by construction of the dams on the Snake River near Robinette and Brownlee. This representative, he continued, indicated that he would like to discuss the matter with highway representatives in Salem or in Portland. The Engineer pointed out that no definite negotiations can be conducted now as the Baker-Homestead Highway is a primary highway, so designated by the Legislature. It therefore will be necessary for the Legislature to take action first. He expressed his willingness to meet with the Idaho Power

representative at a date to be determined for discussion of the limiting factors involved in the re-establishment of highways which will be flooded. The Commission approved his suggestion.

Commissioner Reynolds stated that he was recently contacted by people from The Dalles relative to several highway projects in that vicinity including the cutoff route on US197 from Eight Mile Creek to a junction with US30 east of The Dalles, The Dalles By-pass, and Cottonwood Grade. He suggested to them that they ask for an appearance before the Commission at its next meeting.

Commissioner Reynolds commented that he had been approached by Mr. James Sturgis, former Judge of Umatilla County, concerning the installation of signboard maps at the junctions of US30 with the old route of the Oregon Trail at Stanfield and Boardman. The maps that he requested would be similar to maps installed at the north and south ends of the Salem By-pass on the Pacific Highway. The Commission accepted the Engineer's recommendation that the request be denied.

Reconstruction of the Columbia River Highway at the western edge of The Dalles was brought up by Commissioner Reynolds who gave as his understanding that the Reynolds Aluminum Company is going ahead with its project and who commented that construction of this section is vital in completion of the highway to modern standards. The Engineer replied that this project has high priority in the new highway program and is ready for contracting when it can be financed.

Commissioner Reynolds also mentioned a request from the Pendleton Golf Club that the Highway Commission allow its contractor on the Pendleton-Pilot Rock project to rock surface a new road that the Club is building to its Golf Course. The Deputy Engineer stated that there is an abundance of material in the pit that is being used by the contractor on this job and there would be no particular objection to the Club using some of it if it paid the customary royalty of 10 cents per cubic yard and arranged with the contractor to do the work at a time that would not interfere with his State contract. The Commission authorized the Pendleton Golf Club to secure the gravel under conditions outlined by the Deputy Engineer.

A request from Mr. Fred J. Mauser, County Judge, Wasco County, for improvement of the county road between Willowdale and Antelope was reported by Commissioner Reynolds who stated that he suggested to Mr. Mauser that the County Court present a request that the road be placed on the Federal-Aid Secondary (County Road) System of Wasco County. No action was taken on the matter.

The Secretary presented a letter from Senator Warren A. McMinimee, Chairman of the Legislative Highway Interim Committee, requesting a statement as to the Commission's rules and regulations with respect to the naming of State parks. The Engineer suggested that he, the Chief Counsel, and the Parks Superintendent, be authorized to compose such a statement for Commission approval on the following day. The Commission approved

the suggestion. (A letter directed to Senator McMinimee was approved by the Commission later in the session as a statement of its policy in naming State Parks. (See ahead for letter entry.)

The meeting adjourned at 5:00 p.m., to reconvene at 9:00 a.m. on the following day.

Portland, Oregon
April 27, 1956

The meeting of the State Highway Commission reconvened at 9:00 a.m. in the Queens Room of the Imperial Hotel with the following persons present and participating:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, Deputy State Highway Engineer
W. W. Stiffler, Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
R. L. May, Jr., Assistant Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

Bids, as follows, for highway construction and other projects were opened and read aloud by the Secretary who then announced that the award of contracts would be made in the same room at 4:00 p.m.

CLATSOP COUNTY
FURNISHING MARINE INSURANCE (HULL AND MACHINERY COVERAGE) FOR ASTORIA-MEGLER FERRY VESSELS

Durham & Bates, Portland	$ 7,717.50
R. W. Neighbor & Co., Portland	7,717.50
Dooly & Co., Portland	7,917.50
Jewett, Barton, Leavy & Kern, Portland	8,086.50

CLATSOP COUNTY
BRIDGE, GRADING AND STONE BASE ON NEHALEM RIVER (VINE MAPLE) BRIDGE SECTION OF JEWELL-ELSIE (FISHHAWK FALLS) HIGHWAY

Schrader Construction Co., Portland	$166,920.00
Palmberg Construction Co., Astoria	174,030.00

CLATSOP COUNTY
KLASKANINE RIVER BRIDGE ON THE YOUNGS RIVER LOOP ROAD

Roger E. Holmes, Olympia, Washington	$ 33,478.60
Hannan Bros. Co., Portland	35,073.00
Palmberg Construction Co., Astoria	36,110.00
Workman & Wilson, Canby	38,010.00
P. S. Lord Mechanical Contractors, Portland	39,114.50
General Construction Co., Portland	39,788.00

CLATSOP COUNTY
GRADE WIDENING HUMBUG SUMMIT SECTION OF SUNSET HIGHWAY

Q. L. Rufener, Inc., Portland	$ 43,360.00
L. C. Daniels & Floyd Grahm Construction Co., Eugene	44,769.40
E. C. Hall Co., Portland	50,652.50

CLATSOP AND 2 OTHER COUNTIES
DIVISION NOS. 1 and 2 GUARDRAIL PROJECT ON 4 HIGHWAYS, NEAR ASTORIA, ETC.

Vern Hoaglin, Beaverton	$ 8,092.00
R & W Construction Co., Auburn, Washington	8,330.00
Trussfab, Inc., Portland	8,772.00

COOS COUNTY
COQUILLE (KNOTT ST.) PAVING PROJECT

J. C. Compton Co., McMinnville	$ 14,466.00
Woodward & Son & Barklow, Coquille	14,755.00

DOUGLAS COUNTY
REEDSPORT (WINCHESTER AVE.) PAVING

The United Contracting Co., Portland*	$ 15,977.50

*Bidder will make lump sum reduction of $500.00 if also awarded Florence (Gallagher St.) paving project.

GRANT COUNTY
BEECH CREEK-MT. VERNON ROCK PRODUCTION ON PENDLETON-JOHN DAY AND BEECH CREEK HIGHWAYS

E. H. Itschner Co., Molalla	$ 22,950.00
Barney B. Helser	27,705.00
Arthur Simonsen & Co., Baker*	27,900.00

*Bidder will not accept award of more than two projects at this letting.

April 27, 1956

HOOD RIVER COUNTY
SECOND ST. CONNECTION (HOOD RIVER) ILLUMINATION INSTALLATION

G. M. Snider, Inc., The Dalles	$ 5,100.00
Rochat Electric, Portland	5,880.00
Olson Electric Co., Vancouver, Washington	8,978.00

LAKE AND 5 OTHER COUNTIES
DIVISION NO. 4 OILING PROJECT ON 7 HIGHWAYS, NEAR SISTERS, ETC.

J. C. Compton Co., McMinnville	$ 78,336.00
Babler Bros., Inc., Portland	79,581.00

LANE COUNTY
GRADING AND PAVING GALLAGHER STREET IN FLORENCE

The United Contracting Co., Portland*	$ 18,622.50

*Bidder will not accept award of this project unless also awarded the Reedsport (Winchester St.) Paving project.

LINN COUNTY
TRAFFIC SIGNAL INSTALLATION AT ALBANY AND SWEET HOME

Rochat Electric, Portland	$ 10,480.00
Trowbridge Electric Co., Roseburg	10,620.00
Linnco Electric Co., Albany	10,832.00
Steeck Electric Co., Roseburg	13,695.00

MULTNOMAH COUNTY
BARBUR BOULEVARD JUNCTION INTERCHANGE ILLUMINATION ON PACIFIC HIGHWAY

Trowbridge Electric Co., Roseburg	$ 7,070.00
Rochat Electric, Portland	7,485.00
Huenergard Electric Co., Portland	8,934.00
Olson Electric Co., Vancouver, Washington	10,944.00

MULTNOMAH COUNTY
MEDIAN FENCE ON HARBOR DRIVE IN PORTLAND

U. S. Steel Corp., American Steel & Wire Division, Cyclone Fence Dept., Portland	4,994.00
Colorado Fuel & Iron Corp., Pacific Coast Division, Portland	5,170.00

April 27, 1956

MULTNOMAH COUNTY
122ND AVE.-SUNDIAL FENCING PROJECT ON T.H. BANFIELD EXPRESSWAY

Bill Broderick, Lakeview	$ 7,780.00
Robinson & Robinson, Moses Lake, Washington	10,500.00
Fred J. Stubbert, Springfield	11,100.00
Farwest Fence Co., Alderwood Manor, Washington	15,560.00

MULTNOMAH COUNTY
BRIDGE, GRADING AND PAVING BANFIELD EXPRESSWAY UNDERCROSSING OF N. E. 28TH AVE.

Inland Construction Co., Milwaukie	$125,223.00
United Builders, Inc., Beaverton	127,926.25
Schrader Construction Co., Portland	130,780.00

MORROW COUNTY
LEXINGTON (ARCADE ST.) GRADING AND PAVING PROJECT

Russell Olson Construction Co., Inc., Pendleton	$ 10,557.00
Warren Northwest, Inc., Portland	11,414.00
Leslie Harris, Pendleton	15,384.00

MORROW AND WHEELER COUNTIES
ROCK CREEK-SUMMIT ROCK PRODUCTION PROJECT ON HEPPNER-SPRAY HIGHWAY

Barney B. Helser, Beaverton	$ 26,000.00
Arthur Simonsen & Co., Baker*	28,850.00
Vernie Jarl, Gresham	32,900.00
F. H. McEwen, Eugene	40,000.00

*Bidder will not accept award of more than two projects.

SHERMAN COUNTY
GRASS VALLEY-KENT ROCK PRODUCTION PROJECT ON SHERMAN HIGHWAY

Vernie Jarl, Gresham	$ 27,700.00
Barney B. Helser, Beaverton	30,000.00
F. H. McEwen, Eugene	41,000.00

TILLAMOOK COUNTY
NEHALEM DRAWBRIDGE, DOLPHIN AND DRAWREST REPLACEMENT

General Construction Co., Portland	$ 20,680.00
Palmberg Construction Co., Astoria	24,980.00
Workman & Wilson, Canby	30,385.00

April 27, 1956

UMATILLA COUNTY
GRADING AND OILING VAN SYCLE-HELIX SECTION OF HELIX-VAN SYCLE COUNTY ROAD

Vernie Jarl, Gresham	$174,722.00
K. C. Dack Construction Co., Milton-Freewater	183,871.72
Arthur Simonsen & Co., Baker*	188,225.50
J. N. Conley, Portland	197,771.50
E. C. Hall Co., Portland	205,546.00
J. Ira McNutt Construction Co., Springfield	225,569.50

*Bidder will accept not more than two contracts at this time.

WASCO COUNTY
BEAVER BUTTE CREEK & BUTTE CREEK GUARDRAIL PROJECT ON THE WARM SPRINGS HIGHWAY

R & W Construction Co., Auburn, Washington	$ 7,062.00
Vern Hoaglin, Beaverton	7,722.00

WASHINGTON COUNTY
GRADING AND PAVING BANKS SECTION OF THE NEHALEM HIGHWAY

Warren Northwest, Inc., Portland	$ 16,475.00

WASHINGTON COUNTY
HILLSBORO (TENTH AVE.-DENNIS AVE.) TRAFFIC SIGNAL INSTALLATION

Trowbridge Electric Co., Roseburg	$ 28,770.00
Rochat Electric, Portland	29,999.99
W. R. Grasle Co., Portland	31,372.00
Steeck Electric Co., Roseburg	32,000.00

WASHINGTON COUNTY
ROCK CREEK BRIDGE AND BEAVERTON CREEK BRIDGES ON THE BASE LINE ROAD

Johnston & Bryant, Newberg	$ 60,432.20
George E. Berry, Beaverton	60,720.00
Rogers Construction Co., Portland	63,248.00
Marshall Construction Co., Hermiston	64,623.00
Hannan Bros. Co., Portland	65,408.40
Reinhart Bros., Portland	67,136.10
United Builders, Inc., Beaverton	67,163.00
General Construction Co., Portland	69,803.60
C. J. Eldon, Portland	74,792.00
Schrader Construction Co., Portland	76,460.00
P. S. Lord Mechanical Contractors, Portland	76,641.00
Workman & Wilson, Canby	76,735.00

April 27, 1956

WASHINGTON COUNTY
DAIRY CREEK BRIDGE WIDENING ON TUALATIN VALLEY HIGHWAY

United Builders, Inc., Beaverton	$ 84,947.00
P. S. Lord Mechanical Contractors, Portland	87,162.15
Rogers Construction Co., Portland	87,902.00
Hannan Bros. Co., Portland	90,899.50
General Construction Co., Portland	93,114.30
Marshall Construction Co., Hermiston	99,385.00
Schrader Construction Co., Portland	117,480.00

YAMHILL AND 2 OTHER COUNTIES
DIVISION NO. 2 BRIDGE REPLACEMENT ON 4 HIGHWAYS NEAR ASTORIA, ETC.

Q. L. Rufener, Inc., Portland*	$ 58,320.00
Glen Ousley Construction Co., Eugene	64,171.00
Hill A. Lind, Portland	69,546.50
Schrader Construction Co., Portland	71,810.00
C. J. Eldon, Portland	98,001.50

*Bidder will accept only one contract at this letting.

The Commission discussed with the Engineer hearings to be held in cities to be by-passed by proposed reconstruction of the Pacific Highway between Albany and Eugene, and between Central Point and Ashland. The Engineer pointed out that the cities and towns of Albany, Shedd, Halsey, Harrisburg, and Junction City will be affected as will the cities and towns of Central Point, Medford, Phoenix, Talent and Ashland. He explained that the only city to request a hearing under the State law is Medford, but under the Federal law it will be necessary to hold hearings for the other towns affected. After some discussion the Commission decided to hold a hearing in the City of Albany for the benefit of the people of Albany, Shedd, Halsey, Harrisburg, and Junction City at 10:00 a.m. May 23, 1956, and to hold a hearing in the City of Medford at 10:00 a.m. May 24, 1956 for the benefit of interested people in Central Point, Medford, Phoenix, Talent, and Ashland. The Secretary was instructed to send each city and town a formal notice of the hearings as is required by statute.

The Commission also decided to inspect highways south of Grants Pass and the Oregon Coast Highway following the hearings.

A delegation representing the Astoria Chamber of Commerce and the Lower Columbia Highway Association appeared before the Commission to urge improvement of the Oregon Coast Highway between Astoria and Seaside. The following people were present: Art Steele, President of

Lower Columbia Highway Association, Clatskanie; Hon. John W. Whipple, County Judge, Columbia County, Rainier; Elwood Eggleston, President of Chamber of Commerce, St. Helens; Irving Rau, Mayor, St. Helens; L. C. Hall, Chairman, Highway Committee of Chamber of Commerce, St. Helens; Larry Jensen, Highway Committee member, St. Helens; Walter Reitman, Highway Committee member, Clatskanie; Henry Koski, Highway Committee member, Clatskanie; Tom Colvin, Highway Committee member, Clatskanie; Roy Cohoon, Kiwanis Club, Clatskanie; Glenn Williams, Mayor, Rainier; James Goss, Traffic Representative, Rainier; W. E. Janvrin, President of Commercial Club, Rainier; E. R. Baldwin, Auditor and Police Judge, Warrenton; Frank Maize, Director, Chamber of Commerce, Warrenton; George Stuckrath, Director, Chamber of Commerce, Warrenton; Malcolm MacEwan, Chamber of Commerce, Seaside; Chas. DeFoe, Chamber of Commerce, Astoria, and Mr. Andrews, Astorian-Budget, Astoria.

Mr. Baldwin headed the group and introduced members of the delegation. He referred to a report published by the 1947 Legislative Highway Interim Committee pointing out the inadequacy of the existing highway between Astoria and Seaside. He inquired if the Commission can tell them when construction of this section will start. Chairman Chandler stated that the survey for this section is approximately 65% complete, but he is not able to state when work will be started as it depends on getting Federal money. The Engineer pointed out that the Youngs Bay Bridge is a big factor and construction plans would have to be dependent on additional funds provided by the National Congress. Mr. Baldwin then inquired if the project could be done one unit at a time starting at the Seaside end. The Engineer replied that the Seaside end of the project could be performed in units but not the Astoria end which involves a new bridge across Youngs Bay. The order of performance, he added, would have to be decided by the Commission.

Mr. Steele introduced the members of the delegation representing the Lower Columbia Highway Association. Mr. Whipple acted as spokesman for this group. He thanked the Commission for work completed on the Lower Columbia Highway and requested that other projects be started to improve the highway to modern modern standards. He particularly called attention to 4 points along the existing highway which become flooded during periods of high water, particularly the Taylorsville section where the situation is acute. He urged the Commission to improve the highway unit by unit until completion. The Commission took no action on this request.

A delegation representing the Fossil Community Club came before the Commission to urge improvement of the John Day Highway particularly from Spray north to Fossil and Condon, and oiling of a section of the Wasco-Heppner Secondary Highway. The following people were present: Robert Misener, Jack Steiwer, Garry Ostrander, W. H. Steiwer, Jr., R. M. Boyles, W. A. DeMoy, V. McQuillin, Clarence Asher, George Reed, E.R. Fatland, and W. H. Steiwer, all members of the Fossil Community Club; Orval Matthews, Wheeler County Judge, Fossil. Mr. Jack Steiwer acted

as spokesman and introduced the members of the delegation. Mr. Misener pointed out that Highway 19 is the only outlet for the areas adjacent to Kimberly, Service Creek and Fossil. There is no railroad into this area and the economic life in this part of the State is completely dependent upon truck transportation. The highway, he continued, was constructed over 30 years ago and the only major improvement was made about 15 years ago between Spray and Fossil. It was his thought that Highway 19 is a naturally better route to reach the John Day Valley than is Highway 26, because of higher summits on route 26. Judge Mathews stated that the County Court favors this project. Mr. Fatland called attention to the very narrow roadbed section over Butte Creek summit south of Fossil and urged early improvement on this section. He also urged that an oiled surface be placed on a 16-mile section of the Wasco-Heppner Secondary Highway up to Cottonwood Canyon Bridge. Mr. W. H. Steiwer pointed out that the poor condition of the highway on route 19 raises the cost of hauling cattle and other products to Portland markets. He said that improvement of the Butte Creek summit section is vital for California buyers. Chairman Chandler stated that the project is a meritorious one and is being considered in the new Five-Year Program, but no answer can be given as to construction until action has been taken by Congress on pending highway legislation.

George Jullion, Assistant Division Engineer; Don Heller, Maintenance Construction Superintendent, both of Spokane, Washington; W. C. Laird and Jim Simmons, District Salesmen, La Grande, all representing Phillips Petroleum Company, came before the Commission to request two access points to the Old Oregon Trail from property that the Company contemplates purchasing southeast of La Grande, as a service station site. Mr. Jullion headed the group and introduced the other members. The Phillips Petroleum Company, he stated, plan to dismantle their existing service station and set up a new one. He proposed to trade two existing accesses at the old station for two new access points at the proposed station. It was his thought that the exchange of these access points would provide greater safety for the traveling public and that their station located at the new site would also be a safer location. Chairman Chandler pointed out that US30 is being constructed to freeway standards and that the State bought and paid for access rights on the property under discussion. Many requests, he continued, have been denied for similar access and the Commission has not deviated from its established policy of maintaining the freeway characteristics of this highway. However, the Commission will consider the matter further but he stated that he could not give them much encouragement. Following departure of the group the Commission resumed discussion of the matter and decided unanimously not to grant the accesses as requested.

A delegation from Newberg, McMinnville, Tillamook, Pacific City, Cloverdale and Hebo came before the Commission to request an economic survey of a cutoff road between Dolph on the Three Rivers Highway and Boyer on the Salmon River Highway. The following people were present: Hon. O. E. Effenberger, County Judge of Tillamook County, Tillamook; Hon. R. E. Renne, County Judge of Yamhill County, Newberg; A. W. Youngberg, and Chas. R. Newman, Commissioners, Yamhill

County, McMinnville; Wes Schulmerich and August Schollmeyer, Commissioners, Tillamook County, Tillamook; Jack Munstedt, representing Tillamook County, Tierra Del Mar; H. B. Hammell, President, Chamber of Commerce, Pacific City Woods Area; W. B. Moberg, delegate, Cloverdale and Hebo. Judge Effenberger headed the group. He pointed out that the cutoff route 5.87 miles long has been surveyed and effects a saving in distance of 1.5 miles over the old Sourgrass route from Dolph to Valley Junction. Judge Renne pointed out that the existing section on the Three Rivers Highway between Dolph and Valley Junction, was constructed many years ago and is very crooked and difficult to travel. Mr. Hammell thanked the Commission for work performed on the Little Nestucca Secondary Highway and added that construction of the proposed cutoff would give additional aid to people who live along this secondary road. Mr. Munstedt alleged the present road is a bottleneck. He pointed out that the improvement requested will encourage tburist traffic and provide a safer route. Mr. Moberg called attention to the development of the Radar Station on Mt. Hebo which will employ about 250 people, thereby creating additional traffic over this road. He also mentioned the large amount of hay and other stock feed which is hauled into the coast area over this road. Mr. Schulmerich stated that there are many fine beaches in the southern part of Tillamook County and construction of the cutoff road will attract many tourists into this area. He also said that a logging road has been built along the cutoff survey line except for a distance of 1.5 miles. The Engineer mentioned that the present Sourgrass route was built in the early highway construction days along the route of an Old Stage Road. The proposed cutoff, he stated, is a good route but construction is limited by lack of funds. Chairman Chandler informed the delegation that there are a number of requests for economic studies ahead of this one but the Commission will give their request very careful consideration.

A delegation representing the Salem Chamber of Commerce came before the Commission regarding a number of highway projects in the vicinity of Salem. The following people were present: W. H. Hammond, Chairman, Highway Committee; Stanley Shoves, Manager, Chamber of Commerce; Maurice Shepard, Stanley Hammer, O. K. DeWitt, Warren Clark, and James Walton, Highway Committee members, all of Salem. Mr. Hammond, who acted as spokesman, presented a number of requests, as follows: (1) early completion of the North Santiam Highway from Stout Creek to Salem. He thanked the Commission for work already under way on this highway; (2) construction of additional guardrail along the North Santiam Highway at Detroit Reservoir. He commented that the group is pleased to see that a contract was awarded for such work on the previous day; (3) completion of the Rickreall-Dolph Corner cutuff on the Willamina-Salem Highway; (4) that the new North Santiam Highway overpass of the Salem By-pass route be extended westward from its junction with the Airport Road to Mission Street to eliminate a hazardous condition existing at the junction of the Airport Road and the Turner Road. He alleged that many tourists westward bound will not travel the North Santiam Highway as it is not designated as a US route. He asked the Commission to designate this as an alternate route for US20; (5) construction of another interchange on the Portland-Salem Expressway in the vicinity of Chemawa or

Quinaby, north of Salem, so that persons residing in the Keizer, Labish, and adjacent areas may have access to the freeway; (6) he asked that a study be given to the need for connecting or crossover strips between the northbound and southbound lanes of the Portland-Salem Expressway between Salem and Woodburn, primarily for the servicing of wrecks and ambulance service for the injured, as well as to permit law enforcement vehicles to change their direction of travel in an emergency; he also requested (7) that access be provided at the south end of the Salem By-pass between the by-pass route and the old highway route so that persons residing in the southern part of Salem can get onto the by-pass without driving to Mission Street, and so that southbound motorists who have missed the business district of Salem can turn back to Salem.

Concerning the large map boards at the north and south ends of the Salem By-pass, he suggested that they would serve a more practical use if located at a greater distance from the respective intersections and were approached by deceleration lanes which would enable tourists to pull out of the lane of fast traffic to study the maps.

Chairman Chandler indicated that the various requests would be given careful study but no action was taken at this time.

The Commission discussed again a letter reported on the previous day from Senator Warren A. McMinimee requesting an outline of the Commission's policy with respect to the naming of State Parks. The Engineer presented a suggested reply as instructed by the Commission at that time, as follows:

"April 27, 1956

Hon. Warren A. McMinimee, Chairman
Legislative Highway Interim Committee
319 Capitol Building
Salem, Oregon

Dear Senator McMinimee:

Your letter of March 26, requesting information concerning the policy of the State Highway Commission in the naming of state parks was brought to the attention of the Commission at its meeting on April 26 and 27.

The Commission directed that I advise you of the policy of the present and past Commissions in the naming of state parks, as evidenced by past practices of the several Commissions. As a part of its statutory duty and authority in the acquisition, development, construction, improvement, operation, and administration of state parks, the present and past Commissions have named state parks for the primary purpose of identification. The selection of a particular name has, in some instances, been directed toward the association of the park with a particular geographical locality, such as Wallowa Lake State Park.

Some parks have been named in commemoration of early pioneers who played important roles in the history of the State of Oregon, such as the Peter Skene Ogden State Park. Many parks bear the names of their donors who gave the park land to the State, such as Collier State Park. At least one park, the Ben Hur Lampman State Park, bears the name of a man who contributed much to the cultural life of the people of Oregon and the nation in the beauty of poetic verse.

Other parks have been named in honor of persons who have rendered outstanding service to the people of the State of Oregon in the acquisition, development or preservation of scenic places and objects of attraction for the benefit and enjoyment of all people, such as the Samuel H. Boardman Wayside, Jessie M. Honeyman State Park, and Oswald West State Park.

These examples demonstrate the long-standing policy of the Highway Commissions to name parks, as may be most appropriate, in geographical or descriptive terms, for the donors of park lands, and in honor of Oregon pioneers, persons who have contributed greatly to the cultural life of the State,and persons who have been leaders in preserving the wonders and beauty of nature for public enjoyment.

The Commission believes that in renaming the "Short Sand Beach State Park" the "Oswald West State Park" it has conformed to the policy above outlined. Perhaps no one has done so much to preserve the Oregon Coast beaches for all people, and it appears fitting that he be thus honored.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:fp"

The letter was approved by the Commission as an outline of its policy regarding such matters. The Secretary was instructed to sign and forward the letter to Senator McMinimee with a copy to Governor Smith.

The Parks Superintendent presented to the Commission a Five-Year Program for Oregon State Parks covering the period from January 1, 1956 through December 31, 1960. He pointed out briefly that plans are being developed for additional facilities in parks and waysides in line with the present and anticipated public demand. He also called attention to a 20-year Park Program previously submitted and providing for a long range park

development program. Commissioner McIver stated that he had studied the 20-year plan and that it covered the program of park development for which the Commission is striving. The Commission accepted the 20-year plan with instructions to furnish copies to the Legislative Highway Interim Committee and to the Press. Action on the five-year program was deferred pending further study.

Commissioner Reynolds presented a letter from Harold S. Coons, U. S. Forest Supervisor, Baker, Oregon, concerning the state taking over certain small U.S. Forest Service recreation areas adjacent to State highways, under "Special Use Permits". It was Mr. Coons thought that the Forest Service might be interested in having the State take over a number of these areas as they are having difficulty in maintaining them. He commented specifically about the Pioneer Forest Camp near Immigrant Springs Park, two camps along the John Day Highway, and another camp at Dixie Summit. The Engineer stated that this matter was discussed with Forest Service officials in Portland, who had not expressed any particular interest in the proposal. He was instructed to have the areas investigated by the Landscape Engineer and to report the findings.

The Engineer stated that in reconstructing the Coos Bay-Roseburg Highway between Coquille and Myrtle Point, it will be necessary to acquire additional right of way in and near the City of Myrtle Point. In accordance with Oregon law it will therefore be necessary to notify the City concerning this improvement and to ascertain whether or not the City wishes a hearing on the subject. The Commission authorized the Secretary to send formal notice to the City of the Commission's plans for this project as is required by the statutes.

The Engineer reported on requests presented by the Salem delegation which appeared earlier in the day. He stated it would be desirable to construct a traffic interchange on the Portland-Salem Expressway north of Salem near Hopmere at an estimated cost of $60,000 and that it would also be desirable to construct a turn-around facility at the south end of the Salem By-pass as had been requested and which he estimated would cost $10,000. The Commission approved both projects and authorized an expenditure of $70,000 to finance them.

The Commission denied the delegations request for designation of the North Santiam Highway as Alternate US20, and also refused to accept responsibility for the improvement of the Mission Street Connection to the North Santiam Highway.

The meeting adjourned at 12:00 noon and reconvened at 2:00 p.m. with the same persons present except Commissioner McIver, who was excused.

A delegation composed of Hon. Wayne R. Giesy, State Representative from Monroe; Archie Thompson, Corvallis; Dale Hollingsworth, President, Chamber of Commerce, Philomath; Emil Larkin, Benton

County Judge; S. R. Rodriquez, Benton County Chamber of Commerce; Gordon Larson, Industrialist, Philomath; Ben Little, Manager, Consumers Power, Corvallis; Pete DeLaubenfels, Master, Pomona Grange, Corvallis; came before the Commission to urge improvement of the Alsea Highway. Mr. Rodriquez who headed the group introduced the members of the delegation and stated briefly their problem. He declared that the Alsea Highway is inadequate for present traffic between Corvallis and Alsea. Mr. Giesy asked for a location survey in addition to the economic survey made in 1954. He called attention to the increased volume of log hauling that this road carries and that which is expected over this highway. He also pointed out that now on certain peak days as many as 350 truck loads of logs are hauled over the Alsea Highway into the Willamette Valley. Forest Service figures, he stated, indicate the sustained yield of forest products in the Alsea area would amount to 135,000,000 board feet annually. It was his thought that the benefit quotient of 1.85 to 1 previously determined, would now, or in the near future, probably be 4 to 1. He also stated that it would be of great advantage to log haulers if a tunnel were constructed through Alsea Mountain thereby reducing the present long grade. In reply to an inquiry from Commissioner Reynolds, Mr. Giesy stated that the project the delegation is interested in consists of a section 4.6 miles long, beginning at a point east of Alsea and extending easterly over Alsea Mountain. Mr. Rodriquez commented on a statement that he had heard from a number of tourists and other travelers on the Alsea Highway, that they are fearful of meeting log trucks on the curves on the Alsea Mountain section. Mr. DeLaubenfels called attention to the fact that there is no medical or hospital aid west of Alsea and such services must be provided over the Alsea Highway to the east. He also called attention to the large amount of agriculture, dairying, and stock-raising now being conducted in the Alsea Valley. Chairman Chandler stated that the Commission will review the economic study previously made but there is a shortage of Engineers so it will be some time before the location survey can be made and the Commission can make no commitment now. He added that the first thing to be done is to determine whether or not economic changes have occurred since the previous report was rendered. Commissioner Reynolds pointed out that the Commission must treat everybody alike otherwise the Commission would be accused of favoritism. Mr. DeLaubenfels read aloud and presented a written statement in support of their project. This concluded the discussion.

A delegation from the City of Baker came before the Commission concerning highways in and near Baker. The following people were present: W. L. Jackson, Vice Mayor; Benjamin A. Ryder, Councilman; Charles Clark, Councilman; Robert Applegate, City Manager; Fred Young, Mayor. Mr. Jackson, who acted as spokesman, stated that the delegation is much pleased with the Commission's decision with respect to the selection of a new route for US30 close to Baker, and in behalf of the delegation, he thanked the Commission for the action taken earlier in the meeting.

Messrs. Harry Rollins, Robert Coble, Ray Ronnie, Wilbur Connell, and T. R. Avery, residing in Richland and Robinette, and representing the Baker County Roads Committee, came before the Commission concerning roads that will be flooded by reason of construction of the proposed Brownlee Dam on the Snake River. Mr. Rollins acted as spokesman. He read from a letter sent to Warren McMinimee, Chairman of the Highway Interim Committee, on March 23, 1956, requesting high standard road replacement, reconstruction of railroad service, money in lieu of tax values lost by flooding, modernization of Highway 86 between Richland and Halfway and improvement of the county road from Halfway to Oxbow along Pine Creek. He pointed out that a large portion of the county road between Huntington and Robinette would be flooded. The settlement which has been proposed by the Idaho Power Company, he stated, is totally inadequate, and he asked the Commission to consider the whole access problem in connection with the Snake River Dams as a package problem. It was his feeling that the Commission must play an important part in assisting individuals and the County to get fair treatment. He presented a petition signed by several hundred residents in this area urging the immediate replacement of existing roads that will be flooded by the dam construction, such roads to be replaced as nearly as possible to their original site and constructed to State and Federal secondary highway specifications and stabilized for a five-year period. He alleged that local people are not being consulted fairly regarding the matter. Commissioner Reynolds commented that some of the requests are far outside the jurisdiction of the Highway Commission. He assured the delegation that the Commission will make every effort to see that no one was harmed. Chairman Chandler commented that the delegation could be assured that the Commission will not be unfair and will do all in its power to protect the interests of the public, and that the Commission will most certainly insist on the replacement of state highways that will be flooded. He pointed out that any sections of primary state highways which have to be abandoned by reason of flooding will require legislative action for such abandonment.

A delegation representing the US Highway 20 Association came before the Commission to protest a request made by the Salem delegation that the North Santiam Highway be designated as US Highway 20. The following people were present: Reese Esgar, President, US20 Association, Foster; Jim Howes, Manager, US20 Association; A. J. Naterlin and L. J. Bauer, Members, US20 Association; Frank Gilkey, Mayor; L. G. Gardner, President, Tourist Association; D. F. Jackson, Junior Chamber of Commerce, all of Newport; Mel Hammerness, Director, US20 Association; F. M. Woodson, Member, US20 Association, both of Toledo; Robert Sipe, Director, US20 Association; Hal Byer, Manager, Chamber of Commerce; William Scharf, President, Chamber of Commerce, all of Albany; Ellis Bennett, Director, US20 Association; C. H. Craddock, Judge, Harney County; Grover Jamison, Manager, Harney County Chamber of Commerce; Les Swarthout, Chamber of Commerce, all of Burns; Tom McClellan, State Representative from Lincoln County, Neotsu, Ray Cox, Yachats, and Mike Miller, Siletz, Commissioners of Lincoln County; Don Hildebrand, Chamber of Commerce; Gilbert Hildebrand and Vernon

Miller, motel owners, all of Lebanon. Mr. Howes, who acted as spokesman, pointed out that the delegation represents practically every city and town on the existing US20 in Oregon and that all are opposed to any change in the present designation of this route. Chairman Chandler assured the delegation that the Commission does not intend to change the present designation or to ask the American Association of State Highway Officials to do so. Commissioner Reynolds concurred.

Mr. Don Catt, representing the Albany Timber Carnival Association, came before the Commission to propose a change in an agreement form for use of Waverly Lake Park during the Timber Carnival on July 2, 3, and 4, 1956. He commented that at the coming carnival they expect over 100,000 people, including many from out of the State, and that the Timber Carnival is now getting national publicity. The businessmen of Albany, he said, are finding it burdensome to finance the Carnival and he asked the Commission to allow them to make an admission charge of 50 cents per person. Chairman Chandler stated that the Waverly Lake area is a state park and that the Commission feels that the charge would be illegal. The Chief Counsel explained that, although the matter has not been settled completely by law, it is his opinion that the Commission's authority to allow the charge would be very doubtful. The Commission denied the request.

A group of Harney County residents came before the Commission concerning improvement of US395 near Wagontire. Present were Harney County Judge C. W. Craddock; G. N. Jamieson, Secretary of the Burns Chamber of Commerce; E. B. Bennett, Les Swarthout, and Archie McGowan, Members of the Burns Chamber of Commerce. Judge Craddock, who acted as spokesman, stated that the delegation had heard that the improvement had been authorized by the Commission, and he thanked them for their action. Chairman Chandler stated that the Commission had authorized the expenditure of $90,000 to repair the section and it is planned to call bids for this work at the next meeting.

The Commission discussed with the Engineer bids received at the morning session for furnishing marine insurance for the Astoria-Megler ferries. The Engineer pointed out that identical bids in the sum of $7,717.50 were submitted by Durham & Bates, and by R. W. Neighbor & Company, Portland. A coin was tossed to decide the winner. The Commission designated "heads" for Durham & Bates, and "tails" for R. W. Neighbor & Company. Durham & Bates won the toss and was declared the winner.

A delegation representing North Clackamas County Chamber of Commerce came before the Commission to protest the acquisition of additional land by the State Highway Commission for enlargement of highway facilities at the Milwaukie Division Headquarters. The following people were present: Robert W. Franz, President; J. Earl Jones; R. V. Hildebrand, Manager, Richard E. Groener, Director; Don Kearton; John Gray; all members of the North Clackamas County Chamber of Commerce.

Mr. Franz introduced the members of the group. Mr. Jones pointed out that this and other property in the area, which is to be sold by the Federal Government, is ideal industrial property and will be removed from the tax rolls if taken over by the State Highway Commission, or other Governmental Agencies. He pointed out that the State Liquor Commission has taken over 30 acres of valuable land from the area and that the National Guard and the High School have been persuaded not to use property in the Milwaukie Industrial Park Area. There are approximately 80 acres of land remaining unsold and over 60 requests have been received from industry to acquire it. He estimated that the tax value of this land, if developed by industry, at approximately $640,000. He urged the Commission to acquire property elsewhere. Mr. Gray felt that public agencies could probably use less valuable land. Mr. Franz called attention to the fact that the establishment of freeways removed much valuable land from the tax rolls and many people who live in the Milwaukie area work in Portland and schools must be provided at their places of residence. Mr. Groener stated that the Chamber of Commerce would assist in locating property elsewhere and he suggested that the Commission sell its present property at the Milwaukie Division Headquarters. Mr. Hildebrand pointed out that the district had recently voted $2,000,000 for school bonds and sale of the Kellogg area to industry would provide considerable tax relief. Chairman Chandler stated that the Commission plans to acquire 8 to 10 acres between the existing Division Headquarters buildings and the railroad tracks. He pointed out that the Highway Commission has a large investment in its present plant, which is now adequate but must be enlarged for future use. The highway plant, he stated, has been located here for many years and a request was made several years ago to the Federal Government for the additional land. He expressed an understanding of the local problem; however, he said, the Commission has a responsibility to highway users and that the construction and maintenance of highways in itself is a large industry.

The Commission considered briefly and referred to the Engineer for investigation and report a petition from property owners located in the Harvey Road Addition to Cottage Grove requesting a spur access road between Ostrander Lane and the new access to the Eugene-Cottage Grove By-pass highway, at the north entrance to Cottage Grove.

The Commission discussed with the Engineer bids received at the morning session, and at 4:00 p.m. Commissioner Reynolds announced awards of contracts as follows:

"Furnishing marine insurance (hull and machinery coverage) for the Astoria-Megler ferry vessels in Clatsop County: The Commission awarded the contract to Durham & Bates, Portland, at their bid price of $7,717.50 by toss of coin as this was a tie bid with R. W. Neighbor & Co., Portland.

"Construction of a bridge, grading, and stone base on the Nehalem River (Vine Maple) Bridge Section of the Jewell-Elsie (Fishhawk Falls) Highway in Clatsop County: All bids submitted on this project were rejected as being too high.

"Construction of Klaskanine River Bridge on the Youngs River Loop Road, eight miles southeast of Astoria in Clatsop County: The Commission elects to accept the bid of Roger E. Holmes, Olympia, Washington, in the sum of $33,478.60 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Clatsop County is received and the sum of $7,500 is deposited by the County.

"Grade widening on the Humbug Summit Section of the Sunset Highway in Clatsop County: All bids submitted for this project were rejected as being too high.

"Division Nos. 1 and 2 Guardrail project on 4 highways, near Astoria, Vernonia and Tillamook in Clatsop and two other Counties: The Commission awarded the contract to Vern Hoaglin, Beaverton, at his bid price of $8,092.

"Paving Knott Street at Coquille in Coos County: The Commission elects to accept the bid of J. C. Compton, McMinnville, in the sum of $14,466 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of the City of Coquille is received and the sum of $1,600 is deposited by the City.

"Paving Winchester Avenue at Reedsport in Douglas County: The Commission elects to accept the bid of The United Contracting Co., Portland, in the sum of $15,977.50 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of the City of Reedsport is received and the sum of $3,550 is deposited by the City.

"Beech Creek-Mt. Vernon Rock Production on the Pendleton-John Day and Beech Creek Highway in Grant County: The Commission awarded the contract to the low bidder, E. H. Itschner Co., Molalla, at their bid price of $22,950.

"Illumination installation on Second Street Connection (Hood River) in Hood River County: The Commission awarded the contract to the low bidder, G. M. Snider, Inc., The Dalles, at their bid price of $5,100.

"Division No. 4 Oiling Project on 7 highways, near Sisters, Madras, and several other cities in Lake and 5 other Counties: The Commission awarded the contract to the low bidder, J. C. Compton Co., McMinnville, at their bid price of $78,336.

"Grading and paving Gallagher Street at Florence in Lane County: The only bid submitted on this project was rejected as being too high.

"Traffic Signal installation at Albany and Sweet Home in Linn County: The Commission awarded the contract to the low bidder, Rochat Electric, Portland, at their bid price of $10,480.

"Barbur Boulevard Junction Interchange Illumination on Pacific Highway in Multnomah County: All bids submitted on this project were rejected as being too high.

"Median Fence on Harbor Drive in Portland in Multnomah County: The Commission awarded the contract to the low bidder, U. S. Steel Corp., American Steel & Wire Division, Cyclone Fence Department, Portland, at their bid price of $4,994.

"122nd Avenue-Sundial Fencing Project on the T. H. Banfield Expressway, east of Portland in Multnomah County: The Commission awarded the contract to the low bidder, Bill Broderick, Lakeview, at his bid price of $7,780.

"Construction of a bridge, grading and paving of N. E. 28th Avenue, Banfield Expressway, in the City of Portland in Multnomah County: The Commission awarded the contract to the low bidder, Inland Construction Co., Milwaukie, at their bid price of $125,223.

"Grading and paving Arcade Street at Lexington in Morrow County: The Commission awarded the contract to the low bidder, Russell Olson Construction Co., Inc., Pendleton, at their bid price of $10,557.

"Rock Creek-Summit Rock Production Project on the Heppner-Spray Highway in Morrow and Wheeler Counties: The Commission awarded the contract to the low bidder, Barney B. Helser, Beaverton, at his bid price of $26,000.

"Grass Valley-Kent Rock Production Project on the Sherman Highway in Sherman County: The Commission awarded the contract to the low bidder, Vernie Jarl, Gresham, at his bid price of $27,700.

"Construction of Nehalem Drawbridge, Dolphin and Drawrest Replacement in Tillamook County: The Commission awarded the contract to the low bidder, General Construction Co., Portland, at their bid price of $20,680.

"Grading and oiling the Van Sycle-Helix Section of the Helix-Van Sycle County Road northeast of Pendleton in Umatilla County: The Commission elects to accept the bid of Vernie Jarl, Gresham, in the sum of $174,722 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Umatilla County is received and the sum of $39,450 is deposited by the County.

"Beaver Butte Creek & Butte Creek Guardrail Project on the Warm Springs Highway in Wasco County: The Commission awarded the contract to the low bidder R & W Construction Co., Auburn, Washington, at their bid price of $7,062.

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"Grading and paving the Banks Section of the Nehalem Highway in Washington County: The only bid submitted for this project was rejected as being too high.

"Installation of traffic signals at 9 intersections (Tenth Ave. -Dennis Ave.) at Hillsboro in Washington County: The Commission awarded the contract to the low bidder, Trowbridge Electric Co., Roseburg, at their bid price of $28,770.

"Construction of Rock Creek and Beaverton Creek Bridges on the Base Line Road near Hillsboro in Washington County: The Commission elects to accept the bid of Johnston & Bryant, Newberg, in the sum of $60,432.20 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Washington County is received and the sum of $13,550 is deposited by the County.

"Dairy Creek Bridge Widening on the Tualatin Valley Highway, approximately one mile west of Hillsboro in Washington County: The Commission awarded the contract to the low bidder, United Builders, Inc., Beaverton, at their bid price of $84,947.

"Division No. 2 Bridge Replacement Project on 4 highways, near Astoria, Tillamook and Siletz in Yamhill and 2 other Counties: The Commission awarded the contract to the low bidder, Q. L. Rufener, Inc., Portland, at their bid price of $58,320."

The Commission signed agreements, etc. as follows:

"Indentures of Access" on the following properties:

a. Gisborne property on Bear Creek Section of Siuslaw Highway, Lane County.

b. Hise property on Bear Creek Section of Siuslaw Highway, Lane County.

c. Zuber property on Little Pudding River-Stayton Section of North Santiam Highway, Marion County.

d. Newgard property on Lombard Street-Sandy Blvd. Section of Northeast Portland Highway, Multnomah County.

e. Wilson property on Laurel Hill-Still Creek Section of Mt. Hood Highway, Clackamas County.

f. Moore property on Moro-Grass Valley Section of Sherman Highway, Sherman County.

"Bargain and Sale Deeds" re sale of the following properties:

a. To Mr. and Mrs. William F. Van Laeken of 4,750 ft. of excess property near intersection of 33rd Street and N. E. Portland Secondary Highway, Multnomah County, for consideration of $400.

b. To O. C. Yocom Lots 1 and 2, Block 7, of Oak Park Addition to McMinnville, Yamhill County, for consideration of $7,500.

c. To Lulu E. Lindsey excess property on Roseburg Section of Pacific Highway, Douglas County, for consideration of $540.

d. To Louise Randall, .96 acre of excess property on Salem-Silverton Highway, Marion County, for consideration of $288.

"Conveyance" re conveying to City of Florence for public purposes approximately 6,000 sq. ft. of property on Florence-Glenada Section of Oregon Coast Highway, Lane County. Consideration $1.00.

"Deed" conveying to the United States of America certain properties involved in the relocation of the highway necessitated by construction of McNary Dam.

"Grant of Access" granting two 30-ft. accesses to Safeway Stores, Inc., on property they recently purchased on US99E on the northerly edge of Salem.

"Agreement" with Bureau of Public Roads covering construction and maintenance of a special detour road during construction operations on Oregon Forest Highway Project 8-B2, Umpqua. Estimated total cost $8,500; Contractor to pay $6,000 and State to pay $2,500.

"Agreement" with City of Ontario for the widening and construction of curbs and gutters on the Old Oregon Trail Highway in Ontario from the end of existing curbs to west city limits. Estimated cost $27,250. City to pay $9,650; State to pay balance.

"Agreement" with Douglas County abandoning old right of way of Elbow Lake-Gardiner Section of Oregon Coast Highway, Douglas County.

"Agreement" with Umatilla County abandoning old right of way of Havana Section of Havana-Helix Secondary Highway, Umatilla County.

"Agreement" between Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Southern Pacific Company and State of Oregon, covering sewer easement at Burnside Bridge on Banfield Expressway in Portland.

"Agreement" re execution of a license agreement with Pacific Power and Light Company covering installation of a mercury vapor street lighting unit at Trent Junction on Willamette Highway, Lane County.

"Agreement" with City of Hillsboro covering the moving of water distribution facilities on the Hillsboro-Cornelius Section of Tualatin Valley Highway, Washington County.

"Permit Agreements" with Mr. and Mrs. Charles S. Zimmerman and Mr. and Mrs. Don G. Betson, Tiller, covering encroachment of their fence upon highway right of way on Tiller-Trail Highway.

"Contract" with Pacific Telephone and Telegraph Company covering the use of 60 speed teletypewriter channel with equipment at 9 locations. Monthly charge $1,170.75. Installation charge $569.

"Agreements" (5) with State Game Commission covering the stocking of game fish in state highway property.

"Agreements" (3) covering construction of boat launching ramps in Rogue River.

"Agreement" with Wasco County, The City of The Dalles and Port of The Dalles, covering the proposed traffic study in the City of The Dalles and vicinity. (Authorized 12-19-55.)

"Agreement" with the City of Taft covering the Special City Allotment Project on West Pacific Avenue. (Authorized 12-19-55.)

"Agreement" with City of Coquille covering the Special City Allotment Project on Knott Street. (Authorized 12-19-55.)

"Maintenance & Finance Agreement" with Clatsop County covering the Klaskanine River Bridge Project on FAS 571. (Authorized 1-26-56.)

"Abandonment Agreement" covering Bradley Park-Wauna Section of the Columbia River Highway in Clatsop County.

"Agreement" with the Highway Commission, Umatilla County and Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company, relative to easement and construction agreement covering the Havana Grade Crossing on the Havana-Helix Highway in Umatilla County. (Contract 4542 involving this grade crossing awarded 10-20-55.)

"Finance & Maintenance Agreement" with Crook County covering the Barnes Butte Road Section of FAS 683. (Authorized 11-3-55.)

"Agreement" with City of Sweet Home covering the proposed traffic signal installation at the intersection of "M" Street and 18th Street in Sweet Home. (Authorized 1-26-56.)

"Grant of Access" to the Francis E. Robbins property on the Wilkes Road, in Multnomah County.

"Special Use Permit" from US Bureau of Land Management for use of land as a part of Susan Creek State Park.

"Contract" with District of Public Works (US Navy) re furnishing of an inspector for paving work on the Naval installation at Klamath Falls.

There being no further business to come before the Commission at this time the meeting was declared adjourned at 4:15 p. m.

State Highway Engineer

Chairman

Commissioner

Secretary

Commissioner

April 27, 1956

EXHIBITS "A" through "J"

MINUTES

of the

OREGON STATE HIGHWAY COMMISSION MEETING

held on

April 26 and 27, 1956

EXHIBIT "A"

Minutes of April 26 and 27, 1956

RESOLUTION

WHEREAS, in connection with the future improvement of the highway herein designated, and for the convenience and benefit of the public, it is and has been necessary to acquire property for rights of way, quarry sites, gravel or other material sites, sites for the storage of materials, and properties for other purposes authorized by statute as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the following described properties are hereby declared to be necessary for state highway, park, and other uses under the jurisdiction of the Commission, and that the several options or bases of settlement hereinafter enumerated be, and the same hereby are approved and accepted, and that the attorney for the Commission be, and he hereby is, instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon, by and through its State Highway Commission. The said properties hereby ordered and authorized to be acquired are as follows:

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND-SALEM EXPRESSWAY

20985 Romine, H. H. et al (Smith)
Right of Way
Option expires October 2, 1956

5,273 sq. ft. at $0.10 per sq. ft. $ 527.30

Amount to be paid Romines - chrg to Right of Way $ 527.30

Access controlled - none allowed -

22780 Fischer, Paul M. and Dala E. (Smith)
Right of Way and Excess
Option expires September 28, 1956

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND-SALEM EXPRESSWAY (Cont)

22780 Fischer, Paul M. and Dala E. (Cont)

10,570 sq. ft. at $0.30- per sq. ft.	$3,170.00	
8,550± sq. ft. at $0.05+ per sq. ft.	430.00	
House, 1,560 sq. ft. at $11 per sq. ft.	17,160.00	
Yard improvements	650.00	
Garage	240.00	
Allow. for taxes	60.00	
Amount to be paid owners - chrg to Right of Way (10,570 sq. ft. R/W, 8,550± sq. ft. Excess)		$21,710.00

Grantors to rent or vacate 30 days from notice or 5 days from final payment, whichever is later. Rental to be month to month basis, at $118.58 per mo.

Entire taking -

24810 Weber, James P. and Loretta (Smith)
Right of Way
Option expires September 25, 1956

6,500 sq. ft. at $0.20 per sq. ft.	$ 1,300.00	
House, 1,104 sq. ft. at $8- per sq. ft.	8,800.00	
Garage, 240 sq. ft. at $2 per sq. ft.	480.00	
Walks, shrubs and drive	110.00	
Amount to be paid owners - chrg to Right of Way		$10,690.00

Grantors to vacate or rent 30 days after date of acceptance or within 5 days after final payment, whichever is the later date.

Entire taking -

22713 Page, Ruth C. et al (Grant)
Right of Way
Option expires July 11, 1956

14,560 sq. ft. at $0.06- per sq. ft.	$ 870.00

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND-SALEM EXPRESSWAY (Cont)

22713 Page, Ruth C. et al (Cont)

House, 912 sq. ft. at $5.66+ per sq. ft.	$ 5,170.00	
Improvements	440.00	
Damage	320.00	
Amount to be paid owners - chrg to Right of Way		$ 6,800.00

Grantors to vacate or rent property, 5 days after payment.

Access controlled - none allowed -

22726 Edwards, Harry L. and Althabel (Smith)
Right of Way
Option expires September 11, 1956

1.445 acres at $3,500+ per acre	$ 5,060.00	
22,200 sq. ft. at $0.11- per sq. ft.	2,440.00	
House, 940 sq. ft. at $9/sq. ft., attached garage, 220 sq. ft. at $3.35/sq. ft.	9,200.00	
House, 640 sq. ft. at $6.80- per sq. ft.	4,350.00	
Garage and shed	200.00	
Driveway and retaining wall	750.00	
Lawn and shrubs	350.00	
Damages	150.00	
Allow. for taxes	76.00	
Amount to be paid owners - chrg to Right of Way		$22,576.00

Access controlled -

23677 Fritz, Chester A. and Alice M. (Smith)
Right of Way
Option expires September 15, 1956

5,000 sq. ft. at $0.20 per sq. ft.	$ 1,000.00	
House, 687 sq. ft. at $7.50+ per sq. ft.	5,200.00	
Improvements	300.00	
Amount to be paid owners - chrg to Right of Way		$ 6,500.00

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND-SALEM EXPRESSWAY (Cont)

23677 Fritz, Chester A. and Alice M. (Cont)

Grantor to rent or vacate within 30 days after notice of acceptance, or 5 days after receipt of payment, whichever is the later date.

Entire taking -

LAUREL HILL-STILL CREEK SECTION - MT. HOOD HIGHWAY

23907 Darr, Everett L. and Ida M. (CORRECTION) (Stuntz)
Right of Way
Warranty Deed signed March 29, 1956

5.61 acres, lump sum	$4,850.00	
Timber	516.00	
Amount to be paid owners - chrg to Right of Way		$5,366.00

THINGS TO BE DONE BY THE STATE

Construct frontage road on 1.53 acre, parcel 4. Construct approach roads to both sides of hwy. at approx. Sta. 72+08, S. side and Sta. 72+50, N. side, but not obligated to construct approach rd. at 34+37. Arrange to continue existing flow of water at Sta. 62+50 to existing channel Southerly of Sta. 65+00. Access: Stas. 34+37, 72+08, S., and 72+50, N., private residential use, only. Commission approval November 4, 1955, 3.95 acres, timber, and (2,340 sq. ft. - gratis) $5,366.

Access controlled -

24672 Lawton, Maryanne Hill (Stuntz)
Right of Way
Option expires October 2, 1956

10,000 sq. ft. at $0.07 per sq. ft.	$ 700.00	
House, 684 sq. ft at $5.70- per sq. ft.	3,900.00	
Amount to be paid owner - chrg to Right of Way (2,500 sq. ft., R/W, 7,500 sq. ft., Excess)		$4,600.00

Grantor to vacate or rent 30 days from notice.

Entire taking -

EXHIBIT "A" (Cont)

ROOSTER ROCK STATE PARK SECTION - COLUMBIA RIVER HIGHWAY

24714 Dimmitt, Oliver L. and Alva L. (Landon)
Pipe Line Easement
Easement executed March 26, 1956

Easement, 20' in width, 0.16± acre, lump sum	$ 25.00	
Amount to be paid owners - chrg to Parks		$ 25.00

Access not controlled -

24713 Gilbaugh, Mary M. (Landon)
Pipe Line Easement
Easement executed March 26, 1956

Easement, 20' in width, 0.14± acre, lump sum	$ 25.00	
Amount to be paid owner - chrg to Parks		$ 25.00

Access not controlled -

WASHINGTON COUNTY LINE-HILLSDALE SECTION - BEAVERTON-HILLSDALE HIGHWAY

24675 Surrat, Albert C. and Doris (Smith)
Right of Way
Option expires September 26, 1956

1,000 sq. ft. at $0.10 per sq. ft.	$ 100.00	
Amount to be paid owners - chrg to Right of Way		$ 100.00

Access not controlled -

24678 Baynham, Ernest H. S. et al (Smith)
Right of Way
Option expires September 26, 1956

6,250 sq. ft. at $0.20 per sq. ft.	$ 1,250.00
House, 768 sq. ft. at $8.25 per sq. ft.	6,336.00
Retaining wall, drive, walks and shrubs	364.00
Allow. for taxes	16.00

EXHIBIT "A" (Cont)

WASHINGTON COUNTY LINE - HILLSDALE SECTION - BEAVERTON-HILLSDALE HIGHWAY (Cont)

24678 Baynham, Ernest H. S. et al (Cont)

Amount to be paid owners - chrg to Right of Way $ 7,966.00
$7,288.31 to be paid to Baynhams and remainder, $677.69 less cost of title insurance, to be paid Eusters. (520 sq. ft. R/W, 5,730 sq. ft. Excess)

Entire taking -

24674 Ihde, Clifford J. and Wilma H. (Smith)
Right of Way
Option expires September 27, 1956

0.02 acre, lump sum $ 100.00

Amount to be paid owners - chrg to Right of Way $ 100.00

Access not controlled -

24682 Heusser, Erwin and Frieda (Smith)
Right of Way
Option expires October 11, 1956

260 sq. ft. land, improvements and damages, lump sum $ 750.00

Amount to be paid owners - chrg to Right of Way $ 750.00

Grantors may remove existing steps from property up to hwy., however, if not removed prior to construction time State may remove same, without claim or damage. Grantors permitted to place steps on new slopes to hwy. level. Grantors permitted to remove shrubs prior to construction and if State required to move same, no claim of damage shall be made.

Access not controlled -

24676 Sander, Joyce Eastman and William A. (Smith)
Right of Way
Option expires October 10, 1956

1,000 sq. ft. at $0.10 per sq. ft. $ 100.00

Amount to be paid owners - chrg to Right of Way $ 100.00

Access not controlled -

EXHIBIT "A" (Cont)

HILLSBORO-ONE WAY STREET SECTION - TUALATIN VALLEY HIGHWAY

24661 Hood, Oscar and Ada May (Grant)
Right of Way
Option expires October 2, 1956

871 sq. ft. at $0.30 per sq. ft.	$ 261.30
150 ft. of hedge at $1.50+ per ft.	226.20
Amount to be paid owners - chrg to Right of Way	$ 487.50

Access not controlled -

24662 Hill, Victor J. and Emma M. (Grant)
Right of Way
Option expires October 5, 1956

436 sq. ft. at $0.30 per sq. ft.	$ 130.80
90 feet of hedge at $1.50 per ft.	135.00
2 driveways and trees	141.70
Amount to be paid owners - chrg to Right of Way	$ 407.50

Access not controlled -

24663 Reeves, Clifford E. and Vivian P. (Grant)
Right of Way
Option expires October 2, 1956

436 sq. ft. at $0.30 per sq. ft.	$ 130.80
Moving approx. 85 ft. of picket fence	119.20
Amount to be paid owners - chrg to Right of Way	$ 250.00

Access not controlled -

CORNELIUS-HILLSBORO UNIT - FOREST GROVE-HILLSBORO SECTION - TUALATIN VALLEY HIGHWAY

22348 LeCrone, Rolfe and Erma (Stuntz)
Right of Way
Option expires September 11, 1956

10,300 sq. ft. at $0.12 per sq. ft.	$1,236.00
Fruit trees	200.00
Severance damage	814.00
Amount to be paid owners - chrg to Right of Way	$2,250.00

EXHIBIT "A" (Cont)

CORNELIUS-HILLSBORO UNIT-FOREST GROVE-HILLSBORO SECTION-TUALATIN VALLEY HIGHWAY (Cont)

22348 LeCrone, Rolfe and Erma (Cont)

THINGS TO BE DONE BY THE STATE

Construct road approaches at Stations 113+57 and 114+47, South side. Access same, unrestricted.

Access controlled -

24391 Gould, James Lavern and Geraldine (Smith)
Right of Way
Option expires April 19, 1956

0.82 acre at $3,500 per acre, homesite	$ 2,870.00
Replacement of lawn	150.00
Moving 500 gal. oil tank	80.00
Allow. for moving house, garage and machine building, low bid by Star Construction Company	6,883.00

Amount to be paid owners - chrg to Right of Way $9,983.00

Grantor to remove all buildings, shrubs, etc. from r/w by June 1, 1956.

THINGS TO BE DONE BY THE STATE

Construct and blacktop new approach 25' wide.

Access not controlled -

Confirmation of phone approval by Mr. McIver April 18, 1956.

24426 Krick, William H. and Iza L. (Stunts)
Right of Way
Option expires September 8, 1956

4,650 sq. ft. at $0.05+ per sq. ft.	$ 235.00
Lawn, retaining wall, shrubs and driveway	400.00
Encroachment damage	765.00

Amount to be paid owners - chrg to Right of Way $1,400.00

Access: Sta. 50+40, S. side of hwy., unrestricted.

Access controlled -

EXHIBIT "A" (Cont)

CORNELIUS-HILLSBORO UNIT-FOREST GROVE-HILLSBORO SECTION - TUALATIN VALLEY HIGHWAY (Cont)

24394 Simantel, George and Bertha (Smith)
Right of Way
Option expires August 26, 1956

3,920 sq. ft. at $0.06+ per sq. ft.	$ 240.00	
Allow. for fencing	435.00	
Amount to be paid owners - chrg to Right of Way		$ 675.00

Access not controlled -

24395 Simantel, Harold V. and Frances (Smith)
Right of Way
Option expires August 26, 1956

3,049 sq. ft. at $0.05+ per sq. ft.	$ 160.00	
Allow. for fencing	390.00	
Amount to be paid owners - chrg to Right of Way		$ 550.00

Access not controlled -

24397 School Dist. #2 of Washington Co. (Grant)
Right of Way
Option expires September 1, 1956

2,178 sq. ft. at $0.06- per sq. ft.	$ 130.00	
Allow. for moving fence	70.00	
Amount to be paid owners - chrg to Right of Way		$ 200.00

Grantor to move fence by April 1, 1956, or it becomes property of State.

Access not controlled -

24400 Buerke, Ervin John and Mary E. (Grant)
Right of Way
Option expires September 1, 1956

6,534 sq. ft. at $0.06 per sq. ft.	$ 392.04	
Improvements	100.00	
Damage	307.96	
Amount to be paid owners - chrg to Right of Way		$ 800.00

EXHIBIT "A" (Cont)

CORNELIUS-HILLSBORO UNIT-FOREST GROVE-HILLSBORO SECTION-TUALATIN VALLEY HIGHWAY (Cont)

24400 Buerke, Ervin John and Mary E. (Cont)

Grantor to remove trees, shrubs, etc., by April 1, 1956, or they become property of State.

Access not controlled -

24409 Brindle, Lucy G. et al (Black)
Right of Way
Option expires September 21, 1956

19,602 sq. ft. at $0.20 per sq. ft.	$3,920.40
Moving allow., fruit stand, etc., lump sum	500.00
Yard improvements	100.00
Damage	1,479.60

Amount to be paid owners - chrg to Right of Way $6,000.00

Grantor to remove fruit stand from r/w 30 days after notice, otherwise it becomes property of State.

Access: 118+10, 116+90, 118+70, 120+50, South side, unrestricted. State to const. all approaches 25' wide at r/w line.

Access controlled -

24557 Shadden, Dee F. and Frances E. (Grant)
Right of Way
Option expires September 29, 1956

0.10 acre, lump sum	$ 100.00

Amount to be paid owners - chrg to Right of Way $ 100.00

Access not controlled -

24559 Van Loo, Maurice A. and Clara M. (Grant)
Right of Way and Excess
Option expires September 28, 1956

23,250 sq. ft. at $0.10+ per sq. ft.	$2,330.00
68,226 sq. ft. at $0.04+ per sq. ft.	2,730.00
House, 1,287 sq. ft. at $3 per sq. ft.	3,861.00
Barn, outbuildings, well, trees, driveway and lawn	2,379.00

CORNELIUS-HILLSBORO UNIT-FOREST GROVE-HILLSBORO SECTION-TUALATIN VALLEY HIGHWAY (Cont)

24559 Van Lee, Maurice A. and Clara M. (Cont)

Amount to be paid owners - chrg to Right of Way $11,300.00
(38,800 sq. ft. R/W, 52,676 sq. ft. Excess)

Grantor may keep water pump, pipe and oil space heater. Grantor to vacate or rent 30 days after receipt of payment from State. Grantor to remove all fence, shrubs, trees, pipe, hay, etc., by June 22, 1956, or they become property of State.

Entire taking -

24677 Adkinson, Frank W. et al (Grant)
Right of Way
Option expires September 28, 1956

0.01 acre, lump sum	$ 25.00	
Amount to be paid owners - chrg to Right of Way		$ 25.00

Access not controlled -

24414 Karn, W. R. and Lena R. (Black)
Right of Way
Option expires September 15, 1956

0.26 acre at $1,600 per acre	$ 416.00	
39 rods fencing at $4 per rod	156.00	
150 feet of 8" tile at $1 per ft.	150.00	
Amount to be paid owners - chrg to Right of Way		$ 722.00

Grantor to allow State to enter on remaining property for placing fill and reconstructing approach. Fill to extend past fence line to west.

THINGS TO BE DONE BY THE STATE

Road approach to be constructed to equal or better grade than existing approach. Place culvert through fill within right of way.

Access: Stas. 86+00 and 91+00, N. side of hwy., unrestricted.

Access controlled -

EXHIBIT "A" (Cont)

CORNELIUS-HILLSBORO UNIT-FOREST GROVE-HILLSBORO SECTION
TUALATIN VALLEY HIGHWAY (Cont)

24415 Shulke, Robert A. and Gladys (Black)
Right of Way
Option expires September 13, 1956

0.17 acre at $1,600 per acre	$ 272.00
18 rods fencing at $4 per rod	72.00
6" tiling, lump sum	60.00

Amount to be paid owners - chrg to Right of Way $ 404.00

Access: Stas. 82+00 and 83+00, N. side of hwy., unrestricted.

Access controlled -

24419 Lederbrand, Floyd C. et al (Black)
Right of Way and Excess
Option expires September 13, 1956

10,000 sq. ft., lump sum $2,200.00

Amount to be paid owners - chrg to Right of Way $2,200.00
(5,000 sq. ft. R/W, 5,000 sq. ft. Excess)

Entire taking -

24575 O'Connell, Fred B. and Lulu May (Black)
Right of Way and Excess
Option expires August 7, 1956

200 F.F. at $20 per F.F.	$ 4,000.00
Improvements, lump sum (new Texaco Serv. Sta.)	26,000.00

Amount to be paid owners - chrg to Right of Way $30,000.00
(.23 acre R/W, .27 acre, Excess)

Grantor to give possession or rent, 30 days from notice.
The gas pumps (6), echo islanders (3), banjo sign and lubsters(9) belong to the Texas Company.

Entire taking -

24722 Behrman, Henry et al (Smith)
Right of Way
Option expires September 13, 1956

Land, trees, damage, lump sum $ 750.00

EXHIBIT "A" (Cont)

CORNELIUS-HILLSBORO UNIT-FOREST GROVE-HILLSBORO SECTION-TUALATIN VALLEY HIGHWAY (Cont)

24722 Behrman, Henry et al (Cont)

Amount to be paid owners - $420 to Henry Behrman
$332 to L. B. Hodges
Chrg to Right of Way $ 750.00

Access not controlled -

24412 Boyd, Connie E. and Olive (Black)
Right of Way and Excess
Option expires September 20, 1956

200 F.F. at $20 per F.F.	$ 4,000.00
House, 930 sq. ft. at $5 per sq. ft.	4,650.00
Garage, 280 sq. ft. at $1.50 per sq. ft.	420.00
Lawn, fence, etc., lump sum	300.00
Fruit stand, 860 sq. ft., lump sum	3,630.00

Amount to be paid owners - chrg to Right of Way $13,000.00
(.23 A. R/W, .28 A. Excess)
Grantor to vacate 15 days after notice.

Entire taking -

24646 C. C. Ruth and Company (Grant)
Easement for Drainpipe
Easement signed April 4, 1956

Easement (956 sq. ft. ±) $ 1.00

Amount to be paid owners - chrg to Right of Way $ 1.00

Access not controlled -

24664 Werner, Don E. and Maxine V. (Grant)
Right of Way
Option expires August 8, 1956

2,178 sq. ft. at $0.12 per sq. ft.	$ 261.36
Trees	150.00
Damage	188.64

Amount to be paid owners - chrg to Right of Way $ 600.00

EXHIBIT "A" (Cont)

CORNELIUS-HILLSBORO UNIT-FOREST GROVE-HILLSBORO SECTION-TUALATIN VALLEY (Cont)

24664 Werner, Don E. and Maxine V. (Cont)

Grantor to remove trees, shrubs, etc., by April 1, 1956, or they become property of State.

THINGS TO BE DONE BY THE STATE

Construct approaches to r/w line.

Access: 120+10 and 121+20, north side of hwy., unrestricted.

Access controlled -

24003 Emmott, L. F. et al (Stuntz)
Right of Way
Option expires September 6, 1956

0.98 acre at $500+ per acre	$ 500.00	
Fencing	150.00	
Amount to be paid owners - chrg to Right of Way		$ 650.00

Access: 50+35, N. side of hwy., unrestricted.

Access controlled -

24385 Werner, Donald E. et al (Smith)
Right of Way
Option expires August 27, 1956

0.4 acre and damages, lump sum	$ 800.00	
Amount to be paid owners - chrg to Right of Way		$ 800.00

Access not controlled -

24427 Schendel, A. F. and Mabel (Stuntz)
Right of Way
Option expires September 6, 1956

6,969 sq. ft. at $0.06+ per sq. ft.	$ 420.00	
Fence	50.00	
Trees	70.00	
Amount to be paid owners - chrg to Right of Way		$ 540.00

EXHIBIT "A" (Cont)

CORNELIUS-HILLSBORO UNIT-FOREST GROVE-HILLSBORO SECTION-TUALATIN VALLEY (Cont)

24427 Schendel, A. F. and Mabel (Cont)

Access: 55+25, N. side of hwy., unrestricted.

Access controlled -

24421 Stafford, William and Mildred (Stuntz)
Right of Way
Option expires October 11, 1956

6,500 sq. ft. at $0.15 per sq. ft.	$ 975.00
4 trees, 100 ft. of 8' hedge	250.00
Damage	3,975.00

Amount to be paid owners - chrg to Right of Way $5,200.00

Access: 67+70, 25' wide, S. side of hwy., unrestricted.

Access controlled -

24795 Herinckx, Victor D. and Dora M. (Grant)
Right of Way
Option expires October 11, 1956

0.04 acre, lump sum	$ 25.00

Amount to be paid owners - chrg to Right of Way $ 25.00

Access not controlled -

GLENWOOD-NORTH PLAINS SECTION - WILSON RIVER HIGHWAY

24574 Oberg, Melvin N. and Irene L. (Stuntz)
Right of Way
Option expires August 31, 1956

.39 acre $400- per acre	Est.	$ 155.00
In exchange for 2.04 acre, surplus at $71+/A.	Est.	145.00

Amount to be paid owners - chrg to Right of Way $ 10.00

Grantor to repair damaged irrigation line.

THINGS TO BE DONE BY THE STATE

Convey to Grantors 2.04 acres acquired from Horace Woodward (File #14722), as an exchange part of the settlement upon the

EXHIBIT "A" (Cont)

GLENWOOD-NORTH PLAINS SECTION - WILSON RIVER HIGHWAY (Cont)

24574 Oberg, Melvin N. and Irene L. (Cont)

grounds and for the reason that the said property, in the opinion of the Commission, is no longer needed, required, or useful for highway purposes, and the value of the property to be acquired by the State is not less than the value of the property to be relinquished by the State, and the cash to be paid by the State.

No access. Existing farm crossing at Sta. 2253+20.

Access controlled -

FURTADO CREEK BRIDGE SECTION - FISHHAWK FALLS HIGHWAY

24702 French, Dorothy F. (Benner)
Right of Way
Option expires October 8, 1956

0.7 acre at $50 per acre	$ 35.00
0.5 acre at $240 per acre	120.00
23.5 rods fencing at $4 per rod	94.00

Amount to be paid owner - chrg to Right of Way $ 249.00

Grantor to move fencing by April 30, 1956 or it becomes property of State.

Access not controlled -

SEASIDE SECTION - OREGON COAST HIGHWAY

23351 Haines, Carrie Elizabeth and Mark (Gemmell)
Right of Way
Option expires August 28, 1956

2800 sq. ft., lump sum $ 250.00

Amount to be paid owners - chrg to Right of Way $ 250.00

Entire taking -

23728 Spokane, Portland and Seattle Railway Company (Chidsey)
Easement for Right of Way
Executed March 19, 1956

Easement 0.11 acre Gratis

EXHIBIT "A" (Cont)

SEASIDE SECTION - OREGON COAST HIGHWAY (Cont)

23728 Spokane, Portland and Seattle Railway Company (Cont)

Easement granted upon the condition that if and when the easement is no longer used by the State of Oregon for highway purposes, all rights shall revert to the Railway Company.

B.P.R. PROJECT

NESKOWIN-SALMON RIVER SECTION - OREGON COAST HIGHWAY

24133 Affolter, Lee and Clara (Benner)
Right of Way and Excess
Option expires September 18, 1956

25± acres at $40± per acre $1,000.00

Amount to be paid owners - chrg to Right of Way $1,000.00
(20 A. R/W, 5 A. Excess)

Access controlled - none allowed -

McMINNVILLE SECTION - PACIFIC HIGHWAY WEST

24704 Yocom, O. C. and Yocom, O. C., Jr. (Parker)
Maintenance Site
Option expires September 15, 1956

2.39 acres plus improvements $40,000.00
State to deed Lots 1 and 2, Block 7 to Grantors for consideration to be deducted -7,500.00

Amount to be paid owners - chrg to Maintenance Sites $32,500.00

Grantor may leave lumber piled on s.w. corner of property, 1 yr. from acceptance.

THINGS TO BE DONE BY THE STATE

As a part of the consideration the State is to deed Lots 1 & 2, Block 7, Oak Park Addition to the City of McMinnville to above grantors as an exchange part of the settlement upon the grounds and for the reason that the said property, in the opinion of the Commission, is no longer needed, required, or useful for highway purposes,

EXHIBIT "A" (Cont)

McMINNVILLE SECTION - PACIFIC HIGHWAY WEST (Cont)

24704 Yocom, O. C. and Yocom, O. C., Jr. (Cont)

and the value of the property to be acquired by the State is not less than the value of the property to be relinquished by the State, and the cash to be paid by the State. Possession of the two properties is to be exchanged as near after May 1, 1956 as possible.

VALLEY JUNCTION-SHERIDAN SECTION - SALMON RIVER HIGHWAY

24110 Harris, Iloff B. and Helene A. (Gemmell)
Right of Way
Option expires June 27, 1956

8 acres at $225 per acre	$1,800.00
2 acres at $100 per acre	200.00
Damage	700.00

Amount to be paid owners - chrg Right of Way $2,700.00

(2.86 acres R/W and 7.14± acres Excess)

THINGS TO BE DONE BY THE STATE

Fence right of way.

Access controlled - none allowed -

Confirmation of phone approval by Mr. Reynolds, March 7, 1956.

SALEM BY-PASS-JEFFERSON JUNCTION SECTION - PACIFIC EAST HIGHWAY

24314 Lorenz, L. C. and B. M. (Benner)
Right of Way
Option expires October 4, 1956

2.71 acres±, lump sum $1,600.00

Amount to be paid owners - chrg to Right of Way $1,600.00
(0.94 acre, R/W, 1.77 acre Excess)

Entire taking -

S.P. OVERCROSSING-LANE COUNTY LINE SECTION - PACIFIC EAST HIGHWAY

23579 Bond, Frank N. and Madge (Benner)

EXHIBIT "A" (Cont)

S. P. OVERCROSSING-LANE COUNTY LINE SECTION - PACIFIC EAST HIGHWAY (Cont)

23579 Bond, Frank N. and Madge (Cont)
Quarry Site
Option expires September 29, 1956

12 acres, lump sum	$3,000.00	
Amount to be paid owners - chrg to Quarry Site		$3,000.00

THINGS TO BE DONE BY THE STATE

Extend present hauling road to Southerly line of above parcel, and install gate. State to fence property taken. Grantor reserves perpetual easement over road.

This supersedes and cancels previous option approved June 30, 1955 for 7± acres, $2,400. plus estimated tax of $25, Grand Total - $2,425.

McCULLOUGH CREEK SECTION - SILETZ HIGHWAY

24697 Kosydar, John (Benner)
Right of Way
Option expires October 5, 1956

0.04 acre, lump sum	$ 50.00	
Amount to be paid owner - chrg to Right of Way		$ 50.00

Access not controlled -

24698 Gutza, John G. (Benner)
Right of Way
Option expires October 5, 1956

0.36 acre at $300 per acre	$ 108.00	
12 rods fencing at $4 per rod	48.00	
Amount to be paid owner - chrg to Right of Way		$ 156.00

Grantor to move fences by April 30, 1956 or they become property of State.

Access not controlled -

EXHIBIT "A" (Cont)

SOUTH NEWPORT SECTION - OREGON COAST HIGHWAY

23459 Smull, Margaret M. and C. W. Parks (Landon)
Deed signed March 12, 1956

13,000 sq. ft., lump sum	$ 400.00	
Amount to be paid owners - chrg to Parks		$ 400.00

Entire taking -

FERRY STREET BRIDGE-MOHAWK ROAD SECTION - EUGENE-SPRINGFIELD HIGHWAY

24752 Pengra, Mahlon N. et al (Holt)
Right of Way
Option expires September 11, 1956

.468 acres, homesite	$1,500.00	
House, 742 sq. ft. at $8- per sq. ft.	5,935.00	
Garage, 465 sq. ft. at $3 per sq. ft.	1,395.00	
Well and pump	170.00	
Amount to be paid owners - chrg to Right of Way		$9,000.00

Grantor to vacate within 30 days of date of acceptance or sign rental agreement.

Entire taking -

SHADY-CANYONVILLE SECTION - PACIFIC HIGHWAY

24577 Ulam, Clay and Ruby (Holt)
Slide Area
Option expires July 26, 1956

3.72 acres at $135- per acre	$ 500.00	
Amount to be paid owners - chrg to Right of Way		$ 500.00

Grantor gives the right of immediate entry.

THINGS TO BE DONE BY THE STATE

Re-establish fence along new r/w line.

EXHIBIT "A" (Cont)

SHADY-CANYONVILLE SECTION - PACIFIC HIGHWAY (Cont)

24577 Ulam, Clay and Ruby (Cont)

Option expressly subject to access provisions in prior agreement on May 17, 1954, under File No. 21861.

Access controlled - none allowed -
Confirmation of approval by Mr. McIver, March 15, 1956.

24753 Ulam, Clay and Ruby (Morgan)
Right of Way and Slide Correction
Option expires September 28, 1956

1.97 acres at $100+ per acre	$ 200.00
35 M. B. F. at $20 per M. B. F.	700.00

Amount to be paid owners - chrg to Right of Way $ 900.00

Present accesses not affected.
State or its agents may enter upon Grantors' adjoining property to correct slide and reconstruct fence.

Access controlled - none allowed -

UMPQUA BEND-SOUTH UMPQUA RIVER UNIT-MYRTLE CREEK-CANYONVILLE SECTION

23745 Church, James E. et al SUPPLEMENTAL REPORT (Holt)
Right of Way
Option expires February 9, 1956

Cost of replacing well per low bid by Kenneth Bare	$1,479.60
Cost of purification unit payable to E.E. Church et al	300.00

Amount to be paid owners - chrg to Right of Way $1,779.60

Previous approval August 11, 1955, to pay owners $18,750.00 for property, damages and moving. Also convey 5.42 acres plus furnishing well, est. $1,000.00.

Access controlled - none allowed -

EXHIBIT "A" (Cont)

JUMP OFF JOE CREEK-GRANTS PASS SECTION - PACIFIC HIGHWAY

24505 Mills, Homer and Zelva R. (Morgan)
Right of Way
Option expires August 28, 1956

2.4 acres at $210- per acre	$ 500.00	
Amount to be paid owners - chrg to Right of Way		$ 500.00

THINGS TO BE DONE BY THE STATE

Fence right of way.

Access controlled - none allowed -

24510 Bjorge, Dewey et al (Morgan)
Right of Way
Option expires August 28, 1956

4 acres at $200 per acre	$ 800.00	
Amount to be paid owners - chrg to Right of Way		$ 800.00

Access controlled - none allowed -

23608 Horn, Richard C. and Dorothy T. (Morgan)
Right of Way
Option expires September 13, 1956

10.93 acres at $75+ per acre	$ 825.00	
Timber	740.00	
Severance damage	325.00	
Amount to be paid owners - chrg to Right of Way		$1,890.00

THINGS TO BE DONE BY THE STATE

Provide frontage road on east side.

Access controlled - none allowed except to frontage road on east side.

24518 Cochrane, Curtis M. and Grace M. (Morgan)
Right of Way
Option expires September 25, 1956

4 acres at $150 per acre	$ 600.00
14.6 acres at $75+ per acre	1,100.00
Severance damage	200.00

EXHIBIT "A" (Cont)

JUMP OFF JOE CREEK-GRANTS PASS SECTION - PACIFIC HIGHWAY (Cont)

24518 Cochrane, Curtis M. and Grace M. (Cont)

Amount to be paid owners - chrg to Right of Way $1,900.00

Access controlled - none allowed -

24514 Peterson, Harvey O. (Morgan)
Right of Way
Option expires October 4, 1956

11.71 acres at $75 per acre $ 880.50

Amount to be paid owner - chrg to Right of Way $ 880.50

Access controlled - none allowed -

24519 Moisef, John and Esther (Morgan)
Right of Way
Option expires October 15, 1956

0.21 acre, lump sum $ 50.00

Amount to be paid owners - chrg to Right of Way $ 50.00

THINGS TO BE DONE BY THE STATE

Provide or construct easterly frontage road.

Access controlled - none allowed except to frontage road -

24636 Troest, H. A. et al (Morgan)
Ditch Easement
Option expires September 11, 1956

Damage only $ 25.00

Amount to be paid owners - chrg to Right of Way $ 25.00

Access not controlled -

23319 Grants Pass Drive-in Theater, Inc. (Holt)
Construction Easement
Agreement signed March 24, 1956

Permit to stock pile topsoil. $ 100.00

EXHIBIT "A" (Cont)

JUMP OFF JOE CREEK-GRANTS PASS SECTION - PACIFIC HIGHWAY (Cont)

23319 Grants Pass Drive-in Theater, Inc. (Cont)

Amount to be paid owners - chrg to Misc. Sites $ 100.00

THINGS TO BE DONE BY THE STATE

Remove material by September 1, 1956, and level area.

24515 Peterson, Carl H. and Lucia M. (Morgan)
Right of Way and Excess
Option expires September 27, 1956

1 acre, homesite, at $400 per acre	$ 400.00
4 acres at $400 per acre	1,600.00
15 acres at $75 per acre	1,125.00
House, 940 sq. ft. at $5 per sq. ft.	4,700.00
Comb. garage and woodshed, 350 sq. ft. at $1.65/sq. ft.	575.00
House, 500 sq. ft. at $1.50 per sq. ft.	750.00
2 chicken houses, 200 sq. ft. at $0.50 per sq. ft.	100.00
2 wells (res. and irrigation and piping system) and 1 gas pump and 300 gal. tank	550.00

Amount to be paid owners - chrg to Right of Way $9,800.00
(4.48 acres R/W, 15.52 acres Excess)

Grantor to vacate 30 days after acceptance.

Entire taking -

HAYES HILL-GRANTS PASS SECTION - REDWOOD HIGHWAY

24751 Savage, W. W. and Helen E. (Holt)
Right of Way
Option expires June 8, 1956

3.25 acre at $300 per acre	$ 975.00
8.16 acre at $125+ per acre	1,025.00

Amount to be paid owners - chrg to Right of Way $2,000.00

Grantor reserves an easement 20' in width between the existing Redwood Hwy. and the Applegate River, for pipeline and pumping station.

Entire taking -

HAYES HILL-GRANTS PASS SECTION - REDWOOD HIGHWAY (Cont)

23994 Hoagland, Faye L. (Hill)
Right of Way
Option expires October 8, 1956

2.13 acres at $704+ per acre	$1,500.00
House, 990 sq. ft. at $6+ per sq. ft.	6,000.00
Barn, shed, well and pump, pump house	1,400.00
Carport, 500 gal. gas st. tank and pump	500.00
Fencing	100.00

Amount to be paid owner - chrg to Right of Way $9,500.00
(1.10 A. R/W, 1.03 A. Excess)

Grantor to vacate 60 days after notice or rent.

Entire taking -

E. & W. FORK ILLINOIS RIVER SECTION - REDWOOD HIGHWAY

24435 Arnold, Stanley T. et al (Reeder)
Right of Way
Option expires July 31, 1956

0.98 acre at $816+ per acre	$ 800.00
Allow. for moving small cabin, signs, etc.	1,000.00
Severance damage	2,700.00

Amount to be paid owners - chrg to Right of Way $4,500.00

Cabins, signs, revised gravel roadway to be removed from r/w within 60 days from approval, at no additional cost to State.

THINGS TO BE DONE BY THE STATE

Construct and pave road approach 512+50.
Guard rail to be installed on each side.

Access controlled -

24651 Dunlap, Howard and Aubrey L. (Reeder)
Right of Way
Option expires August 28, 1956

EXHIBIT "A" (Cont)

E. & W. FORK ILLINOIS RIVER SECTION - REDWOOD HIGHWAY (Cont)

24651 Dunlap, Howard and Aubrey L. (Cont)

0.05 acre, lump sum $ 15.00

Amount to be paid owners - chrg to Right of Way $ 15.00

Grantor to construct necessary fencing along E. r/w line.

Access: Sta. 621+60, E. side, 20' wide, unrestricted.

Access controlled -

24576 Hamilton, E. F. et al (Reeder)
Right of Way
Option expires September 6, 1956

0.07 acre at $1,000 per acre	$ 70.00
Removal of 3 gas pumps, air and water connections, conc. island, and 5 large trees	500.00
Severance damage	330.00

Amount to be paid owners - chrg to Right of Way $ 900.00

Existing road approaches, Stas. 673+25, 673+88, 674+52, 30' wide, W. side of hwy., unrestricted.

Access controlled -

COQUILLE-RINK CREEK SECTION - COOS BAY-ROSEBURG HIGHWAY

24056 Leneve, Ralph H. and Frona D. CORRECTION REPORT (Holt)
Right of Way
Option expires April 17, 1956

15,246 sq. ft. at $0.10- per sq. ft.	$1,500.00
Damage	1,500.00

Amount to be paid owners - chrg to Right of Way $3,000.00

THINGS TO BE DONE BY THE STATE

Build frontage road East side.
Reconstruct existing approach to the frontage road.
Previous approval by Commission November 3-4, 1955 for $2,500.00. This approval for $500.00 additional damages.

Access controlled - none allowed except to frontage road -

EXHIBIT "A" (Cont)

CATCHING SLOUGH-CHANDLER BRIDGE SECTION - COOS RIVER HIGHWAY

24591 McCarthy, Richard Clark and Annabelle (Hill)
Right of Way
Option expires October 2, 1956

0.03 acre, lump sum	$ 100.00
Cattle gate	25.00
Amount to be paid owners - chrg to Right of Way	$ 125.00

THINGS TO BE DONE BY THE STATE

Construct 20' wide approach on S. side of center line at Sta. 65+50. Replace gate at cattle lane, at Sta. 65+00.

Access not controlled -

24598 Pember, M. O. and Nellie W. (Reeder)
Right of Way
Option expires October 3, 1956

0.13 acre at $1,000 per acre	$ 130.00
11 rods fencing at $4 per rod	44.00
Hedge	400.00
Severance damage	3,026.00
Amount to be paid owners - chrg to Right of Way	$3,600.00

Grantors to give construction easement approx. 15' beyond S. r/w line to construct road approach.

THINGS TO BE DONE BY THE STATE

Reconstruct and blacktop 16' road approach, S. side, Sta. 56+20.

Access not controlled -

24601 Reiher, Leonard A. and Grace (Reeder)
Right of Way
Option expires September 25, 1956

0.06 acre at $1,000 per acre	$ 60.00
Removal of garage and shed	350.00
4 trees at $25 per tree	100.00
15 rods fencing at $4 per rod	60.00
Severance damage	2,430.00

EXHIBIT "A" (Cont)

CATCHING SLOUGH-CHANDLER BRIDGE SECTION-COOS RIVER HIGHWAY (Cont)

24601 Reiher, Leonard A. and Grace (Cont)

Amount to be paid owners - chrg to Right of Way $3,000.00

THINGS TO BE DONE BY THE STATE

Reconstruct road approach, 14' wide, S. side, Sta. 60+05. The four trees belong to State.

Access not controlled -

CATCHING SLOUGH-CHANDLER BRIDGE SECTION - COOS RIVER SECONDARY HIGHWAY

24593 Haynes, R. J. and Evelyn J. (Hill)
Right of Way
Option expires September 19, 1956

0.37 acre at $1,000+ per acre	$ 400.00
150 feet fencing	40.00
Encroachment damage	2,000.00

Amount to be paid owners - chrg to Right of Way $2,440.00

Grantor may remove shrubs, trees and flowers.

THINGS TO BE DONE BY THE STATE

State to construct 20' approach at Sta. 36+42.

Access not controlled -

24594 Gross, George W. and Lillian (Hill)
Right of Way
Option expires September 20, 1956

0.14 acre at $1,000+ per acre	$ 150.00
Shrubs, trees and lawn	240.00
Fencing	60.00
Encroachment damage	750.00

Amount to be paid owners - chrg to Right of Way $1,200.00

Grantor has right to remove top soil 1 foot in depth.

EXHIBIT "A" (Cont)

CATCHING SLOUGH-CHANDLER BRIDGE SECTION - COOS RIVER SECONDARY HIGHWAY (Cont)

24594 Gross, George W. and Lillian (Cont)

THINGS TO BE DONE BY THE STATE

Construct two 20' wide approaches at Stas. 38+40 and 39+68 and blacktopped to r/w line.

Access not controlled -

24596 Bay, Laurence Raymond and Juanita Esther (Hill)
Right of Way
Option expires September 25, 1956

0.05 acre at $1,000 per acre	$ 50.00
Lawn, shrubs and trees	400.00
Encroachment damage	1,600.00

Amount to be paid owners - chrg to Right of Way $2,050.00

THINGS TO BE DONE BY THE STATE

Reconstruct existing approach on S. side of center line at Sta. 42+42, blacktopped to r/w line and 20' in width.

Access not controlled -

CATCHING SLOUGH-CHANDLER BRIDGE SECTION - COOS RIVER HIGHWAY

24603 Moon, J. L. and M. B. (Reeder)
Right of Way
Option expires September 26, 1956

0.28 acre at $1,000 per acre	$ 280.00
24 rods fencing at $4 per rod	96.00
Severance damage	1,000.00

Amount to be paid owners - chrg to Right of Way $1,376.00

THINGS TO BE DONE BY THE STATE

Reconstruct road approaches, Stas. 67+16 and 69+24, S. side, 14' wide.

Access not controlled -

EXHIBIT "A" (Cont)

CATCHING SLOUGH-CHANDLER BRIDGE SECTION - COOS RIVER HIGHWAY (Cont)

24604 Miner, Kenneth L. and Gladys E. (Reeder)
Right of Way
Option expires September 26, 1956

0.15 acre at $1,000 per acre	$ 150.00
17 rods fencing at $4 per rod	68.00
Severance damage	2,782.00

Amount to be paid owners - chrg to Right of Way $3,000.00

THINGS TO BE DONE BY THE STATE

Reconstruct road approach, Sta. 70+95, S. side, 14' wide.

Access not controlled -

24811 Orchard, Glen S. and Hazel J. (Reeder)
Right of Way
Option expires October 4, 1956

0.06 acre at $1,000 per acre	$ 60.00
9 rods fencing at $4/rod; 2 gates at $20/gate	76.00
Severance damage	440.00

Amount to be paid owners - chrg to Right of Way $ 576.00

THINGS TO BE DONE BY THE STATE

Construct road approaches at Stas. 60+32 and 61+48, 14' wide, S. side.

Access not controlled -

24595 Winkel, William J. et al (Hill)
Right of Way
Option expires October 3, 1956

0.12 acre at $1,250 per acre	$ 150.00
Fencing	50.00
Lawn, shrubs and trees	350.00
Damage	1,500.00

Amount to be paid owners - chrg to Right of Way $2,050.00

EXHIBIT "A" (Cont)

CATCHING SLOUGH-CHANDLER BRIDGE SECTION - COOS RIVER HIGHWAY (Cont)

24595 Winkel, William J. et al (Cont)

THINGS TO BE DONE BY THE STATE

Reconstruct existing approach. To be 20' in width and blacktopped.

Access not controlled -

HAUSER-COOS BAY SECTION - OREGON COAST HIGHWAY

20824 Davidson, E. C. and Elizabeth (Landon)
Right of Way
Bargain and Sale Deed signed 4-9-56

0.05 acre at $750 per acre	$ 37.50	
Amount to be paid owners - chrg to Right of Way		$ 37.50

Access controlled - none allowed -

20827 Sears, J. P. and Estella F. (Landon)
Right of Way
Bargain and Sale deed signed 4-13-56

0.19 acre at $750 per acre	$ 142.50	
Additional payment for previous option, File No. 18823, 0.05 acre at $250 per acre, to conform to this settlement.	12.50	
Amount to be paid owners - chrg to Right of Way		$ 155.00

Previous settlement was at $500 per acre.

Access controlled - none allowed -

20826 Buhler, Martha (Landon)
Right of Way
Bargain and Sale Deed signed 4-16-56

0.20 acre at $750 per acre	$ 150.00	
0.25 acre at $250 per acre (Adjustment)	62.50	

EXHIBIT "A" (Cont)

HAUSER-COOS BAY SECTION - OREGON COAST HIGHWAY (Cont)

20826 Buhler, Martha (Cont)

Amount to be paid owner - chrg to Right of Way $ 212.50

Adjustment for previous deed which was $500 per acre.

Access controlled - none allowed -

DELMAR-COALEDO SECTION - OREGON COAST HIGHWAY

24821 Booth, W. R. and Hattie (Reeder)
Slide Area
Option expires October 2, 1956

1.5 acres, homesite and garden, at $600/acre	$ 900.00
3.00 acres at $270- per acre	809.00
House, 600 sq. ft. at $6 per sq. ft.	3,600.00
Greenhouse, 135 sq. ft., lump sum	100.00
Storage room and garage, 648 sq. ft. at $2/sq. ft.	1,296.00
Barn, 832 sq. ft. at $1.07+ per sq. ft.	895.00

Amount to be paid owners - chrg to Right of Way $7,600.00

Grantors to vacate 10 days after payment.

Entire taking -

Confirmation of phone approval by Mr. McIver, April 5, 1956.

GREGGS CREEK-WEDDERBURN SECTION - OREGON COAST HIGHWAY

24812 Smith, Ira and Eva (Morgan)
Right of Way
Option expires October 3, 1956

5,250 sq. ft. at $0.21+ per sq. ft.	$1,125.00
House, 672 sq. ft. at $3- per sq. ft.	2,015.00
2 storage sheds, 360 sq. ft. at $1 per sq. ft.	360.00

Amount to be paid owners - chrg to Right of Way $3,500.00

GREGGS CREEK-WEDDERBURN SECTION - OREGON COAST HIGHWAY (Cont)

24812 Smith, Ira and Eva (Cont)

Grantors to vacate 30 days after acceptance.
Present access not affected.

Access controlled -

NORTH BROOKINGS SECTION - OREGON COAST HIGHWAY

24685 Leonard, C. O. et al (Morgan)
Right of Way
Option expires September 21, 1956

28,310 sq. ft. at $0.053+	$1,500.00
Damage	500.00

Amount to be paid owners - chrg to Right of Way $2,000.00

THINGS TO BE DONE BY THE STATE

Grant access opposite Sta. 690+00 on E. side, private residential use, only.

Access controlled -

24686 Ransom, Frieda (Morgan)
Right of Way
Option expires September 21, 1956

18,000 sq. ft. at $0.05 per sq. ft.	$ 900.00
0.96 acre, lump sum	600.00
Moving existing fence	100.00

Amount to be paid owners - chrg to Right of Way $1,600.00

Grantor to move fence before construction starts.

Access controlled - none allowed -

24687 Hysom, Forrest G. (Morgan)
Slope Easement
Easement signed March 29, 1956

Permanent slope easement (0.04 A.) $ 10.00

Amount to be paid owner - chrg to Right of Way $ 10.00

Access not controlled -

EXHIBIT "A" (Cont)

NORTH BROOKINGS SECTION - OREGON COAST HIGHWAY (Cont)

24688 Hysom, Forrest G. (Morgan)
Slope Easement
Easement signed March 29, 1956

Permanent slope easement (.03 A.) $ 10.00

Amount to be paid owner - chrg to Right of Way $ 10.00

Acess not controlled -

24691 Trosper, L. H. and Corrine (Morgan)
Slope Easement
Easement signed April 4, 1956

Permanent slope easement only
(0.02 A.) $ 25.00

Amount to be paid owners - chrg to Right of Way $ 25.00

Access not controlled -

24694 Conner, W. S. et al (Morgan)
Slope Easement
Easement signed April 6, 1956

Permanent slope easement only
(.05 A.) $ 10.00

Amount to be paid owners - chrg to Right of Way $ 10.00

Access not controlled -

THE DALLES - SEUFERT SECTION - THE COLUMBIA HIGHWAY

16642 Seufert Brothers (Cozad)
Cancellation of Lease
Lease expires August 21, 1960

Cancellation of $50 per year, 10 yr.
radio site $ 50.00

Amount to be paid owners - chrg to Misc. Sites $ 50.00

Rental paid to August 21, 1956

EXHIBIT "A" (Cont)

DESCHUTES RIVER-DEEP CANYON SECTION - McKENZIE HIGHWAY

23764 Heirs of Millie P. Struss (Cozad)
Right of Way and Park
Option expires September 25, 1956

4 acres at $250 per acre	$1,000.00	
.75 acre at $176+ per acre	132.50	
40 rods at $3 per rod (rock and wire fencing)	120.00	
Re-establishing irrigation ditches	47.50	
Amount to be paid owners - chrg to Right of Way		$1,300.00
2.75 acres for park purposes - chrg to Parks		120.00
Total amount to be paid owners		$1,420.00

THINGS TO BE DONE BY THE STATE

Build fence Northerly side. Re-establish park fence on new property line. Convey to Grantors 0.825 acres (File No. 3037), as an exchange part of the settlement upon the grounds and for the reason that the said property, in the opinion of the Commission, is no longer needed, required, or useful for park purposes, and the value of the property to be acquired by the State is not less than the value of the property to be relinquished by the State, and the cash to be paid by the State.
Access: 25' wide at Stas. 92+80 and 98+80, N., and 97+00, 98+80 and 100+30, S., for residential and farming, on Grantors' remaining land, only.

Access controlled -

KLAMATH FALLS WEST SIDE BY-PASS SECTION - THE DALLES-CALIFORNIA HIGHWAY

23120 North, Pearl (Bucknum)
Right of Way
Option expires September 6, 1956

3,170 sq. ft. at $0.07½+ per sq. ft.	$ 238.00
Dwelling, 764 sq. ft. at $4 per sq. ft.	3,056.00
Storage shed, 100 sq. ft. at $1 per sq. ft.	100.00

EXHIBIT "A" (Cont)

KLAMATH FALLS WEST SIDE BY-PASS SECTION - THE DALLES-CALIFORNIA HIGHWAY (Cont)

23120 North, Pearl (Cont)

8 trees at $10 per tree	$ 80.00	
Shrubs and plants	25.00	
Lawn, 1,000 sq. ft. at $0.05 per sq. ft.	50.00	
50 foot retaining wall	51.00	
Amount to be paid owner - chrg to Right of Way		$3,600.00

Grantor may occupy premises for 30 days following receipt of notice of acceptance.

Entire taking -

23121 Ferrell, George E. and June (Bucknum)
Right of Way
Option expires September 6, 1956

2,700 sq. ft. at $0.07½+ per sq. ft.	$ 205.00	
Dwelling, 520 sq. ft. at $4 per sq. ft.	2,080.00	
Shop, garage, fruit storage bldg., 500 sq. ft. at $2 per sq. ft.	1,000.00	
Retaining wall, shrubs and plants	55.00	
1,000 sq. ft. lawn at $0.05 per sq. ft.	50.00	
6 shade trees at $10 per tree	60.00	
Amount to be paid owners - chrg to Right of Way		$3,450.00

Grantor may occupy premises for 30 days following receipt of notice of acceptance.

Entire taking -

23139 Cobo, Nora M. et al (Bucknum)
Right of Way
Option expires June 16, 1956

2 lots at $900 each (0.3 acre)	$1,800.00
5,663 sq. ft. at $0.25+ per sq. ft.	1,500.00
Shop bldg., 625 sq. ft. at $4 per sq. ft.	2,500.00

EXHIBIT "A" (Cont)

KLAMATH FALLS WEST SIDE BY-PASS SECTION - THE DALLES-CALIFORNIA HIGHWAY (Cont)

23139 Cobo, Nora M. et al (Cont)

Storage shed, 350 sq. ft. at $1.50 per sq. ft.	$ 525.00	
2,500 sq. ft. lawn at $0.05 per sq. ft.	125.00	
Retaining wall, 100 feet at $2 per ft.	200.00	
Amount to be paid owners - chrg to Right of Way		$6,650.00

THINGS TO BE DONE BY THE STATE

State to consent to Pine Street vacation.

Access controlled - none allowed -

23138 Cobo, Keith and Jaqueline (Bucknum)
Right of Way
Option expires September 7, 1956

4,560 sq. ft., lump sum	$ 400.00	
Damage	400.00	
Amount to be paid owners - chrg to Right of Way		$ 800.00

Access controlled - none allowed -

23141 Cobo, Nora M. et al (Bucknum)
Right of Way
Option expires September 7, 1956

1,350 sq. ft. at $1.50 per sq. ft.	$2,025.00	
Concrete foundation for Motel units	3,000.00	
Damage	5,475.00	
Amount to be paid owners - chrg to Right of Way		$10,500.00

THINGS TO BE DONE BY THE STATE

Re-establish drain from Motel courtyard if disturbed by taking. There shall be no restriction of access between grantors' remaining property and Main Street, and approach to same shall be re-established if disturbed.

Access controlled - none allowed -

EXHIBIT "A" (Cont)

KLAMATH FALLS WEST SIDE BY-PASS SECTION - THE DALLES-CALIFORNIA HIGHWAY (Cont)

23143 **Fleet, Gilbert W. and Maurine L.** (Bucknum)
Right of Way
Option expires October 5, 1956

15,672 sq. ft. at $0.15- per sq. ft.	$2,350.00	
House, 1,100 sq. ft. at $6.50 per sq. ft.	7,150.00	
Garage, 400 sq. ft. at $0.75 per sq. ft.	300.00	
Outdoor fireplace	250.00	
100 ft. rock fence at $2 per ft.	200.00	
3,000 sq. ft. of lawn at $0.05 per sq. ft.	150.00	
Trees, shrubs and plants	100.00	
Amount to be paid owners - chrg to Right of Way		$10,500.00

Grantor to vacate 30 days after notice.

Entire taking -

23172 **Gustin, Genevieve** (Bucknum)
Right of Way
Option expires September 1, 1956

0.33 acre at $1,000 per acre	$ 330.00	
Re-establishing septic tank, sewage disposal system and gravel driveway	375.00	
Damage	1,000.00	
Amount to be paid owner - chrg to Right of Way		$1,705.00

Access controlled - none allowed -

23065 **City of Klamath Falls** (Bucknum)
Right of Way
Options expire (1) Sept. 8, (2) Sept. 19, 1956

3 lots at $175 per lot (.36-acre)	$ 525.00
1 lot at $150 per lot (.16+ acre)	150.00
1.32 acres	700.00
0.15 acre	500.00
2 lots at $125 per lot (.3 acre)	250.00
0.07 acre	60.00
2 lots at $100 per lot (0.35 acre)	200.00

EXHIBIT "A" (Cont)

KLAMATH FALLS WEST SIDE BY-PASS SECTION - THE DALLES-CALIFORNIA HIGHWAY (Cont)

23065 City of Klamath Falls (Cont)

3 lots at $75 per lot (.4 acre)	$ 225.00
1 lot at $135 per lot (.14 acre)	135.00
1 lot at $50 per lot (.20 acre)	50.00

Amount to be paid owners - chrg to Right of Way $2,795.00
(0.08 Acre Excess in Lot 14)

THINGS TO BE DONE BY THE STATE

Protect or re-establish sewer line crossing Lot 12, Block 106, if disturbed.

Access controlled -

23133 Stern, Robert A. and Louise (Bucknum)
Right of Way
Option expires October 11, 1956

2,178 sq. ft. at $0.07- per sq. ft.	$ 150.00
Damage	1,000.00

Amount to be paid owners - chrg to Right of Way $1,150.00

Access controlled - none allowed -

SOUTH CITY LIMITS KLAMATH FALLS-GREEN SPRINGS HIGHWAY SECTION - THE DALLES-CALIFORNIA HIGHWAY

24615 Ganong, William and Mildred (Bucknum)
Right of Way
Option expires September 26, 1956

2.15 acres at $500 per acre $1,075.00

Amount to be paid owners - chrg to Right of Way $1,075.00

Access controlled - none allowed -

24820 Ganong, William et al (Bucknum)
Right of Way
Option expires September 22, 1956

340 sq. ft., lump sum	$ 100.00
Filling and leveling	100.00
Tile pipe	100.00

EXHIBIT "A" (Cont)

SOUTH CITY LIMITS KLAMATH FALLS-GREEN SPRINGS HIGHWAY SECTION - THE DALLES-CALIFORNIA HIGHWAY (Cont)

24820 Ganong, William et al (Cont)

Amount to be paid Bergs - chrg to Right of Way $ 300.00

Access controlled - none allowed -

ROCK CREEK SUMMIT SECTION - HEPPNER-SPRAY HIGHWAY

24723 Silver Spur, Inc., Claude Buschke (Cozad)
Stock Pile Site
Option expires October 4, 1956

1.03 acres, lump sum $ 50.00

Amount to be paid owners - chrg to Stock Pile Site $ 50.00

THINGS TO BE DONE BY THE STATE

Establish gate in fence line.

NORTH UNIT-PENDLETON-PILOT ROCK SECTION - PENDLETON-JOHN DAY HIGHWAY

24085 Beilke, Herman and Louise E. (Brainerd)
Quarry and Gravel Pit
Option expires August 28, 1956

4.1 acres at $200 per acre $ 820.00

Amount to be paid owners - chrg to Quarry Site $ 820.00

24086 Wyland, Ellis J. and Vanita (Brainerd)
Quarry and Gravel Pit
Option expires August 28, 1956

6.82 acres at $100 per acre $ 682.00
129 rods fencing at $3 per rod 387.00

Amount to be paid owners - chrg to Quarry Site $1,069.00

MIDDLE UNIT PENDLETON-PILOT ROCK SECTION - PENDLETON-JOHN DAY HIGHWAY

24683 Eldridge, J. L. and Goldie (Brainerd)
Right of Way
Option expires September 13, 1956

EXHIBIT "A" (Cont)

MIDDLE UNIT PENDLETON-PILOT ROCK SECTION - PENDLETON-JOHN DAY HIGHWAY (Cont)

24683 Eldridge, J. L. and Goldie (Cont)

1.3 acres at $275 per acre	$ 357.50
30 rods fencing at $3 per rod	90.00

Amount to be paid owners - chrg to Right of Way $ 447.50

Access controlled - none allowed -

SOUTH UNIT PENDLETON-PILOT ROCK SECTION - PENDLETON-JOHN DAY HIGHWAY

24228 McGowan, W. I. and Doris (Brainerd)
Right of Way
Option expires October 10, 1956

4.01 acres at $250 per acre $1,002.50

Amount to be paid owners - chrg to Right of Way $1,002.50

Grantor reserves 1956 wheat crop and right to run sprinkler pipe through culvert Sta. 604+50.

Access: Stas. 599+90, E. and W., and 605+30, E. for farming and private residential use.

Access controlled -

24224 Kaiser, Karl and June (Brainerd)
Right of Way
Option expires September 27, 1956

0.48 acre at $200 per acre $ 96.00

Amount to be paid owners - chrg to Right of Way $ 96.00

Access: 547+30, W., for farm and private residential use.

Access controlled -

24227 Condra, Clyde and Lydia (Brainerd)
Right of Way
Option expires September 27, 1956

1.2 acres at $200 per acre $ 240.00

EXHIBIT "A" (Cont)

SOUTH UNIT PENDLETON-PILOT ROCK SECTION - PENDLETON-JOHN DAY HIGHWAY (Cont)

24227 Condra, Clyde and Lydia (Cont)

Amount to be paid owners - chrg to Right of Way $ 240.00

Grantor reserves right to harvest 1956 wheat crop.
Access: 596+50, W., for farm and private residential use.

Access controlled -

24234 Royer, W. N. et al (Brainerd)
Right of Way
Option expires September 11, 1956

8.5 acres at $500 per acre	$4,250.00
139 rods fencing at $3.50 per rod	486.50

Amount to be paid owners - chrg to Right of Way $4,736.50

Grantor to harvest 1956 wheat crop.

Access: Stas. 664+40 and 660+35, E. 60' wide, residential usage on platted city streets.
Stas. 678+50, W., 40', 670+00, W., 50' for farming and future residential usage.

Access controlled -

WARM SPRINGS CREEK-UNION COUNTY LINE SECTION - UKIAH-HILGARD HIGHWAY

23570 Cunningham Sheep Company (Brainerd)
Right of Way and Quarry
Option expires August 31, 1956

43.43 acres at $30 per acre	$1,302.90
340 rods fencing at $3 per rod	1,020.00
140 MBF Black Pine at $6 per MBF	840.00
4 MBF Ponderosa Pine at $35 per MBF	140.00

Amount to be paid owners - chrg to Right of Way $3,220.40

Amount to be paid owners - chrg to Quarry Site (2.75 A.) 82.50

GRAND TOTAL $3,302.90

WARM SPRINGS CREEK-UNION COUNTY LINE SECTION - UKIAH-HILGARD HIGHWAY (Cont)

23570 Cunningham Sheep Company (Cont)

THINGS TO BE DONE BY THE STATE

Re-establish existing approaches.

Access not controlled -

KLAMATH FALLS WEST SIDE BY-PASS SECTION - THE DALLES-CALIFORNIA HIGHWAY

23050 Rush, Harold M. and Carrie L. (Bucknum)
Right of Way
Option expires October 9, 1956

30,661 sq. ft. at $0.05 per sq. ft.	$1,533.05	
Allow. on water	100.00	
Amount to be paid owners - chrg to Right of Way		$1,633.05

Access controlled - none allowed -

24805 Fleet, Frank E. and Anna B. (Bucknum)
Right of Way
Option expires October 10, 1956

400 sq. ft. at $0.07 per sq. ft.	$ 28.00	
5,440 sq. ft. at $0.20 per sq. ft.	1,088.00	
Stone retaining wall, 91½' at $2 per ft.	183.00	
Damage	400.00	
Amount to be paid owners - chrg to Right of Way		$1,699.00

Access controlled - none allowed -

TILLAMOOK-DONALDSON CREEK SECTION - WILSON RIVER HIGHWAY

23494 U. S. A. Bonneville Power Adm. (Benner)
Right of Way

0.14 acre ±, lump sum	$ 300.00	
Amount to be paid owners - chrg to Right of Way		$ 300.00

EXHIBIT "A" (Cont)

TILLAMOOK-DONALDSON CREEK SECTION - WILSON RIVER HIGHWAY (Cont)

23494 U. S. A. Bonneville Power Adm. (Cont)

THINGS TO BE DONE BY THE STATE

Re-establish substation entrance to county road and restore walks, curbs and parking area where disturbed by construction, and maintain access to substation during construction.

Access not controlled -

OLNEY-JEWELL SECTION - NEHALEM HIGHWAY

24700 Kratz, James E. and Carol J. (Benner)
Right of Way
Option expires October 7, 1956

0.22 acre at $300 per acre	$ 66.00
36 rods fencing at $4 per rod	144.00

Amount to be paid owners - chrg to Right of Way $ 210.00

Grantor to re-establish fence by April 30, 1956 or it becomes property of State.

THINGS TO BE DONE BY THE STATE

Re-establish Grantors' driveway on his property parallel to r/w of Nehalem Hwy. from Sta. 17+00 to 20+50 where disturbed by construction.

Access not controlled -

WILLAMETTE RIVER-42ND AVENUE SECTION - T. H. BANFIELD EXPRESSWAY

24031 Henricke, Samuel G. et al (Smith)
Right of Way
Option expires October 4, 1956

6,733 sq. ft. at $3.25+ per sq. ft.	$22,000.00
Clinic Bldg., 2,000 sq. ft. at $19.80/sq. ft.	39,600.00
Retaining wall, shrubs, sidewalks, sp. system	3,500.00
Damages	6,650.00

WILLAMETTE RIVER-42ND AVENUE SECTION - T.H. BANFIELD EXPRESSWAY (Cont)

24031 Henricke, Samuel G. et al (Cont)

Amount to be paid owners - chrg to Right of Way $71,750.00

Grantor to vacate by July 1, 1956.

Access controlled - none allowed -

CORNELIUS-HILLSBORO UNIT-FOREST GROVE-HILLSBORO SECTION - TUALATIN VALLEY HIGHWAY

24378 Kiser, Delmar and Loleta (Smith)
Right of Way
Option expires August 25, 1956

12,196 sq. ft. at $0.15+ per sq. ft.	$1,830.00
Moving fruit stand	40.00
Trees, shrubs and lawn	260.00
Damage to remainder	500.00

Amount to be paid owners - chrg to Right of Way $ 2,630.00

Grantor to remove shrubs and fruit stand upon 72 hours notice after construction begins or they become property of the State.

THINGS TO BE DONE BY THE STATE

Access: Stas. 208+40 and 209+20, N. side, 30' wide, 210+50, N. side, 20' wide, unrestricted. State to construct blacktop approaches at these Stations.

Access controlled -

24403 Oppenlander, J. A. and Mary (Stuntz)
Right of Way and Excess
Option expires October 16, 1956

0.25 acre at $3,440 per acre	$ 860.00
0.90 acre, 395 F.F. at $10 per F.F.	3,950.00
Damage	5,190.00
0.55 acre, Excess	2,000.00

Amount to be paid owners - chrg to Right of Way $12,000.00

Access: 95+00 and 97+00, S. side of hwy., unrestricted.

Access controlled -

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND-SALEM EXPRESSWAY

23669 Parent, Alphonsus A. and Minnie A. (Smith)
Right of Way
Option expires October 10, 1956

6,000 sq. ft. at $0.15 per sq. ft.	$ 900.00	
House, 448 sq. ft. at $4.50+ per sq. ft.	2,020.00	
Shrubs	30.00	
Amount to be paid owners - chrg to Right of Way		$2,950.00

Grantor to rent 30 days after notice or 5 days after final payment, whichever is the later date.

Entire taking -

CEDAR CREEK SECTION - THREE RIVERS HIGHWAY

24696 Spaulding Pulp and Paper Co. (Benner)
Right of Way
Option expires October 15, 1956

0.21 acre, lump sum	$ 50.00	
Amount to be paid owners - chrg to Right of Way		$ 50.00

Access not controlled -

COUNTY FARM-ASHLAND SECTION - PACIFIC HIGHWAY

24823 Hutchinson, J. R. and Vera M. (Holt)
Right of Way
Option expires May 8, 1956

3.3 acres at $1818+ per acre	$6,000.00	
Allow. for moving 2 cabins, storage shed, gas pump and tank	500.00	
Amount to be paid owners - chrg to Right of Way		$6,500.00

Grantors to have 90 days to remove cabins, shed and personal property from the property.

Entire taking -

EXHIBIT "A" (Cont)

JUMP OFF JOE CREEK-GRANTS PASS SECTION - PACIFIC HIGHWAY

23609 Efner, Logan L. and Bessie F. (Holt)
Right of Way
Option expires October 15, 1956

2.78 acres at $50 per acre	$ 139.00
Damage	505.75

Amount to be paid owners - chrg to Right of Way $ 644.75

THINGS TO BE DONE BY THE STATE

Provide or construct easterly frontage road with grantor's approach to frontage road opposite Sta. 977+00, easterly side.

Access controlled - none allowed except by frontal -

24513 Irwin, Albert L. and Jane (Morgan)
Right of Way
Option expires October 15, 1956

3.75 acres at $400 per acre	$1,500.00
11.99 acres at $78+ per acre	946.00
22 M. B. F. and 22 cords timber, lump sum	404.00

Amount to be paid owners - chrg to Right of Way $2,850.00

THINGS TO BE DONE BY THE STATE

Install 24" culvert for irrigation ditch at approx. Sta. 813.
Construct 13' x 13' underpass at approx. Sta. 806.
Irrigation water must be maintained in dry weather during construction.

Access controlled - none allowed -

HARRIS BEACH-BROOKINGS SECTION - OREGON COAST HIGHWAY

24693 Blunt, Fred and May R. (Morgan)
Slope Easement
Easement signed April 17, 1956

Permanent slope easement only (.01 A.)	$ 10.00

Amount to be paid owners - chrg to Right of Way $ 10.00

Access not controlled -

EXHIBIT "A" (Cont)

HARRIS BEACH-BROOKINGS SECTION - OREGON COAST HIGHWAY (Cont)

24817 Crissey, W. L. and Millie B. (Morgan)
Right of Way
Option expires October 17, 1956

2,520 sq. ft. at $0.10 per sq. ft.
(Subject to pipe line easement) $ 252.00

Amount to be paid owners - chrg to Right of Way $ 252.00

THINGS TO BE DONE BY THE STATE

Move water meter.

Access not controlled -

OLNEY-JEWELL SECTION - NEHALEM HIGHWAY

24701 Haynes, Harold S. and Clara A. (Benner)
Right of Way
Option expires October 16, 1956

0.1 acre±, plus channel ch.
easement (0.04 A.), lump sum $ 50.00

Amount to be paid owners - chrg to Right of Way $ 50.00

Access not controlled -

MYRTLE CREEK-UMPQUA BEND SECTION - PACIFIC HIGHWAY

24792 March, Harold (Holt)
Right of Way
Option expires October 15, 1956

3.4 acres at $50 per acre $ 170.00

Amount to be paid owners - chrg to Right of Way $ 170.00

Access controlled - none allowed -

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND-SALEM EXPRESSWAY

22750 Beall, Benjamin L. and Lois L. (Smith)
Right of Way
Option expires October 13, 1956

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND-SALEM EXPRESSWAY (Cont)

22750 Beall, Benjamin L. and Lois L. (Cont)

15,496 sq. ft. at $0.17-per sq. ft.	$2,600.00
House, 668 sq. ft. at $9.60- per sq. ft.	6,400.00
Shrubs, rockery, walks, drive and ret. wall.	3,800.00

Amount to be paid owners - chrg to Right of Way $12,800.00

Grantors to vacate or rent within 30 days from notice or 5 days after final payment, whichever is the later date.

Entire taking -

HAUSER-COOS BAY SECTION - OREGON COAST HIGHWAY

20829 Judd, Mildred S. (Landon)
Right of Way
Bargain and Sale Deed signed 4-18-56

0.20 acre at $750 per acre	$ 150.00
0.13 acre at $250 per acre (Adjustment on prev. deed)	32.50

Amount to be paid owners - chrg to Right of Way $ 182.50

Adjustment for previous deed which was $500 per acre.

State to pay last 3 years taxes, if unpaid. Est. 25.00

GRAND TOTAL (Estimate)-chrg to Right of Way $ 207.50

Access controlled - none allowed -

KLAMATH FALLS WEST SIDE BY-PASS SECTION - THE DALLES-CALIFORNIA HIGHWAY

23083 Farris, Jack E. and Dawn M. (Bucknum)
Right of Way
Option expires October 16, 1956

3,125 sq. ft. at $0.07½+ per sq. ft.	$ 235.00
Damage	765.00

Amount to be paid owners - chrg to Right of Way $1,000.00

Access controlled - none allowed -

EXHIBIT "A" (Cont)

SOUTH UNIT-FOREST BOUNDARY-BURNS SECTION - JOHN DAY-BURNS HIGHWAY

24793 Turley, Glen et al (Cozad)
Right of Way
Option expires October 18, 1956

0.29 acre at $100 per acre	$ 29.00
Garden and small trees	57.00
38 rods fencing at $3 per rod	114.00

Amount to be paid owners - chrg to Right of Way $ 200.00

25' access westerly side at Stas. 254, 257+50 and 259 for residential, stockraising and farming.

Access controlled -

SOUTH UNIT PENDLETON-PILOT ROCK SECTION - PENDLETON-JOHN DAY HIGHWAY

24229 Etter, Jack E. and Marjorie J. (Brainerd)
Right of Way
Option expires October 12, 1956

1.79 acres at $200 per acre	$ 358.00
45 rods fencing at $3 per rod	135.00

Amount to be paid owners - chrg to Right of Way $ 493.00

Grantor reserves right to harvest 1956 wheat crop.

Access: Sta. 615+00, E., for ranching and private residential use.

Access controlled -

24230 Etter, Lon E. and Georgia M. (Brainerd)
Right of Way
Option expires October 12, 1956

7.5 acres at $200 per acre	$1,500.00
173 rods fencing at $3 per rod	519.00

Amount to be paid owners - chrg to Right of Way $2,019.00

Grantor reserves right to harvest 1956 wheat crop.

EXHIBIT "A" (Cont)

SOUTH UNIT PENDLETON-PILOT ROCK SECTION - PENDLETON-JOHN DAY HIGHWAY (Cont)

24230 Etter, Lon E. and Georgia M. (Cont)

Access: Stas. 643+00, 623+10 and 635+00, E., for ranching and private residential use.

Access controlled -

24233 Pilot Rock Lumber Co., Inc. (Brainerd)
Right of Way
Option expires October 12, 1956

2.23 acres at $500 per acre	$1,115.00
Amount to be paid owners - chrg to Right of Way	$1,115.00

THINGS TO BE DONE BY THE STATE

Re-establish fencing along r/w line. (Est. cost 33 rods at $4 per rod, $132.00)

Access: 659+25 and 664+05, W., 35' wide for development, harvesting and transportation of forest products and operation of sawmill and forestry products plants.

Access controlled -

KLAMATH FALLS WEST SIDE BY-PASS SECTION - THE DALLES-CALIFORNIA HIGHWAY

23130 Royse, Len H. and Amy B. (Bucknum)
Right of Way
Option expires October 19, 1956

7,185 sq. ft. at $0.10 per sq. ft.	$ 718.50
Removal of attached garage bedroom	800.00
Damage	2,000.00
Amount to be paid owners - chrg to Right of Way	$3,518.50

Access controlled - none allowed -

HOPMERE ROAD INTERCHANGE-WILLAMETTE RIVER HAYESVILLE SECTION - PORTLAND-SALEM EXPRESSWAY

24819 Adams, Ralph, Jr. and Margaret (Parker)

EXHIBIT "A" (Cont)

HOPEMERE ROAD INTERCHANGE-WILLAMETTE RIVER HAYESVILLE SECTION - PORTLAND-SALEM EXPRESSWAY (Cont)

24819 Adams, Ralph, Jr. and Margaret (Cont)
Right of Way
Option expires October 23, 1956

1.6 acres at $250 per acre $ 400.00

Amount to be paid owners - chrg to Right of Way $ 400.00

THINGS TO BE DONE BY THE STATE

Construct fence along r/w line similar to existing fence.

Access controlled - none allowed -

LOST RIVER-HATFIELD JUNCTION SECTION - KLAMATH FALLS-MALIN HIGHWAY

24801 Dean, David J. and Bonnie (Bucknum)
Easement for Pipeline
Option expires October 16, 1956

Easement for pipeline (.007 A.), lump sum $ 10.00

Amount to be paid owners - chrg to Right of Way $ 10.00

THINGS TO BE DONE BY THE STATE

Re-establish fences or irrigation ditches disturbed by taking.

WASHINGTON COUNTY LINE-HILLSDALE SECTION - BEAVERTON-HILLSDALE HIGHWAY

23207 City of Portland (Black)
Right of Way
City Ordinance

32,670 sq. ft. at $0.11 per sq. ft. $3,593.70

Amount to be paid owners - chrg to Right of Way $3,593.70

Access not controlled -

EXHIBIT "A" (Cont)

ERRATIC ROCK STATE PARK SECTION - SALMON RIVER HIGHWAY

24495 Ramsby, Marybelle Hibbs and Lawrence (Landon)
Parks
Option expires October 18, 1956

4.13 acres at $200 per acre $ 826.00

Amount to be paid owners - chrg to Parks $ 826.00

THINGS TO BE DONE BY THE STATE

Construct fence.

Access not controlled -

24496 Duerst, Anna S. and Jacob (Landon)
Access Road
Option expires October 22, 1956

0.27 acre at $500 per acre $ 135.00

Amount to be paid owners - chrg to Parks $ 135.00

Grantor reserves 1956 crop.

THINGS TO BE DONE BY THE STATE

Construct fence.

Access not controlled -

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND-SALEM EXPRESSWAY

24641 Cummings, Harry and Margaret (Black)
Right of Way
Option expires October 18, 1956

27,442 sq. ft. at $0.14+ per sq. ft. $4,000.00

Amount to be paid owners - chrg to Right of Way (R/W and Excess) $4,000.00

Entire taking -

22911 Schuyler Southwell, Inc. (Smith)
Right of Way
Option expires October 23, 1956

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND-SALEM EXPRESSWAY (Cont)

22911 Schuyler Southwell, Inc. (Cont)

9.664 sq. ft. at $0.12+ per sq. ft.	$1,160.00	
Damage	380.00	
Amount to be paid owners - chrg to Right of Way		$1,540.00

Access controlled - none allowed -

CORNELIUS-HILLSBORO UNIT FOREST GROVE-HILLSBORO SECTION - TUALATIN VALLEY HIGHWAY

24425 Mockley, Martin N. and Marie M. (Stuntz)
Right of Way
Option expires October 23, 1956

0.62 acre at $2,500 per acre	$1,550.00	
Shrubs and fruit trees taken or damaged	150.00	
Graveled driveway	50.00	
Damage	1,150.00	
	$2,900.00	
Loss of all access to hwy.	600.00	
Amount to be paid owners - chrg to Right of Way		$3,500.00

Grantor to construct 12' wide road, from his barn to county road W. of property approx. 450 feet, with approved culvert.

Access controlled -

UNIT 2 - T. H. BANFIELD EXPRESSWAY

24803 Ervin, Albert G., Jr. and Edith L. (Grant)
Right of Way
Option expires October 22, 1956

4,725 sq. ft. at $0.33+ per sq. ft., R/W and Excess	$1,600.00
858 sq. ft. at $9.90+ per sq. ft., house	8,500.00
Garage, 180 sq. ft. at $2.25 per sq. ft.	405.00
Play house, 60 sq. ft. at $2.25 per sq. ft.	135.00
Yard improvements	360.00

EXHIBIT "A" (Cont)

UNIT 2 - T. H. BANFIELD EXPRESSWAY (Cont)

24803 Ervin, Albert G., Jr. and Edith L. (Cont)

Amount to be paid owners - chrg to Right of Way $11,000.00

Grantor to vacate or rent property 5 days after receipt of settlement.

Entire taking -

HARRIS BEACH-BROOKINGS SECTION - OREGON COAST HIGHWAY

24708 English, Lee and Mary E. (Morgan)
Right of Way
Option expires October 22, 1956

6,330 sq. ft. at $0.15+ per sq. ft.	$ 950.00	
Cedar windbreak	50.00	
Amount to be paid owners - chrg to Right of Way		$1,000.00

Access not controlled -

S. P. OVERCROSSING - LANE COUNTY LINE SECTION - PACIFIC EAST HIGHWAY

24189 Ropp, D. F. and Barbara (Porter)
Right of Way
Option expires October 24, 1956

2.35 acres, lump sum	$16,000.00	
Amount to be paid owners - chrg to Right of Way		$16,000.00
Prorate taxes as of April 25, 1956. Est. cost to State		160.00
GRAND TOTAL (Estimate) chrg to Right of Way		$16,160.00

Access to old hwy. and to connecting road between old hwy. and airport road.

Access controlled - none allowed to freeway -

24665 Waverly Shopping Center, Inc. (Porter)
Right of Way
Option expires October 25, 1956

EXHIBIT "A" (Cont)

S. P. OVERCROSSING-LANE COUNTY LINE SECTION - PACIFIC EAST HIGHWAY (Cont)

24665 Waverly Shopping Center, Inc. (Cont)

1.81 acres, lump sum $6,000.00

Amount to be paid owners - chrg to Right of Way $6,000.00

Access not controlled -

WADE CREEK SECTION - SILETZ HIGHWAY

24699 Georgia-Pacific Plywood Company (Benner)
Right of Way
Option expires October 24, 1956

0.2 acre, lump sum $ 25.00

Amount to be paid owners - chrg to Right of Way $ 25.00

State to pay Lincoln Co. cost of removing land from forestry classif.

Access not controlled -

SHADY-CANYONVILLE SECTION - PACIFIC HIGHWAY

24577 Ulam, Clay and Ruby (Morgan)
Right of Way
Option expires October 24, 1956

2.68 acres at $100 per acre $ 268.00
52 M. B. F. timber at $20 per M. B. F. 1,040.00

Amount to be paid owners - chrg to Right of Way $1,308.00

THINGS TO BE DONE BY THE STATE

State to fence.

Access controlled - none allowed -

CEDAR CREEK BRIDGE SECTION - THREE RIVERS HIGHWAY

24809 Pond, Milan N. and Laura V. (Norlin)

EXHIBIT "A" (Cont)

CEDAR CREEK BRIDGE SECTION - THREE RIVERS HIGHWAY (Cont)

24809 Pond, Milan N. and Laura V. (Cont)
Right of Way
Option expires October 25, 1956

0.12 acre, R/W, 0.18 acre,
Excess, lump sum $ 220.00

Amount to be paid owners - chrg to Right of Way $ 220.00

Entire taking -

EXHIBIT "B-1"

Minutes of April 26 and 27, 1956

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in Gervais-Hayesville Unit of the Portland-Salem Expressway described as follows:

> A parcel of land lying in the Augustus Lambert D. L. C. No. 61, Township 6 South, Range 2 West, W. M., Marion County, Oregon, and being a portion of that property described in that deed to State of Oregon, by and through its State Highway Commission, recorded in Book 458, Page 378, of Marion County Records of Deeds; the said parcel being that portion of said property lying East of the Easterly right of way line of the Portland-Salem Expressway, said right of way line being 100 feet Easterly of the Northbound traffic lane, and lying South of a line which is parallel to and 50 feet Southerly of the centerline of County Road No. 602, except right of way in County Road No. 487.
>
> The parcel of land to which this description applies contains 6.0 acres.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes.

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $1,000.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission, be and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et Seq.

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 6 be entered in the minutes and records of the Commission as of the 26th day of April, 1956.

April 26, 1956

EXHIBIT "B-2"

Minutes of April 26 and 27, 1956

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in Gervais-Hayesville Section of the Portland-Salem Expressway described as follows:

A parcel of land lying in the South half of Section 1, Township 7 South, Range 3 West, W. M., Marion County, Oregon, and being a portion of that tract of land described in that certain deed to State of Oregon by and thru its State Highway Commission, recorded in Book 460, Page 66 of Marion County Records of Deeds; the said parcel being that portion of said property lying Northeasterly of a line which begins on the North line of said property at a point which is 147 feet Northeasterly of (when measured at right angles to) the L^4W centerline of the Portland-Salem Expressway as located and runs thence South 29° 17' East parallel to said L^4W centerline 555 feet, more or less, to a point opposite Station L^4W 1852+39.07 on said centerline; thence Southeasterly 400 feet, more or less, to a point on the Easterly line of said property which point is 325 feet Northerly of the Southwest corner of that tract of land described in that deed to Albert Lengren recorded in Book 310, Page 520, of Marion County Deed Records.

The located centerline referred to above is described as follows: Beginning at Engineer's centerline Station L^4W 1844+23.91, said Station being 155.3 feet North and 215.3 feet West of the Southeast corner of the John M. Pugh D. L. C. #55, Township 7 South, Range 3 West, W. M.; thence South 29° 17' East 815.16 feet; thence on a spiral curve right (the long chord of which bears South 28° 20' 45" East) 375 feet; thence on a 3819.72 foot radius curve right (the long chord of which bears South 22° 21' East) 549.44 feet; thence on a spiral curve right (the long chord of which bears South 16° 21' 15" East) 375 feet to Station 1865+38.51.

The parcel of land to which this description applies contains 5.25 acres.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes.

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $2,886.00, and

EXHIBIT "B-2" (Cont)

the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission, be and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et Seq.

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 7 be entered in the minutes and records of the Commission as of the 26th day of April, 1956.

EXHIBIT "C-1"

Minutes of April 26 and 27, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and purposes to widen in part and relocate in part, construct, improve and maintain the Harris Beach-Brookings Section of the Oregon Coast Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the "Throughway Law"; and

WHEREAS, for the purpose of widening in part and relocating in part, constructing, improving, and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in

general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The State Highway Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Harris Beach-Brookings Section of the Oregon Coast Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That the widening in part, relocation in part, construction, improvement and maintenance of the said Harris Beach-Brookings Section of the Oregon Coast Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation,

agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 26th day of April, 1956, as Condemnation Resolution No. 599.

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*FOOTNOTE:

The name of the property owner and the detailed description of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 599, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C-2"

Minutes of April 26 and 27, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Washington County Line-Hillsdale Section of the Beaverton-Hillsdale Highway; and,

WHEREAS, for the purpose of widening, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said Washington County Line-Hillsdale Section of the Beaverton-Hillsdale Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

EXHIBIT "C-2" (Cont)

2. That the widening, improvement and maintenance of the said Washington County Line-Hillsdale Section of the Beaverton-Hillsdale Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 26th day of April, 1956, as Condemnation Resolution No. 600.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 600, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C-3"

Minutes of April 26 and 27, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to-wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads; highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to establish, construct and maintain the Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway; and,

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the establishment, construction and maintenance of the said Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file

number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That the establishment, construction and maintenance of the said Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 26th day of April, 1956, as Condemnation Resolution No. 601.

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*FOOTNOTE:

The names of the property owners and the detailed description of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 601, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C-4"

Minutes of April 26 and 27, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the State Highway Commission necessary for highway purposes, to wit: for rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highway; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Shady Point-Booth Ranch Section of the Pacific Highway; and,

WHEREAS, for the purpose of widening, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said Shady Point-Booth Ranch Section of the Pacific Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property.

3. That the widening, improvement and maintenance of the said Shady Point-Booth Ranch Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5 That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 26th day of April, 1956, as Condemnation Resolution No. 602.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 602, under the heading "Real Property Condemnation Resolutions", and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C-5"

Minutes of April 26 and 27, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: for rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street, quarry sites, gravel pits, storage sites, stock pile sites, or for the acquisition or manufacture of roadbuilding materials, approach or hauling roads, connecting roads, frontage road, highway drainage, drainage tunnels, or for the elimination or prevention of hazardous points of entry from adjacent property to state highways, or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, the said Commission is required to designate, locate, relocate, construct and maintain in the State of Oregon a system of highways, including all necessary bridges and culverts; and,

WHEREAS, for the purpose of constructing and maintaining highways of the state highway system, the Commission plans and proposes to acquire certain real property for the acquisition of roadbuilding materials for use in connection with the construction and maintenance of highways of the state highway system; and

WHEREAS, said Commission is authorized to take fee simple title to said real property.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, certain interests in or fee simple title to a certain parcel of real property. The said parcel of real property, or particular interest therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, is more particularly described in the attached list, marked Exhibit A, under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit A is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That the highway facilities for which the said parcel of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcel of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcel of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 26th day of April, 1956, as Condemnation Resolution No. 603.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 603, under the heading "Real Property Condemnation Resolutions", and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C-6"

Minutes of April 26 and 27, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads; highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Ukiah-West Forest Boundary Section of the Ukiah-Hilgard Secondary Highway; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THIS COMMISSION as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Ukiah-West Forest Boundary Section of the Ukiah-Hilgard Secondary Highway, fee simple title to certain parcels of real property. The said parcel of real property needed and required, or which in the best interests of the State and owners should be acquired, and the specific use to be made thereof, is more particularly described in the attached list, marked Exhibit "A", under the Commission's file number and the name of the record owner or reputed owner; and the said Exhibit "A" is by this reference adopted and made a part hereof as completely and fully as though set forth herein in full. *

EXHIBIT "C-6" (Cont)

2. That the relocation, construction, improvement and maintenance of the said Ukiah-West Forest Boundary Section of the Ukiah-Hilgard Secondary Highway and the highway facilities for which the said parcel of property is required and being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons having an interest in said parcels of real property as to the compensation to be paid for the taking; and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, the Chief Counsel or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 26th day of April, 1956, as Condemnation Resolution No. 604.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 604, under the heading "Real Property Condemnation Resolutions", and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C-7"

Minutes of April 26 and 27, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to State highways; or for the maintenance of an unobstructed view of any State highway so as to provide for the safety of the traveling public; and,

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Euchre Creek-Wedderburn Section of the Oregon Coast Highway; and,

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and,

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its

EXHIBIT "C-7" (Cont)

discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and,

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Euchre Creek-Wedderburn Section of the Oregon Coast Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said Euchre Creek-Wedderburn Section of the said relocated Oregon Coast Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A".

3. That the relocation, construction, improvement and maintenance of the said Euchre Creek-Wedderburn Section of the Oregon Coast Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

EXHIBIT "C-7" (Cont)

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 26th day of April, 1956, as Condemnation Resolution No. 605.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salm, being Resolution No. 605, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C-8"

Minutes of April 26 and 27, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: for rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street, quarry sites, gravel pits, storage sites, stock pile sites, or for the acquisition or manufacture of roadbuilding materials, approach or hauling roads, connecting roads, frontage road, highway drainage, drainage tunnels, or for the elimination or prevention of hazardous points of entry from adjacent property to state highways, or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, the said Commission is required to designate, locate, relocate, construct and maintain in the State of Oregon a system of highways, including all necessary bridges and culverts; and,

WHEREAS, for the purpose of constructing and maintaining highways of the state highway system, the Commission plans and proposes to acquire certain real property for the acquisition of roadbuilding materials for use in connection with the construction and maintenance of highways of the state highway system, and right of way for a haul road, and

WHEREAS, said Commission is authorized to take fee simple title to said real property.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, as follows:

1. The Commission does nereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, certain interests in or fee simple title to a certain parcel of real property. The said parcel of real property, or particular interest therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, is more particularly described in the attached list, marked Exhibit A, under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit A is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

EXHIBIT "C-8" (Cont)

2. That the highway facilities for which the said parcel of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcel of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcel of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 26th day of April, 1956, as Condemnation Resolution No. 606.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 606, under the heading "Real Property Condemnation Resolutions", and said desctiptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C-9"

Minutes of April 26 and 27, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Meadowbrook Bridge Unit of the Molalla-Colton Section of the Woodburn-Estacada Secondary Highway; and,

WHEREAS, for the purpose of widening, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Meadowbrook Bridge Unit of the Molalla-Colton Section of the Woodburn-Estacada Secondary Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed

owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That the relocation, construction, improvement and maintenance of the said Meadowbrook Bridge Unit of the Molalla-Colton Section of the Woodburn-Estacada Secondary Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 26th day of April, 1956, as Condemnation Resolution No. 607.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 607, under the heading "Real Property Condemnation Resolutions", and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C-10"

Minutes of April 26 and 27, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads; highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Havana Section of the Havana-Helix Secondary Highway; and,

WHEREAS, for the purpose of widening, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Havana Section of the Havana-Helix Secondary Highway, certain interest in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

EXHIBIT "C-10" (Cont)

2. That the relocation, construction, improvement and maintenance of the said Havana Section of the Havana-Helix Secondary Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 26th day of April, 1956, as Condemnation Resolution No. 608.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 608, under the heading "Real Property Condemnation Resolutions", and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C-11"

Minutes of April 26 and 27, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: for rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits; storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads; highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve, construct and maintain the Pacific Highway East; and,

WHEREAS, for the purpose of widening, improving, constructing and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement, construction and maintenance of the said Pacific Highway East, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

EXHIBIT "C-11" (Cont)

2. That the widening, improvement, construction and maintenance of the said Pacific Highway East and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 26th day of April, 1956, as Condemnation Resolution No. 609.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 609, under the heading "Real Property Condemnation Resolutions", and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C-12"

Minutes of April 26 and 27, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites, stockpile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part and relocate in part, construct, improve, and maintain the Cornelius-Hillsboro Unit of the Forest Grove-Hillsboro Section of the Tualatin Valley Highway; and

WHEREAS, for the purpose of widening in part, relocating in part, constructing, improving, and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required for the construction, improvement, betterment, and maintenance of highways of the state highway system and the widening in part, relocating in part, construction, improvement and maintenance of the said Cornelius-Hillsboro Unit of the Forest Grove-Hillsboro Section of the Tualatin Valley Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit A, under the name of the record owner or

reputed owner, and the Commission's respective file number and said Exhibit A is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said Tualatin Valley Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; provided, however, that there shall be reserved unto the respective owners, their heirs and assigns, for service of the said remaining land, such access reservations as are noted as to each parcel or parcels on the said attached list marked Exhibit A*

3. That the widening in part, relocating in part, construction, improvement and maintenance of the said Cornelius-Hillsboro Unit of the Forest Grove-Hillsboro Section of the Tualatin Valley Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 26th day of April, 1956, as Condemnation Resolution No. 610.

*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 610, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C-13"

Minutes of April 26 and 27, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads; highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Tillamook-Donaldson Creek Section of the Wilson River Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the "Throughway Law"; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is

necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The State Highway Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Tillamook-Donaldson Creek Section of the Wilson River Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Wilson River Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A".

3. That the relocation, construction, improvement and maintenance of the said Tillamook-Donaldson Creek Section of the Wilson River Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said

parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 26th day of April, 1956, as Condemnation Resolution No. 611.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 611, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C-14"

Minutes of April 26 and 27, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: for rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street, quarry sites, gravel pits, storage sites, stock pile sites, or for the acquisition or manufacture of roadbuilding materials, approach or hauling roads, connecting roads, frontage road, highway drainage, drainage tunnels, or for the elimination or prevention of hazardous points of entry from adjacent property to state highways, or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, the said Commission is required to designate, locate, relocate, construct and maintain in the State of Oregon a system of highways, including all necessary bridges and culverts; and,

WHEREAS, for the purpose of constructing and maintaining highways of the state highway system, the Commission plans and proposes to acquire certain real property for the acquisition of roadbuilding materials for use in connection with the construction and maintenance of highways of the state highway system, and right of way for a haul road; and

WHEREAS, said Commission is authorized to take fee simple title to said real property.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, certain interests in or fee simple title to a certain parcel of real property. The said parcel of real property, or particular interest therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, is more particularly described in the attached list, marked Exhibit A, under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit A is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

EXHIBIT "C-14" (Cont)

2. That the highway facilities for which the said parcel of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcel of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcel of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 26th day of April, 1956, as Condemnation Resolution No. 612.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 612, under the heading "Real Property Condemnation Resolutions", and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C-15"

Minutes of April 26 and 27, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part and relocate in part, construct, improve and maintain the North Jefferson Junction-Albany Section of the Pacific Highway East; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the "Throughway Law"; and

WHEREAS, for the purpose of widening in part and relocating in part, constructing, improving, and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage

minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The State Highway Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said North Jefferson Junction-Albany Section of the Pacific Highway East as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That the widening in part, relocation in part, construction, improvement and maintenance of the said North Jefferson Junction-Albany Section of the Pacific Highway East and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and

EXHIBIT "C-15" (Cont)

records of the Commission this 26th day of April, 1956, as Condemnation Resolution No. 613.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 613, under the heading "Real Property Condemnation Resolutions", and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C-16"

Minutes of April 26 and 27, 1956

RESOLUTION

WHEREAS, the State Highway Commission, on the 1st day of March, 1956, adopted Condemnation Resolution No. 586, declaring the necessity of acquiring certain parcels of property situated in Washington County, Oregon, for right of way purposes for the widening in part, relocating in part, construction, improvement and maintenance of the Cornelius-Hillsboro Unit of the Forest Grove-Hillsboro Section of the Tualatin Valley Highway; and

WHEREAS, the State Highway Commission, after further investigation has found that the best interests of the State and the property owners concerned require that certain changes be made in the Exhibit "A" incorporated into said resolution, said changes being necessary to reflect the correct amount of property necessary to be acquired, the description of the property, or the number and/or location of access reservations;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That pages 4, 5, 6, 8, 23, 24, 26, 28, 30, 33, 35, 37, 38 and 39 of Exhibit "A" of said Condemnation Resolution No. 586, be, and the same hereby are, amended as shown on the attached list paginated to correspond with the pages of said Exhibit "A" herein amended, which attached list is marked Exhibit "A" and by this reference made a part hereof.*

2. That this resolution be entered in full in the minutes and records of this Commission this 26th day of April, 1956.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 586-A, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C-17"

Minutes of April 26 and 27, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right of access, deemed by the Highway Commission necessary for highway purposes, to wit: Rights of way, either for the original location or the widening, straightening or otherwise changing of any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; the elimination or prevention of hazardous points of entry from adjacent property to state highways; or the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, construct, improve and maintain the Pacific Highway West and the Denver Avenue-Union Avenue intersection of the Pacific Highway West and the Pacific Highway East; and

WHEREAS, for the purpose of widening, constructing, improving and maintaining the said highway, it is the judgment of the Commission that the real properties hereinafter described are necessary and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, construction, improvement and maintenance of the said Pacific Highway West and the Denver Avenue-Union Avenue intersection of the Pacific Highway West and the Pacific Highway East, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, or which in the best interests of the State and the owners should be acquired, and the specific use to be made thereof, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner; and the Commission's respective file number and said Exhibit "A" is by this reference adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said Pacific Highway West and the Denver Avenue-Union Avenue intersection of the Pacific Highway West and the Pacific Highway East and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A".*

3. That the widening, construction, improvement and maintenance of the said Pacific Highway West and the Denver Avenue-Union Avenue intersection of the Pacific Highway West and the Pacific Highway East and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking; and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 26th day of April, 1956, as Condemnation Resolution No. 614.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 614, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C-18"

Minutes of April 26 and 27, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: for rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street, quarry sites, gravel pits, storage sites, stock pile sites, or for the acquisition or manufacture of roadbuilding materials, approach or hauling roads, connecting roads, frontage road, highway drainage, drainage tunnels, or for the elimination or prevention of hazardous points of entry from adjacent property to state highways, or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, the said Commission is required to designate, locate, relocate, construct and maintain in the State of Oregon a system of highways, including all necessary bridges and culverts; and,

WHEREAS, for the purpose of constructing and maintaining highways of the state highway system, the Commission plans and proposes to acquire certain real property for the acquisition of roadbuilding materials for use in connection with the construction and maintenance of highways of the state highway system, and right of way for a public road to be used as a means of access thereto; and

WHEREAS, said Commission is authorized to take fee simple title to said real property.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, as follows:

1. The commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, certain interests in or fee simple title to a certain parcel of real property. The said parcel of real property, or particular interest therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, is more particularly described in the attached list, marked Exhibit A, under the name of the record owner or reputed owner, and the Commission's respective file number

and said Exhibit A is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That the highway facilities for which the said parcel of property or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcel of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcel of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 26th day of April, 1956, as Condemnation Resolution No. 615.

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*FOOTNOTE:

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 615, under the heading "Real Property Condemnation Resolutions", and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C-19"

Minutes of April 26 and 27, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: for rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street, quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Portland-Oregon City Section of the Pacific Highway East; and

WHEREAS, for the purpose of widening, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, the public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said Portland-Oregon City Section of the Pacific Highway East, certain interests in or fee simple title to a certain parcel of real property. The said parcel of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That the widening, improvement and maintenance of the said Portland-Oregon City Section of the Pacific Highway East and the highway facilities for which the said parcel of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owner and other persons in interest of said parcel of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcel of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 26th day of April, 1956, as Condemnation Resolution No. 616.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 616, under the heading "Real Property Condemnation Resolutions", and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

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EXHIBIT "C-20"

Minutes of April 26 and 27, 1956

RESOLUTION

WHEREAS, the State Highway Commission on the 3rd day of November, 1955, by resolution declared the necessity for the acquisition of a parcel of real property and a slope easement across certain real property owned by Roy W. McNeal, et al, File No. R-23240, situated in Block 3, Ashland, Oregon, also lying in Section 9, Township 39 South, Range 1 East, W.M., Jackson County, Oregon, for the relocation, construction, improvement and maintenance of the North Bound Route in Ashland Section of the Pacific Highway, and for the construction, maintenance and repair of the slopes of cuts or fills thereof; and,

WHEREAS, the said resolution declared the necessity for the acquisition of the said parcel of land and said easement listed on page 1, Exhibit A, of said Commission Resolution of November 3, 1955, being a parcel of land containing 0.25 acre and an easement across a strip of land 10 feet in width adjacent to said parcel of real property; and

WHEREAS, the State Highway Commission, after further investigation has found that it will be to the best interests of the State and the owners to reduce the size of the parcel of real property necessary for the relocation, construction, improvement and maintenance of said Pacific Highway, to a parcel of land containing 0.23 acre.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That Exhibit A, page 1, of that certain resolution duly made and entered in full in the minutes and records of the Commission on the 3rd day of November, 1955, pertaining to the description of the real property owned by Roy W. McNeal, et al, File No. R-23240, be, and the same hereby is amended to read as follows:

> Two parcels of land lying in Block 3, Ashland, and situated in Section 9, Township 39 South, Range 1 East, W.M., Jackson County, Oregon, and being a portion of that property described in that certain deed to Roy W. McNeal and Julia G. McNeal, recorded in Book 361, page 406, of Jackson County Records of Deeds, being described as follows:
>
> Parcel No. 1
>
> Beginning at a point on the Westerly side of Oak Street, which point is 297.3 feet North and 94.75 feet East of the Standard Stone Monument, at the intersection of the center lines of Oak and Main Streets; thence North 66° 51' West (deed bearing) 177.84 feet

EXHIBIT "C-20" (Cont)

and continuing North 66° 51' West 22.15 feet to a point on the Westerly line of said property; thence North 21° 15' East (deed bearing) 69.54 feet; the Northwest corner of said property; thence South 66° 51' East (deed bearing) 65 feet, more or less, to a line which is parallel to and 30 feet Northeasterly of the center line of the relocated Pacific Highway; thence South 44° 29' East, (Highway bearing) parallel to said center line 150 feet; more or less, to the Westerly line of Oak Street; thence South 23° 09' West (deed bearing) along said Westerly line to the point of beginning.

The center line of the relocated Pacific Highway herein referred to being described as follows: Beginning at Engineer's center line Station 13+50.03, said Station being 4.7 feet North and 415.2 feet West of the monument at the intersection of "B" and Oak Streets; thence South 44° 29' East 401.69 feet to Station 17+51.72, said center line crossing the Westerly and Southerly lines of said property approximately at Stations 15+15 and 16+80, respectively.

The parcel of land to which this description applies contains 0.23 acre.

Parcel No. 2

A slope easement over and across a strip of land 10 feet in width lying Northeasterly of and adjacent to Parcel No. 1 above, and containing 0.03 acre.

2. That this resolution be entered in full in the minutes and records of the Commission this 26th day of April, 1956, as Condemnation Resolution No. 620-a.

EXHIBIT "D"

Minutes of April 26 and 27, 1956

RESOLUTION

WHEREAS, the State Highway Commission has general supervision and control over all matters pertaining to the operation and administration of state highways, and has full power to carry out the provisions of and make such rules and regulations as it deems necessary for the accomplishment of the purposes of the laws concerning state highways; and,

WHEREAS, occasions frequently arise in which it is desirable that pipe lines conveying water, gas and other substances be installed along or across the right of way of state highways in order that the shortest and most economical and feasible route for such pipe lines may be followed; and,

WHEREAS, it is the judgment and opinion of this Commission that the economic welfare of the State will be promoted by permitting such pipe lines to be installed along or across the right of way of state highways upon terms and conditions which will protect the interests of the State, the State Highway Department and the members of the traveling public; and,

WHEREAS, it is the judgment and opinion of this Commission that it is desirable and in the best interest of both the State and the applicants for permission to install pipe lines upon the right of way of state highways that a procedure be established whereby prompt and efficient action may be taken, and the necessity of delaying such matters to the next succeeding meeting of the Commission eliminated.

NOW, THEREFORE, BE IT RESOLVED AND ORDERED:

1. That permits for the construction or installation and maintenance of pipe lines upon the right of way of any state highway for a period not exceeding 25 years may be issued upon the form of "Pipe Line Permit" which is attached hereto and by this reference incorporated as a part hereof.

2. Whenever an application is made for permission to install a pipe line along or across the right of way of any state highway, the State Highway Engineer or his designated assistants or employees shall investigate the matter, and determine the manner, method and location of such installation which will result in the least possibility of interference with or injury to existing or possible future highway improvements, and hazard to the motoring public.

3. That when such manner, method and location of installation have been so determined, the same shall be set forth in paragraphs 13 through 19, and under the heading "Special Provisions" of the form of "Pipe Line Permit" which is attached hereto.

EXHIBIT "D" (Cont)

4. That such permits may be executed and issued for and in behalf of the Oregon State Highway Commission by the State Highway Engineer, and, at the direction of the State Highway Engineer, by the Deputy State Highway Engineer and any Assistant State Highway Engineer.

5. That the applicant for permission to install a pipe line shall be required to furnish evidence of liability and property damage insurance in compliance with paragraph 13 of the "General Provisions" of the attached "Pipe Line Permit", in the amount of $50,000 for property damage resulting from any single occurrence, and $100,000 for the death or injury of any person, subject to a limit of $200,000 for injuries or deaths resulting from any single occurrence, unless the applicant is a company which is wholly or partially self-insured, in which event the requirement that liability and property damage insurance be furnished may be waived by the officer executing and issuing the "Pipe Line Permit", provided the company furnishes to such officer satisfactory evidence of its ability to respond to a claim or judgment for damages in the maximum amounts of the insurance which would otherwise be required.

6. That with respect to pipe lines installed upon the right of way of state highways for the conveyance or transmission of materials or substances other than water, the applicant for permission to install such pipe lines shall be required to furnish a bond to assure faithful performance of all of the terms, conditions and provisions of the "Pipe Line Permit". Said bond shall be in an amount sufficient to pay the full cost of removal, relocation or re-establishment of the pipe line, and shall be in a form approved by the Chief Counsel.

7. That this Resolution be entered in the minutes and records of the Commission this 26th day of April, 1956, as Miscellaneous Resolution No. 191.

Oregon State Highway Commission

PIPE LINE PERMIT Permit No. _____

WHEREAS, the _____ of _____ Oregon has filed an application with the Oregon State Highway Commission for permission to install a _____ pipe line, for the transmission of _____, upon and along/across the right of way of the _____ Highway in _____ County, Oregon, between/at/near _____ and _____, and more particularly described as being between/at Mile Post No. _____ (Hwy. Engr's Sta. _____) and Mile Post No. _____ (Hwy. Engr's Sta. _____), as shown on the map which is attached hereto, and hereby is made a part hereof; and

WHEREAS, the matter having been fully considered by the State Highway Commission and it is the opinion and judgment of said Commission that the said application should be granted and a permit as prayed for therein should be issued:

THEREFORE, IT HEREBY IS ORDERED, that the application of the _____ for permission to install the said pipe line upon and along-across the right of way of the said highway at the aforementioned location be approved and a permit for such purpose be and the same hereby is granted to the said _____, subject, however, to and upon the following conditions, terms, requirements and agreements not otherwise:

GENERAL PROVISIONS.

1. The word Engineer as used herein shall mean the State Highway Engineer or his duly authorized representative.

2. The applicant herein agrees to employ any and all methods in the construction of said pipe line which the Engineer may require in order to properly protect the highway from damage both during the construction of said pipe line and subsequent to its completion.

PIPE LINE PERMIT (Cont)

3. During the installation or construction of said pipe line, and during the repair of said pipe line, the applicant shall at all times maintain such watchman or watchmen, barricades and other safety devices as may be necessary to properly protect traffic upon said highway, and to warn and safeguard the public against injury or damage resulting from the operations of said applicant in the construction and maintenance of said pipe line. All barricades and obstructions shall bear lighted signal lights during the hours between sunset and sunrise.

4. The applicant shall indemnify and hold harmless the State, the State Highway Commission, the members thereof and all officers, employees or agents of the State or the State Highway Commission, against any and all damages, claims, demands, actions, causes of action, costs and expenses of whatsoever nature which may result from any injury to or the death of any person, or from the loss of or damage to property of any kind or nature, including the highway and highway facilities or structures, property or equipment used or owned by the State or the State Highway Department, and facilities such as wires, lines, poles or pipe lines which now or may hereafter occupy the right of way of said highway, when such injury, death, loss or damage is due to the existence of said pipe line, or to the construction, installation, maintenance, repair, renewal, operation or use thereof, or to the contents therein or therefrom.

5. The applicant shall so conduct his construction operations that there shall be no interference or interruption of traffic upon and along the highway. The Engineer may specify details in connection with the handling of traffic and such specifications shall be complied with by the applicant.

6. This permit is issued with the specific understanding that the same is subject to all existing public and private rights in and to the right of way of the highway, and the same constitutes the consent of the Highway Commission to the installation of said pipe line only to the extent that the Highway Commission has legal authority to grant such consent. The installation, construction and maintenance of said pipe line is subject to the paramount control of the legislature over said highway and no right or privilege herein granted shall be deemed or construed to be beyond the reach or authority of the legislature to control the said highway, and the applicant in accepting this permit accepts it knowing that the rights and privileges herein granted may at any time be defeated and abrogated by legislative act.

7. If at any time in the judgment of the State Highway Commission the presence of said pipe line upon the right of way of the said highway is detrimental to the interests of said highway or to the proper repair, maintenance or reconstruction of the same, the Highway Commission may give notice of such fact to said applicant, and upon receipt of such notice the applicant agrees to conform promptly to the requirements of the State Highway Commission with respect thereto, and in the event that said applicant fails for a period of ten (10) days so to conform to such requirements and orders, then, and in that event, the State Highway Commission

may cause said pipe line to be removed, relocated, disconnected and destroyed or reestablished by installation of new facilities, whichever may appear most desirable to the Commission, and may charge the cost of the same to the applicant. The applicant agrees to pay such cost promptly upon being billed therefor by the Commission.

8. The said applicant shall at all times keep said pipe line free from leaks and in a good state of repair, so that no damage or injury will be done to the said highway.

9. The entire cost of installing said pipe line, including the cost of materials, trenching, laying, backfilling, supervision and inspection, and any other expense whatsoever incident thereto, is to be paid by said applicant. The applicant shall reimburse the State Highway Commission for any and all expenses incurred by said Commission in connection with said installation, and such reimbursement shall be made by said applicant within ten (10) days after being billed therefor by the State Highway Commission.

10. Any supervision or control exercised by the Engineer shall in no way relieve the applicant of any duty or responsibility to the general public nor shall such supervision or control relieve said applicant of any liability for loss, damage or injury to persons or property sustained by reason of the installation, maintenance or repair of said pipe line, nor of the applicant's liability for damage to said highway.

11. If for any reason it becomes necessary in the judgment of the Highway Commission or its Engineer to disconnect the said pipe line or any section thereof for the purpose of repair of the said highway or any work or improvement thereon, or if said highway is being damaged or endangered by reason of the presence of said pipe line or the seepage of gas or liquid therefrom, the State Highway Engineer may give the said applicant ten (10) days written notice to turn off the gas or liquid and should said applicant fail and neglect to do so then the State Highway Commission or its Engineer may disconnect said pipe line or turn off the said gas or liquid and by so doing neither the State, the State Highway Commission nor its Engineer or other officer or employe shall be liable either officially or personally for any damage or injury sustained thereby, either by the said applicant, consumers or patrons, or persons to whom it owes a responsibility or liability.

12. It is understood and agreed that the State Highway Commission shall not be held responsible or liable for injury or damage that may occur to said pipe line or any connection or connections thereto by reason of any construction or maintenance operations that may be carried on by or under the direction of either the said State Highway Commission or any duly authorized representative of said State Highway Commission, or by any person constructing or installing, maintaining, repairing, operating or using any facility pursuant to a permit heretofore or hereafter issued by the State Highway Commission.

13. Applicant shall obtain liability and property damage insurance providing coverage against any claim, demand, suit or action for property damage, personal injury or death resulting from any activities of the applicant and his or its officers, employees, agents and contractors in connection with the construction or installation of said pipe line. Said insurance shall provide coverage in the following amounts, $50,000.00 for property damage resulting from any single occurrence, and $100,000.00 for the death or injury of any person, subject to a limit of $200,000.00 for injuries or deaths resulting from any single occurrence. Copies of such policy or policies of insurance, or certificates evidencing the same, shall be submitted to and approved by the Chief Counsel for the State Highway Commission before any work is commenced under this permit.

PROVISIONS RELATING TO LOCATION AND CONSTRUCTION

14. The pipe to be installed, the diameter of which shall not exceed _____( ) inches, shall be _____pipe satisfactory to the Engineer in all respects.

15. Trenching or tunneling nearer than four (4) feet from either edge of the surfaced portion of the roadway and the cutting and digging up of the pavement or macadamized portion will not be permitted except when special permission is first obtained from the Engineer. No trench shall be excavated, the top width of which exceeds eighteen (18) inches more than the outside diameter of the pipe to be installed, without such special permission.

16. The backfilling of all trenches and tunnels must be accomplished immediately after the pipe line has been placed therein and must be well tamped and compacted so as to allow the least possible amount of subsequent settlement. All debris, refuse and waste of all kinds which may have accumulated upon the highway right of way by reason of the operations of the within named applicant must be removed immediately upon completion of said operations and the said highway right of way must be restored to at least as good condition as it was prior to such operations. All work in connection with the said pipe line construction must be done in a neat and workmanlike manner and under the general supervision of the Engineer whose decision shall be final with respect to any of the conditions, terms, stipulations and provisions of this permit and must meet with his approval.

17. Where said pipe line is to be installed longitudinally along the highway it shall be constructed on the _____side of the said highway right of way on a line parallel to and _____( ) feet distant from the center line thereof, the said center line being, in general, the center line of the improved roadway.

PIPE LINE PERMIT (Cont)

18. Where said pipe line crosses the highway it shall be installed on a line at right angles to the center line thereof at a depth to be specified by the Engineer.

19. Under and across the surfaced portion of the roadway said pipe line shall either be driven or placed in a hole bored for the purpose, the diameter of which shall not exceed the outside diameter of the pipe to be placed therein.

20. At no point shall the top of the pipe line be less than _____ ( ) inches below the grade of the highway or beneath the surface of the ground at that point, if the ground be lower than the grade of the highway.

This permit shall be in effect for a period of _____ ( ) years from and after the date hereof, unless sooner revoked by mutual consent or by the State Highway Commission or by operation of the law; provided, however, that this permit shall not be effective unless accepted in writing on or before___

_____, 19_____.

SPECIAL PROVISIONS

Dated this _____ day of _____, 19_____.

Recommended for approval:

_____
Division Engineer

OREGON STATE HIGHWAY COMM.

By _____
Assistant State Highway Engineer

ACCEPTANCE OF PERMIT

In consideration of the benefits accruing to the _____ _____ by reason of the foregoing license or permit, the

PIPE LINE PERMIT (Cont)

said license or permit hereby is accepted by the _____

_____ and said _____

hereby agrees to comply with all of the terms, provisions, stipulations and conditions therein contained.

Dated this _____ day of _____, 19_____.

_____

By _____
President

(SEAL)

By _____
Secretary

EXHIBIT "E"

Minutes of April 26 and 27, 1956

RESOLUTION

WHEREAS, pursuant to the provisions of ORS 366.810, there have been by the Oregon State Highway Commission apportioned to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

From Funds Accrued during First Half of 1954:

Dayton	$ 2,047.34

From Funds Accrued during Second Half of 1954:

Halsey	$ 1,364.62
Stanfield	2,971.92

From Funds Accrued during Second Half of 1955:

Corvallis	$60,649.08
Ione	1,005.04
Mitchell	1,552.99
Monument	853.21
North Powder	1,508.09
Seaside	14,542.01
Yamhill	2,017.02

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is

deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 26th day of April, 1956.

EXHIBIT "F-1"

Minutes of April 26 and 27, 1956

RESOLUTION

WHEREAS the relocated Elbow Lake-Gardiner Section of the Oregon Coast Primary Highway No. 9 located in Douglas County, the northerly terminus of which is at Highway Engineer's Survey Station 275+00 and the southerly terminus of which is at Highway Engineer's Survey Station 660+51.80 on the relocated highway, has been completed and is now open for public travel; and

WHEREAS, due to the relocation of the aforesaid section, portions of the former right of way are no longer needed for right of way purposes and may be eliminated from the boundaries of the relocated highway; and

WHEREAS Douglas County and the State Highway Commission entered into an agreement on the 27th day of April, 1956, relating to the disposition to be made of the portions that may be eliminated, therein and hereinafter referred to as Units "A", "B", and "C".

WHEREAS said agreement provided that Units "A", "B", and "C" would be abandoned by the State Highway Commission by a formal resolution as part of the Oregon Coast Highway and the state highway system; that Unit "C" would be maintained thereafter by the County as part of the county road system; and that Units "A" and "B" would revert to the owners of the abutting property; and

WHEREAS it is the judgment of the Highway Commission that certain portions of the former right of way of the Elbow Lake-Gardiner Section of the Oregon Coast Highway, together with other real property acquired by the State for roadway right of way and other public purposes, is needed and valuable for right of way purposes and public use; and

WHEREAS it is the purpose of the Highway Commission to take official action and impress upon its records the disposition made of the portions or units of the former right of way of the said Oregon Coast Highway referred to herein as Units "A", "B", and "C" as well as all the property affected by reason of said realignment;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the portions of the former right of way which by reason of the relocation of the Elbow Lake-Gardiner Section of the Oregon Coast Highway are no longer within the boundaries of the new right of way and which are identified as Unit "A", as shown colored in brown on the map attached hereto, which is marked Exhibit "A" and by this reference made a part hereof; Unit "B", as shown colored in brown on said attached map;

and Unit "C", as shown colored in red on said map, are more particularly described as follows:*

Unit "A"

All the land situated within the right of way boundaries of the Oregon Coast Highway as formerly routed, beginning at the easterly right of way line opposite Highway Engineer's Survey Station 511+10 of said highway as relocated in the northeast quarter of the southwest quarter (NE¼ SW¼), Section 15, Township 21 South, Range 12 West, W. M.; thence easterly and southerly via said highway as formerly routed to the easterly right of way line opposite to Highway Engineer's Survey Station 521+20 of said highway as relocated in the northeast quarter of the southwest quarter (NE¼ SW¼), Section 15, Township 21 South, Range 12 West, W. M.

Unit "B"

All the land situated within the right of way boundaries of the Oregon Coast Highway as formerly routed beginning at the easterly right of way line opposite Highway Engineer's Survey Station 682+30 of said highway as relocated in the northwest quarter of the northeast quarter (NW¼ NE¼), Section 22, Township 21 South, Range 12 West, W. M.; thence southerly via said highway as formerly routed to a point easterly from and opposite Highway Engineer's Survey Station 669+40 of said highway as relocated in the southwest quarter of the northeast quarter (SW¼ NE¼), Section 22, Township 21 South, Range 12 West, W. M.

Unit "C"

All the land situated within the right of way boundaries of the Oregon Coast Highway as formerly routed beginning at a point easterly from and opposite Highway Engineer's Survey Station 669+40 of said highway as relocated in the southwest quarter of the northeast quarter (SW¼ NE¼) of Section 22, Township 21 South, Range 12 West, W. M.; thence southerly via said highway as formerly routed to the easterly right of way line opposite Highway Engineer's Survey Station 662+20 of said relocated highway in the southwest quarter of the northeast quarter (SW¼ NE¼), Section 22, Township 21 South, Range 12 West, W. M.

2. That pursuant to the agreement entered into with Douglas County on the 27th day of April, 1956, Units "A", "B", and "C", indicated on the map attached hereto, are hereby duly abandoned as part of the Oregon Coast Highway and the state highway system; all right, title, and interest which the State has in the right of way of Unit "C" herein described

EXHIBIT "F-1" (Cont)

pass to and vest in the said County; and all right, title, and interest which the State has in the right of way of Units "A" and "B" herein described pass to and vest in the abutting property owner.*

3. That the right of way of the former and of the relocated Elbow Lake-Gardiner Section of the Oregon Coast Highway, together with the real property acquired by the State for roadway right of way and other public purposes, as shown colored in green on Exhibit "A" attached hereto, shall be retained and held by the State.*

4. That this Abandonment and Retention Resolution No. 317 be entered in the minutes and records of the Oregon State Highway Commission as of the 26th day of April, 1956, and the Secretary is ordered to mail a duly certified copy hereof to the County Court of Douglas County.

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*FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 317 under the heading "Abandonment and Retention Resolutions" and said map by this reference is made part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "F-2"

Minutes of April 26 and 27, 1956

RESOLUTION

WHEREAS, the relocated Crabtree Creek-Bridge Section of the Albany-Lyons Highway No. 211 located in Linn County, the Southerly terminus of which is at Highway Engineer's Survey Station 316+49.97 on the said relocated section of the highway, and the Northerly terminus is at Highway Engineer's Survey Station 343+01.47 on said relocated section of highway, has been completed and is now open for public travel; and

WHEREAS, due to the relocation of the aforesaid section, a portion of the former right of way herein referred to as Exhibit "A", and so indicated on the map attached hereto and marked Exhibit "A" and made a part hereby by this reference, is no longer needed for highway purposes; and

WHEREAS, Unit "A" is not needed for the services of persons living thereon, or for a community served thereby, and is not, in the judgment of the Commission, needed or valuable for any public use; and

WHEREAS, pursuant to ORS 366.300, any section eliminated from a state highway due to relocation or realignment shall revert to the abutting owner or owners unless needed by persons living thereon, or by a community, or is, in the judgment of the Commission, valuable for a public use; and

WHEREAS, it is the judgment of the Highway Commission that certain portions of the former right of way of the Albany-Lyons Highway, together with other real property acquired by the State for roadway right of way and other public purposes and which are indicated in solid black markings on the map attached hereto and marked Exhibit "A" are needed and valuable for right of way purposes and public use; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon its records the disposition made of the portion or unit of right of way of the said highway referred to herein and identified as Unit "A";

NOW, THEREFORE, based on the power and authority vested in this Commission by the State of Oregon, BE IT, AND IT HEREBY IS, RESOLVED as follows:

1. That the portion or unit of the right of way, which by reason of the relocation of the Albany-Lyons Highway No. 211, is not within the boundaries of the new right of way is identified and described as follows:

UNIT "A"

All that part of the old highway right of way lying outside of

the relocated highway beginning at Highway Engineer's Survey Station 325+90 of the relocated Albany-Lyons Secondary Highway No. 211 in the Southwest Quarter of the Southeast Quarter (SW $\frac{1}{4}$ SE $\frac{1}{4}$) of Section 31, Township 10 South, Range 1 West, of the Willamette Meridian; thence Northerly by the former route of the Albany-Lyons Secondary Highway No. 211 to a point of the East-most boundary of the relocated highway and 90° from the center line of the relocated highway at Highway Engineer's Survey Station 342+30 of the relocated Albany-Lyons Secondary Highway No. 211 in the Northwest Quarter of the Southeast Quarter (NW $\frac{1}{4}$ SE $\frac{1}{4}$) of Section 31, Township 10 South, Range 1 West, of the Willamette Meridian.

2. That Unit "A", as hereinabove described and shown on Exhibit "A" attached hereto, is no longer needed for highway purposes, the services of persons living thereon, the services of any community, or for any other public purposes, is hereby abandoned as part of the Albany-Lyons Highway No. 211, and of the State Highway System and all the right, title and interest which the State has in the right of way of Unit "A" hereby passes to and vests in the abutting property owner according to law.*

3. That the right of way of the relocated Crabtree Creek-Bridge Section of the Albany-Lyons Highway No. 211, and the right of way of the former Albany-Lyons Highway, together with the real property acquired by the State for roadway right of way and other public purposes which have not been duly abandoned herein and which are further indicated by solid black markings on Exhibit "A" attached hereto, are retained and held by the State Highway Commission.*

4. That this Resolution No. 316 be entered in the minutes of the Oregon State Highway Commission as of the 26th day of April, 1956, and the secretary is ordered to mail a duly certified copy hereof to the County Court of Linn County.

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*FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 316, under the heading "Abandonment and Retention Resolutions" and said map by this reference is made part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "G"

Minutes of April 26 and 27, 1956

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of State Highway projects have been completed according to the terms and provisions of said contracts and that said jobs are now ready for acceptance:

"Contract No. 4075 with Roy L. Houck & Son for grading on the Gervais-Hayesville Unit, Willamette River-Hayesville Section of the Portland-Salem Expressway in Marion County, completed November 18, 1955.

"Contract No. 4224 with J. W. Briggs for bridge construction, grading and paving on the Sherman Junction-Willowdale Section of The Dalles-California Highway in Wasco and Jefferson Counties, completed September 30, 1955.

"Contract No. 4246 with Columbia Empire Constructors, Inc., and P. S. Lord Mechanical Contractors for constructing two structures on the Coast Fork Willamette River-Divide Unit of the Pacific Highway in Lane County, completed March 22, 1956.

"Contract No. 4390 with Cherveny Construction Co. for constructing the Halsey Street Connection Undercrossing on the T. H. Banfield Expressway in Multnomah County, completed March 29, 1956.

"Contract No. 4401 with Hamilton & Thoms for constructing the Calapooya Overflow Bridge Replacement on the Pacific Highway in Linn County, completed December 13, 1955.

"Contract No. 4500 with Trowbridge Electric Co. for installation of Oswego Highway Traffic Signals in Clackamas and Multnomah Counties, completed March 15, 1956.

"Contract No. 4511 with Trowbridge Electric Co. for installation of traffic signals on various highway intersections in the City of Salem, completed March 8, 1956.

"Contract No. 4518 with Hannan Brothers Co. for constructing the Muddy Creek Bridge on the Oakville County Road in Linn County, completed April 11, 1956.

"Contract No. 4524 with Calkins Crushing Co. for grading and surfacing on the Coast Highway-Forest Boundary Section of the Elk River County Road, and furnishing crushed materials in stockpile, in Curry and Coos Counties, completed February 27, 1956.

EXHIBIT "G" (Cont)

"Contract No. 4538 with Robinson & Robinson for fence construction on the Divide-Rice Hill Section of the Pacific Highway in Douglas County, completed March 15, 1956.

"Contract No. 4551 with M. C. Lininger & Sons for furnishing crushed materials in stockpiles on the Siskiyou Junction-Klamath County Line Section of the Green Springs Highway in Jackson County, completed April 12, 1956.

THEREFORE, BE IT RESOLVED that the work covered by State Highway Contracts for the construction of said State Highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

BE IT FURTHER RESOLVED that this Contracts Completed Resolution No. 51 shall be entered in the minutes and records of the Commission as of the 26th day of April, 1956.

EXHIBIT "H-1"

Minutes of April 26 and 27, 1956

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: OREGON COAST HIGHWAY (Clatsop County)

Highway number 9 Route Number US101

Location of Termini				Established Speed
M.P. 10.36	(0.57 mile south of the railroad crossing at Skipanon)	to M.P. 10.90	(intersection of the county road north of Camp Clatsop)	45 M.P.H.

EXHIBIT "H-1" (Cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 225 be entered in the minutes and records of the Commission as of the 26th day of April, 1956.

EXHIBIT "H-2"

Minutes of April 26 and 27, 1956

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: TERRITORIAL HIGHWAY (Lane County)

Highway number 200 Route number

M. P. 18.14	(100 feet north of Fir Grove Lane)	to	M. P. 18.85 (100 feet south of the Long Tom River)	35 MPH

EXCEPT THAT BETWEEN

M. P. 18.21 (250 feet south of Fir Grove Lane) to M. P. 18.64 (400 feet south of Sheffler Road), the indicated speed shall be 20 MILES PER HOUR during the hours of school crossings as per the provisions of Subsection 1.a., of ORS 483.104.

EXHIBIT "H-2" (Cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 226 be entered in the minutes and records of the Commission as of the 26th day of April, 1956.

EXHIBIT "H-3"

Minutes of April 26 and 27, 1956

RESOLUTION

WHEREAS, the State Highway Commission is authorized to designate main traveled or through highways or sections thereof by placing at the entrances thereto from intersecting highways signs or markers, notifying drivers of vehicles to stop before entering or crossing such designated highway or highways, and the State Highway Commission is further authorized to designate particular intersections and place such stop signs or markers at one or more entrances thereto; and

WHEREAS, the Commission heretofore on the 21st day of September, 1949, adopted a resolution by which certain state highways and sections thereof were declared to be and were designated as main or through highways, and the State Highway Engineer was instructed to properly mark the same; and

WHEREAS, by said resolution of September 21, 1949, the Highway Commission declared the Territorial Highway No. 200 to be a through highway and stipulated that traffic entering said highway should stop before doing so except that "southbound traffic on Road No. 200, Territorial Highway, shall stop at its intersection with Road No. 220, Richardson-Eugene Highway, in Elmira"; and

WHEREAS, since adoption of said resolution of September 21, 1949, a traffic engineering investigation has been made which reveals that present traffic volumes are such that the "Stop" indication at this intersection is improperly located, and based upon results of said investigation the State Highway Engineer has recommended to this Commission a modification of the order contained in the aforementioned resolution of September 21, 1949.

NOW, THEREFORE, based upon the results of said traffic engineering investigation and upon the recommendation of the State Highway Engineer, this Commission does hereby find, declare, resolve and order as follows:

1. That said resolution of September 21, 1949, be amended by deleting the following exception pertaining to the Territorial Highway:

> "Southbound traffic on Road No. 200, Territorial Highway, shall stop at its intersection with Road No. 220, Richardson-Eugene Highway, in Elmira."

but in all other respects the provisions of said resolution of September 21, 1949, shall remain in full force and effect; and

2. That the State Highway Engineer be and he hereby is instructed to place or cause to be placed and thereafter maintain the necessary signs and markers to accomplish the traffic control and regulation contemplated

by this resolution. Such signs as may be erected at said intersection shall conform to the types and standards heretofore approved by the Commission.

3. That this resolution shall be entered in the minutes and records of the Commission as of the 26th day of April, 1956, as Through Highways Resolution No. 13c, and a duly certified copy thereof delivered to the U. S. Bureau of Public Roads, and a like copy to the County Clerk of Lane County and to the Superintendent of the Department of State Police for their information.

EXHIBIT "H-4"

Minutes of April 26 and 27, 1956

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: SANTIAM HIGHWAY (Linn County)

Highway number 16 Route number US20

Location of Termini				Established Speed
M. P. 12.42	(0.11 mile north of the north city limits of Lebanon)	to M. P. 12.53	(north city limits of Lebanon)	40 MPH

20507

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein, particularly as pertains to Speed Limit Resolution No. 103, adopted by the State Highway Commission on April 8, 1953, which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 103-A be entered in the minutes and records of the Commission as of the 26th day of April, 1956.

EXHIBIT "I"

Minutes of April 26 and 27, 1956

RESOLUTION

WHEREAS, the Pacific Highway is a primary highway and likewise a Federal-aid highway under the control and jurisdiction of the State Highway Commission; and

WHEREAS, it appears that on said Pacific Highway through the community of Dillard, vehicles, particularly log trucks and vehicles belonging to sawmill employees, are parked on the highway shoulders of said Pacific Highway; and

WHEREAS, the parking of vehicles on said highway section creates traffic congestion to such an extent that, in the opinion of the Highway Commission, a hazardous condition is created to highway traffic; and

WHEREAS, in the opinion of the Commission public travel and public safety require that parking of vehicles should be prohibited on the shoulders of said highway within said section;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. The Commission does hereby find and declare, based upon recommendations by members of its staff, that the parking of vehicles on both sides of said Pacific Highway between M. P. 208.72 (Engineer's Station 1090+67) and M. P. 208.97 (Engineer's Station 1078+00) creates a hazard to the traveling public.

2. That in the opinion of this Commission, the right of way of said highway along said section is not of sufficient width to permit parking of vehicles thereon and at the same time to provide the degree of safety and convenience which, in the opinion of the Commission, should be provided the motoring public.

3. That the Commission does further find and declare that the parking of vehicles on both sides of said Pacific Highway within said section should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect signs along said section at such points between M. P. 208.72 and M. P. 208.97 as in his judgment are necessary to accomplish the purpose of this resolution and the action of the Commission as herein declared, on which signs shall be printed in plain letters, the words, "NO PARKING ON HIGHWAY SHOULDERS."

5. That a certified copy of this resolution be sent to the Superintendent of the Department of State Police for his information.

EXHIBIT "I" (Cont)

6. That this "No Parking" Resolution No. 142 be entered in the minutes and records of the State Highway Commission as of the 26th day of April 1956.

EXHIBIT "J-1"

Minutes of April 26 and 27, 1956

RESOLUTION

WHEREAS, THE Commission heretofore authorized and directed the Engineer to make complete and final surveys of the route and location of:

1. The Boardman-Pendleton Section of the Old Oregon Trail Highway in Morrow and Umatilla Counties.

2. The Sandy-Forest Boundary Section of the Mt. Hood Highway in Clackamas County.

3. The North Jefferson Junction-Albany Section of the Pacific Highway East in Linn and Marion Counties.

4. The South River Road Junction (Milwaukie) Section of the Pacific Highway East in Clackamas County,

and in connection therewith to prepare maps showing the route and location of each of said sections and to file said maps, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said surveys and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said surveys, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1a. That the survey of the Boardman-Pendleton Section of the Old Oregon Trail Highway beginning at Highway Engineer's Station 118+00, a short distance east of the town of Boardman, and extending in an easterly direction to Highway Engineer's Station 1250+00, a short distance west of the city of Pendleton, together with the map which, for identification purposes, bears Map File No. 10C-27-7 and the date March, 1956, field notes and other engineering data submitted by the Engineer hereby are approved and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

1b. That the survey of the Sandy-Forest Boundary Section of the Mt. Hood Highway beginning at Highway Engineer's Station 0+00 in the town of Sandy and extending in an easterly direction to Highway Engineer's Station

EXHIBIT "J-1" Cont.

888+01.4, a short distance west of the community of Zigzag, together with the map which, for identification purposes, bears Map File Nos. 8B-2-25, 26, and 27 and Drawing No. 1R-3-1111, and the date April, 1956, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

1c. That the survey of the North Jefferson Junction-Albany Section of the Pacific Highway East beginning at Highway Engineer's Station 515+00, on the existing highway approximately three and one-half miles north of the Santiam River crossing, and extending in a southerly direction to Highway Engineer's Station 1141+00, approximately one-half mile south of the Santiam Highway just east of Albany, together with the map which, for identification purposes bears Map File Nos. 6B-10-17 6B-11-7 and respective dates of January, 1944, and March 1944, (Drawing No. 1R-5-874), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

1d. That the survey of the South River Road Junction (Milwaukie) Section of the Pacific Highway East beginning at Highway Engineer's Station 301+50 at 2nd Street in the Plat of Robertson just south of the City of Milwaukie and extending in a southerly direction to Highway Engineer's Station 303+50 at 7th Avenue in said Plat of Robertson, together with the map which, for identification purposes bears Map File No. 5B-3-15 (Drawing No. 1R-5-877) and the date April, 1934, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That when said highway sections are permanently constructed, the same shall be done in accordance with said surveys and locations unless otherwise directed or ordered by the Commission.

3. That the approval and adoption of said surveys shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the construction, reconstruction, or improvement of the highways along and over said surveys. Said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right of Way Department to proceed promptly with the acquisition of rights of way pursuant to the normal and approved method.

4. That heretofore by resolution of this Commission dated November 3, 1948, said sections of said highways mentioned above have been designated as throughways within the meaning and purpose of ORS 374.005 commonly known as the "Throughway Law", and, for the reasons stated therein, the above-named sections of said highways should be, and it is

EXHIBIT "J-1" (Cont)

hereby directed that the construction of the same shall be, accomplished pursuant to and within the meaning and scope of said law except any portion of said sections which had more than ten commercial businesses abutting thereon catering to the motoring public in any one mile as of the date said sections of highways were designated as throughways.

5. That this resolution be entered in the minutes and records of the Commission as of the twenty-sixth day of April, 1956 as Survey Resolution No. 138.

26543

EXHIBIT "J-2"

Minutes of April 26 and 27, 1956

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the South Unit of the Kellogg Bridge-Tyee Bridge Section of the Elkton-Sutherlin Highway in Douglas County and in connection therewith to prepare maps showing the route and location of said section and to file said maps, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said survey and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That the survey of the South Unit of the Kellogg Bridge-Tyee Bridge Section of the Elkton-Sutherlin Highway beginning at Highway Engineer's Station 525+00, approximately four miles south of Kellogg Bridge across the Umpqua River, and extending in a southerly direction to Highway Engineer's Station 689+00 at the Tyee Bridge across the Umpqua River, together with the map which, for identification purposes, bears Map File No. 8B-1-10 (Drawing No. 1R-5-870) and the date April, 1956, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That when said highway section is permanently constructed, the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That the approval and adoption of said survey shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the construction, reconstruction, or improvement of the highway along and over said survey. Said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right of Way Department to proceed promptly with the acquisition of rights of way pursuant to the normal and approved method.

EXHIBIT "J-2" (Cont)

4. That this resolution be entered in the minutes and records of the Commission as of the 26th day of April, 1956, as Survey Resolution No. 139.

Albany, Oregon
May 23, 1956

Pursuant to formal notices heretofore given the Mayors of the cities of Albany, Halsey, Harrisburg, Junction City, and Eugene by letter dated May 2, 1956, the State Highway Commission convened at 10:00 a.m. in the City Council Chambers, City Hall, Albany, for the purpose of giving the citizens of each of these communities an opportunity to express themselves regarding the plans of the Commission to construct a new freeway from a point on the existing route of U.S. 99E, approximately one mile north of Albany, to a connection with the existing route of U.S. 99, near the east city limits of Eugene, which route will by-pass each of the above-mentioned cities and will become a section of U.S. 99 when completed. This meeting of the Commission was also held to satisfy certain Federal requirements, particularly Section 13 of the "Federal-aid Highway Act of 1950", which provides that: "any state highway department which submits plans for a Federal-aid highway project involving the by-passing of any city or town shall certify to the Commissioner of Public Roads that it has had public hearings and considered the economic effects of such a location."

Present were the following:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
W. C. Williams, Deputy State Highway Engineer
C. W. Enfield, Chief Counsel
R. L. Porter, Right of Way Engineer
H. B. Glaisyer, Secretary

Also present were twenty local citizens representing the several cities affected by the proposed improvement.

The meeting was called to order by Chairman Chandler who explained the purpose of the hearing. In order to expedite the hearing he stated that each city group would be asked to express their views on the subject, starting with the City of Albany. He then asked the Deputy State Highway Engineer, Mr. W. C. Williams, to explain just what the Commission has in mind with respect to the proposed project.

Mr. Williams exhibited a map showing the proposed route and explained details. He advised that the plan calls for construction of a new four-lane highway from Albany to Eugene and that northerly from Albany the present highway will be utilized and an additional two traffic lanes will be provided. He pointed out that the proposed highway is routed directly south from Albany for 32.8 miles, then extends directly to a connection with the new highway at Judkins Point in eastern Eugene with only a slight curve in the town of Coburg. He mentioned the location

of proposed traffic interchanges where people will be able to get on and off the highway with safety, such being at the following points: "Q" Street, Eugene, to serve the people of Eugene and Springfield; Coburg Road in Coburg, to serve the people of that district; Diamond Hill County Road, east of Harrisburg, to serve the Harrisburg people; Halsey-Sweet Home State Secondary Highway, east of Halsey, to serve that community; Lebanon-Corvallis County Road intersection; Santiam Highway Junction in the city of Albany; and one known as the North Albany interchange, at the north end of the Albany Airport - - a total of seven. The total length of the new highway between Albany and Judkins Point, he said, is 43.4 miles, whereas, the existing route between those two points is 52.4 miles; in other words, the new route will result in a savings of 9 miles in distance between common points. He also mentioned the curvature on the new route, pointing out that there is no curve on the new route greater than 1°, whereas, the present route has up to 40° curves. He stated that all of the details have not been entirely perfected, such as frontage roads, etc., because they involve agreements with the counti es which cannot be consummated until a definite route has been adopted. He did mention, however, that the old highway will be maintained as a state highway throughout its entire length. Chairman Chandler then turned the meeting over to local residents, calling first on the representatives of the City of Albany.

Mr. G. C. Knodell, member of the Albany City Council, inquired concerning the type of interchange structure that is to be provided at the Santiam Highway junction. He was informed by the Deputy State Highway Engineer that the interchanges heretofore mentioned are complete interchanges and will take care of traffic going in either direction, although the one at the Santiam junction is not what is known as a cloverleaf. The North Jefferson interchange, and the North Albany interchange at Knox Butte Road, he said, are more modern type structures because they accommodate several roads. Mr. Charles K. McCormack, Mayor of the city of Albany, inquired whether or not an underpass or an overpass is to be provided in the southern part of the city of Albany, south of Highway 20. He gave as his feeling that in a few years from now it may be desirable to have access to the new highway at that point, and he inquired whether or not a traffic interchange could be provided at that time. The Deputy Highway Engineer explained that presently traffic would be taken care of by the existing road which would serve as a frontage road with connections with the new highway at either the Albany interchange or the Santiam interchange. He added that if in the future, should traffic demand, a similar road could be provided on the other side of the freeway which would have the same connections, but there could be no access points in between. Mr. McCormack stated that what he particularly had in mind was the connection between the Albany-Corvallis County Road interchange and the Santiam Highway interchange in Albany. He said that the district is building up quite rapidly and in ten or fifteen years from now it very likely will be desirable to have access to the highway between these two points - - at least the information will be of value to their planning and zoning commission in

administering this area. The Engineer replied that no additional connections are contemplated and if future demands are sufficient there is nothing to prevent construction of an interchange, although the bill that is now pending in Congress with respect to construction of an interstate system provides that any future connection to such system must be approved by the Secretary of Commerce. Mr. McCormack then mentioned the prospective industrial development in the southern part of Albany, which, he said, could best be served by an additional connection with the freeway. Chairman Chandler concluded the discussion of this item by stating that future development in this district no doubt will be taken care of automatically when the need justifies it; also that neither the Commission nor the Engineer desire to make any commitment for fifteen years in the future. This concluded the Albany presentation.

Chairman Chandler called for representation from Halsey, Harrisburg, Junction City, and Eugene. No one was present from the town of Halsey. Mr. L. R. Barbour, Principal of the Union High School, Harrisburg, represented that place. He inquired concerning minor road crossings. He mentioned that the new highway will split their school district which will result in a problem of transportation of students. He was informed by the Deputy Highway Engineer that no roads that are important from the standpoint of carrying school children and serving school buses are being considered for closure. Referring to the map, he said that major roads as shown on the map will be taken over the new highway. He assured Mr. Barbour that no important roads are being considered for closure. Mr. Barbour expressed complete satisfaction with the plan in that regard.

Chairman Chandler then called upon a delegation from Junction City and Eugene. There was no one present from the City of Junction City, but Mr. Fred Brenne, Manager of the Eugene Chamber of Commerce, responded in behalf of the City of Eugene. He said that they are wholly in accord with the development of the highway as proposed and their only hope is that the improvement will come rapidly. He offered community help in every way possible. He mentioned that the City of Eugene has a problem similar to that mentioned by Mayor McCormack of Albany, particularly in the area north of Eugene which is rapidly developing. Chairman Chandler advised Mr. Brenne that the Commission's thinking now is to build highways with only a limited number of interchanges as a protection to travel, and that is one of the principal purposes of a freeway such as is the one proposed between Albany and Eugene.

There followed a general discussion of the project during which Mr. Hal Byer, Manager of the Albany Chamber of Commerce, requested additional information on the plans for the improvement north of Albany; he particularly referred to the statement of the Deputy Highway Engineer that complete details have not yet been perfected because agreements with the counties are involved with respect to frontage roads, etc.

Chairman Chandler advised that it is the plan of the Commission to provide a four lane facility the entire distance from Salem to Eugene. The Deputy Highway Engineer explained that it is possible to close certain minor roads that carry very little traffic and thus avoid the expense of costly traffic separation structures. Frontage roads, he said, will be provided to take care of traffic at those points. He added that such matters will have to be worked out with the county courts involved, but they do not particularly affect the overall plan.

In concluding the hearing Chairman Chandler expressed the hope that the proposed plan meets with the satisfaction of all concerned. He advised that the Commission hopes to start construction of the project in the near future; however, before that can be done the Commission must adopt a survey and must acquire necessary rights of way. He added that when a start is made will depend on when the new Federal interstate highway money is made available. Mr. McCormack expressed entire satisfaction of the project, as outlined, insofar as the City of Albany is concerned.

There being no one else desirous of being heard on the subject, Chairman Chandler declared the hearing concluded at 10:25 a.m., and thereupon called a meeting of the Highway Commission for the purpose of disposing of several routine matters as follows, that had accumulated since the last regular meeting of the Commission, the same persons being present representing the State Highway Department:

(1) Placement of a reduced load limit on the Van Buren Bridge over the Willamette River in Corvallis, the same being located at M.P. 0.13 on the Corvallis-East Side Highway: The Engineer advised that due to serious damage resulting from a log truck accident on May 17, 1956, it was necessary to immediately post this bridge for a 10,000 pound gross vehicle weight load limit which was done under authority of the resolution that was adopted by the Commission on August 6, 1953. He asked the Commission to approve such posting. The Commission confirmed the posting unanimously.

(2) Letter from John E. Walker, District Attorney of Umatilla County, concerning the procedure followed by the Highway Commission in restricting weight limits on highways: The Commission discussed the letter in which Mr. Walker states that while in his estimation the Commission's resolution restricting weight limits on highways in Umatilla County was carefully prepared and based on good intentions, it is an insufficient basis for criminal prosecution under the statutes covering such matters. He gave as his belief that before overload cases on restricted highways can be prosecuted, it will be necessary for the district attorneys to have an order of the Commission tendered prior to the time the restriction was imposed. As a result of discussion of this matter the Commission instructed the Chief Counsel to proceed with preparation of corrective measures for presentation to the 1957 legislature.

(3) Request of W. C. Williams, Deputy State Highway Engineer, for permission to attend a meeting of the Advisory Committee on the AASHO Road Test near LaSalle, Illinois, on June 7 and 8, 1956: The Deputy Engineer stated that he has been appointed one of three members of this committee, representing the twelve Western States, and it is quite imperative that he attend this meeting which he estimated will cost about $230. The Commission authorized Mr. Williams to attend this meeting at state expense.

(4) Request of Albany Timber Carnival Association for permission to use Waverly Lake Wayside during its Fourth of July Timber Carnival: The Engineer recommended the granting of a permit to the Association under the same conditions that were specified in former permits which includes the posting of a $500 bond to guarantee that the highway property will be satisfactorily cleaned up on or before July 22, 1956. The Commission approved the recommendation.

(5) Placement of reduced load limits on certain state highways: The Engineer asked the Commission to confirm the placement of a load limit restricting to 11,000 gross weight on any single axle, 20,000 gross weight on any pair of tandem axles, and 30,000 pound maximum gross load on the following highways: (1) West Diamond Lake Secondary Highway No. 233 between M.P. 8.00 and M.P. 23.89, effective 8:00 a.m. May 23, 1956; (2) Crater Lake North Secondary Highway No. 232 over its entire length, effective 8:00 a.m. May 23, 1956; and (3) East Diamond Lake Secondary Highway No. 425 over its entire length, effective 8:00 a.m. May 25, 1956. The Commission unanimously approved the Engineer's action in posting these highways for reduced load limits as reported.

(6) Proposed letter to Idaho Power Company regarding its activities at the Brownlee Dam location on the Snake River in Baker County, which will blockade the Baker-Homestead Highway: The Deputy Engineer advised that the Company's activities at this location very likely will interfere with and damage the highway, and it is his understanding that the Company intends to route state highway traffic over a detour road in the very near future. He pointed out that no agreement has been entered into between the Company and the Highway Department concerning the preservation and protection of the State property, and he suggested in view thereof that a letter be sent to the Company setting forth specific notice and demand that the Company and its contractors immediately cease and desist from any activities at this location which will interfere with, damage or affect any state highway, state highway facility, or state property until appropriate legal and binding arrangements are made with the State Highway Commission for the protection and preservation of the interests and property rights of the State of Oregon. A form of letter covering the matter, directed to the Idaho Power Company, was presented for the Commission's approval. As a result of discussion, the Commission approved and signed the letter.

There being no further business to come before the Commission at this time, the meeting was declared adjourned at 11:45 a. m.

Deputy Highway Engineer

Chairman

Secretary

Commissioner

Portland, Oregon
June 4, 1956

The Oregon State Highway Commission met in regular session at 9:00 a.m. in the Queens Room of the Imperial Hotel. Present were:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
W. C. Williams, Deputy State Highway Engineer
W. W. Stiffler, Assistant State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
R. L. May, Jr., Assistant Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

Mr. R. H. Baldock, State Highway Engineer, was excused on account of illness.

The Commission approved the minutes of the regular meeting held on March 1 and 2, 1956.

The State Parks Superintendent, Mr. C. H. Armstrong, reported on the following park matters:

1. Request of Nehalem Bay Expansion Association, Inc., for construction of a road to the top of Neahkahnie Mountain on the Oregon Coast Highway in Tillamook County: A similar request was made several years ago but was denied, the Parks Superintendent recalled. Recently a reconnaissance survey was made disclosing that to construct the road approximately two miles in length would cost nearly $200,000. The anticipated use would be much less than 100,000 people annually, perhaps as low as 30,000. Also, the road would necessarily be very steep and its value for observation purposes would be reduced because of considerable fog in that area. He recommended that the request be denied. The Commission accepted the recommendation.

2. Request of the Mayor of Brookings that the State take over and develop for park purposes an area on the beach west of Brookings, at Mill Creek: The Parks Superintendent commented that a similar request was made in 1948 and was denied because of the close proximity of Azalea and Harris Beach State Parks, and because the area is within the city limits of Brookings. The Commission deferred action on this matter pending the appearance of a delegation on the following day.

(The Commission informed the delegation when they appeared that their request would be considered and they would be advised of the Commission's action).

3. Request for permission to study the Diamond Crater area, located near town of Diamond, south and southeast of Burns, Harney County, for recreational development: The Parks Superintendent stated that there are interesting geological formations in this area and some of the rock is being sold for ornamental purposes. He recommended that a study be made of the area as to its feasibility for recreational development and to determine whether or not there is sufficient public interest to warrant a request to the Bureau of Land Management that the land be withdrawn from public sale or entry, except for recreational purposes. The Commission approved the recommendation.

4. Request of Mr. Al Loucks, Salem, for permission to construct a service station within the boundaries of Silver Falls State Park: The exact location for the service station is not known, the Parks Superintendent stated, but he doubted very much if there would be sufficient business to justify it as two stations located near the park on private land have been discontinued. He advised that an attempt has been made in all state parks to keep concessions to a minimum as it is felt that they compete to a degree with private business. He also pointed out that cars can be serviced within a reasonable distance of the park and he suggested that the request be denied and that the Commission approve no service stations on park property except where some unusual and special necessity is manifest. The Commission denied the request and accepted the suggestion as a statement of policy to be followed hereafter in matters of this nature.

5. Request of John Kominoth of the Tillamook County Sheriff's Posse they be allowed to arrange a bridle path to the beach across the north end of Cape Lookout State Park: Demands for this service, the Parks Superintendent stated, have been quite great. The people making the request have agreed to keep their horses within the narrow limits of the trail, as marked for them, and to not allow their horses to get onto the sand dunes, which would damage the plantings and would eventually start sand blows which could become a hazard. It was his opinion that use as outlined would not interfere with the general use of the park by the public and he recommended that permission be granted them to construct the trail on a trial basis. The Commission approved his recommendation.

The selection of a name for the new concession and restroom building at Depoe Bay State Park was brought up by the Parks Superintendent who presented a drawing showing a suggested sign to be placed in front of the building. The Commission expressed a dislike for the use of the words "Public Restrooms" on the sign and after discussion decided to defer action in the matter until some future time.

The Commission discussed and unanimously approved the 5-year Park Program which was presented by the Parks Superintendent at the previous meeting. (For details see copy of program in general files.)

The Right of Way Engineer presented for consideration options secured for acquisition of real property needed as state highway right of way and for other purposes. After careful consideration the Commission unanimously approved closing the options at the prices mentioned therein by adopting the attached resolution relative thereto, marked EXHIBIT "A", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

In discussion of the options the Right of Way Engineer also called attention to a request made by the State Board of Control for construction of an interchange at the intersection of a county road with the new North Santiam Highway east of Salem. He explained that the Board of Control intends to build a correctional institution on State land and the interchange will be needed to provide access to the institution. The Deputy State Highway Engineer stated that present plans for the further improvement of the North Santiam Highway include a traffic interchange at this location because it is a county road connection of considerable importance; however, it will cost about $40,000 and will not be needed for 2 or 3 years. The Commission indicated its approval of the project as explained.

The Right of Way Engineer presented a report on sales of Miscellaneous properties made since the last Commission meeting. The Commission accepted the report. (For details, see Miscellaneous Sales Report, dated June 4 and 5, 1956 in the General Files).

Also presented was a Supplemental Rental Report prepared by the Property Manager showing properties rented during the period April 14, 1956 to May 25, 1956. The report was accepted by the Commission.

Reimbursement to the Pacific Power & Light Company for rearranging a power line lead to the Harland and Fleming properties on the Dolph Corner-Rickreall Section of the Willamina-Salem Highway was discussed. Rearrangement of the power line, the Right of Way Engineer explained, was made necessary by highway construction. The Power Company is to be paid on an actual cost basis, which is estimated at $146.87. The Commission approved the payment, upon favorable recommendation by the Right of Way Engineer.

The Commission considered an option secured from Mr. and Mrs. Bert M. Butler for acquisition of property located on the Harbor Drive-City Limits Section of the Portland-Salem Expressway. This option, the Right of Way Engineer stated, is for a total amount of $25,300, of which amount approximately $7,000 is for improvements on the property which, under terms of the option, the owner has the right to remove. It was his feeling that the option amount is excessive and he recommended that it be rejected. The Commission rejected the option.

Authority to sell at public sale State-owned property, described as follows, was requested by the Right of Way Engineer who stated that these properties no longer are needed for highway purposes and who recommended that they be sold:

a. 4.2 acres on the Goshen-Divide Section of the Pacific Highway in Lane County for not less than $1,640, File 21483. No access is allowed to the Pacific Highway and display advertising is prohibited. (See EXHIBIT "B-1".)

b. 0.33 acre on the Forest Grove-Hillsboro Section of the Tualatin Valley Highway in Washington County for not less than $7,500, File 24387. In the event that a bid for at least $7,500 is not received, the Right of Way Engineer is authorized to expend not to exceed $2,000 to cut off the garage, move it, and reconstruct a wall on the residence. (See EXHIBIT "B-2".)

c. 3.71 acres on Unit 5 of the T. H. Banfield Expressway in Multnomah County for not less than $5,565, without access to the Banfield Expressway, File 15529. (See EXHIBIT "B-3".)

The Commission authorized the sales by adopting the attached resolutions relative thereto, marked EXHIBITS "B-1", "B-2", and "B-3", which resolutions by this reference are made a part hereof, with like effect as though extended in full herein.

Authority was requested by the Right of Way Engineer to expend not to exceed $350 to repair a sewage disposal system that services a house that was purchased as excess property on the Shady Point-Kelly Corner Unit of the Pacific Highway in Douglas County. He stated that the house is now rented; that it is not desired to sell it at this time, and the repairs are necessary to keep it in rentable condition. The Commission approved the expenditure.

A form of lease agreement with the U. S. Department of Commerce covering use of State highway property at the base of Sexton Mountain in Josephine County was presented by the Right of Way Engineer. This agreement, he stated, covers a parcel of land near the Pacific Highway that is used by the Federal Government as a weather bureau site, and expires on June 30, 1967. Upon the Right of Way Engineer's favorable recommendation the Commission approved the lease.

A "Grant of Access" form was presented by the Right of Way Engineer, who stated that approval thereof will grant to Mrs. R. M. Brandhagen a right of access 20-feet wide, on the east side of the Tigard-Onion Flat Section of the Pacific Highway West in Washington County at Station 133+41.5. He explained that an error was made in the original deed from the owner to the State whereby the Brandhagens were allowed one 25-foot access at Station 133+94, whereas it was intended that the access should be only 20-feet wide, and that they should also have a 20-foot access on the east side of the highway at Station 133+41.5, and that this grant is simply to correct the mistake. The Commission approved the revised instrument.

A "Bargain and Sale Deed" conveying a parcel of property to Marion County was considered. The Right of Way Engineer explained that in connection with the Hayesville Interchange construction north of Salem, the State acquired property to improve Park Lane in order to provide a connection between Claxter Road, west of the highway, and the Claxter-Hollywood Frontage Road, east of the highway. The County, he said,

agreed to maintain Park Lane as a county road and has now requested that the additional right of way acquired by the State along Park Lane be conveyed to the County so it can be added to the county road system for maintenance. The Commission approved the deed.

The Right of Way Engineer presented for Commission approval three indentures of access, viz: State Board of Forestry, Lloyd Bowman, and Safeway Stores, Inc. The access granted to the State Board of Forestry, he explained, expires July 31, 1959, and the other two provide only for a change in existing points of access to provide greater safety for the traveling public and for the convenience of the property owners. The Commission approved such indentures of access, as follows:

a. State Board of Forestry on the Tillamook Section of the Wilson River Highway in Tillamook County, File 17325.

b. Ruby R. and Lloyd Bowman property on the West Unit-Black Creek Richland Section of the Baker-Homestead Highway in Baker County, File 23913.

c. Safeway Stores, Inc., property on the Medford County Farm Section of the Pacific Highway in Jackson County, File 18429.

The deeding of 0.2 acre of property on the Salem-Independence Highway to Polk County was discussed. The Right of Way Engineer explained that during construction of the Salem-Independence Highway, Polk County in 1933 purchased certain property which was used as right of way and as a borrow area. It was assumed that the State owned the property so the area outside of the normal right of way width was declared excess inasmuch as it is of no value for highway purposes. A recent search of the records, he said, reveals that title still rests in the name of Polk County. In view thereof he recommended that the borrow pit area be quitclaimed to Polk County for $1.00 so the County can sell it to a private individual who is interested in purchasing it. The Commission adopted the recommendation.

Consideration was given to a request from the Bonneville Power Administration for an easement to cross the former Gomes property on the Chenoweth Park-Deady Section of the Pacific Highway in Douglas County which is now excess. The area referred to, the Right of Way Engineer stated, consists of 1.69 acres, and the Power Administration agrees to pay the sum of $240 for the easement. His recommendation that the easement be approved was accepted by the Commission.

The Commission considered giving a quitclaim deed to John and Arleta Fehlen for 0.5 acre on the Pelican City-South Sixth Street Section of the Klamath Falls-Malin Highway in Klamath County. The Right of Way Engineer stated that this property was included in the original deed from the Fehlens by mistake, as negotiations with the Fehlens did not contem-

plate purchase of the additional 0.5 acre. He recommended and the Commission approved reconveyance of the property to the Fehlens for a consideration of $1.00.

The Right of Way Engineer presented for approval a form of indenture of access and a lease with A. J. Sauers on the Reedsport-Coos County Line Section of the Oregon Coast Highway in Douglas County. The lease covers a 10-year period beginning June 1, 1956, and provides that Mr. Sauers shall pay the State $150 per year for space to be used for parking. The indenture of access, he stated, provides for elimination of 3 points of access to be replaced by 2 points of access. The Commission approved the transaction.

The Chief Counsel requested authority to acquire by condemnation, if necessary, the following properties which are needed as right of way in connection with various highway improvements or for other purposes, and to tender offers for the same in conformity with instructions given him by the Commission's resolution, dated December 20, 1951.

Catching Slough-Chandler Bridge Section of the Coos River Highway

R-24588- M. G. Sengstocken and Doris L. Brinkman
Right of Way (Coos County)
2.05 acres

R-24589- Henry L. Wills and Marjorie P. Wills
Right of Way (Coos County)
1.50 acres

R-24590- John D. Bergen
Right of Way (Coos County)
Parcel No. 1: 0.20 acre
Parcel No. 2: 0.45 acre

R-24592- Joseph F. Foster and Ruth F. Foster
Right of Way (Coos County)
0.74 acre

R-24597- Alex Maskey and May Maskey
Right of Way (Coos County)
0.45 acre

R-24606- Fred Brunell, Clifford Brunell and Del Brunell
Right of Way (Coos County)
Parcel No. 1: 0.7 acre
Parcel No. 2: 0.52 acre
Parcel No. 3: 0.04 acre

Florence-Douglas County Line Section of the Oregon Coast Highway

R-24981- E. S. Adams, et al.
Right of Way (Lane County)
0.092 acre

R-24791- A. O. Weekly Estate
Right of Way (Lane County)
0.11 acre

R-24785- Lawrence E. Gudge
Right of Way (Lane County)
0.08 acre

R-24788- George H. Cousely and Marie Cousely
Right of Way (Lane County)
0.08 acre

Sunset Junction Slide Section of the Fishhawk Falls Secondary Highway

R-24813- Theodore Dichter and Blanche E. Dichter
Right of Way (Clatsop County)
0.42 acre

R-24814- G. R. Van Vleet
Right of Way (Clatsop County)
Parcel No. 1 and Parcel No. 2- 1.1 acres total

R-24815- Charles M. Meeker and William H. Meeker
(Clatsop County)
Parcel No. 1: 0.195 acre Right of Way
Parcel No. 2: 0.14 acre Easement for Channel Change

Reedsport-Dean Creek Section of the Umpqua Highway

R-24826- City of Reedsport
Right of Way (Douglas County)
5.16 acre

R-23023- Russell J. Hubbard
Right of Way for Slide correction (Douglas County)
11.88 acres

Siletz-Toledo Section of the Siletz Secondary Highway

R-23822- Josephine Battin
Right of Way (Lincoln County)
313 square feet

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Oakland-Deady Section of the Pacific Highway

R-24930- Charles P. Garrett and Myrtle S. Garrett
Right of Way (Douglas County)
Parcel No. 1: 1.0 acre
Parcel No. 2: 1.57 acres
Parcel No. 3: 4.7 acres

R-24931- Clarence E. Miller and Zella Miller
Right of Way (Douglas County)
1.77 acres

R-24932- R. B. Norman and Juanita Norman
Right of Way (Douglas County)
0.2 acre

Dolph Corner-Rickreall Section of the Willamina-Salem Highway

L-2419- Isaac Reimer, et al.
New resolution required for change in description and access rights

Washington County Line-Hillsdale Section of the Beaverton-Hillsdale Highway

R-24679- Bessie B. Zimmerman
Right of Way (Multnomah County)
520 square feet

R-24755- G. L. Fraley and Ann Fraley
Right of Way (Multnomah County)
500 square feet

Dodson-Bonneville Section of the Columbia River Highway

R-23911- Erick Enquist
Right of Way (Multnomah County)
0.045 acre
(Amendment of resolution dated January 26, 1956)

Neskowin-Salmon River Section of the Oregon Coast Highway

R-24130- Fred Scherzinger, Jr. and Mamie Scherzinger
Right of Way (Tillamook County)
6.68 acres

R-24129- Hazel Bodding, et al.
Right of Way (Tillamook County)
2.6 acres

Pendleton-Pilot Rock Section of the Pendleton-John Day Highway

R-24858- John E. Luck and Garnet E. Luck
Right of Way (Umatilla County)
0.02 acre

R-24859- Charles A. Peterson
Right of Way (Umatilla County)
0.06 acre

R-24860- Joseph C. Winslow Jr., and Myrtle D. Winslow
Right of Way (Umatilla County)
0.16 acre

R-24861- Carl L. Sherwood
Right of Way (Umatilla County)
0.61 acre

R-24862- Northwest District of the Lutheran Church, Missouri Synod, a corp.
Right of Way (Umatilla County)
0.17 acre

R-24865- Glen Rogers
(Umatilla County)
Parcel No. 1: 9.26 acres for Right of Way
Parcel No. 2: 0.15 acre for easement of Channel Change

R-24866- Neal Riddle and Hazel Riddle
(Umatilla County)
Parcel No. 1: 1.61 acres for Right of Way
Parcel No. 2: 0.14 acre for Excess Taking

R-24867- F. A. Lyon and Mary Lyon
Right of Way (Umatilla County)
3.55 acres

R-24868- F. L. Ingram and Georgia Ingram
Right of Way (Umatilla County)
4.0 acres

R-24869- Carl Sager and Yvonne Sager
Right of Way (Umatilla County)
7.3 acres

R-24870- Joseph W. Miller and Belle Miller
Right of Way (Umatilla County)
5.3 acres

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Pendleton-Pilot Rock Section of the Pendleton-John Day Highway-Cont.

R-24871- Herman Beilke and Louise E. Beilke
Right of Way (Umatilla County)
0.4 acre

R-24872- Ellis J. Wyland and Vanita Wyland
Right of Way (Umatilla County)
5.8 acres

R-24236- Thomas McEntire and Mary Jane McEntire
Right of Way (Umatilla County)
7.64 acres

R-24873- James C. Andersen
Right of Way (Umatilla County)
16.0 acres

Coos Bay Secondary Highway

R-24933- Ada May Reinertson
Right of Way for City Street (Coos County)
1540 square feet

Troutdale Section of the Columbia River Highway

R-24183- Paul Martin and Verla Martin
(Multnomah County)
Permit of Entry

Mt. Hood Highway

R-24666- Robert T. Morris
Right of Way (Multnomah County)
0.3 acre

R-24667- Robert T. Morris, Jr., and Richard R. Morris
Right of Way (Multnomah County)
0.25 acre

Right of way maps, construction plans and other data were submitted to the Commission and the Deputy Engineer advised that the acquisition of the properties listed is required in order to carry out plans for highway improvements and other projects heretofore authorized by the Commission. After considering the matter in light of the information and advice submitted, together with the general knowledge of the members of the Commission concerning the various projects and the properties involved, the Commission approved the Chief Counsel's request by adopting the attached resolutions relative thereto, marked EXHIBITS "H-1" through "H-10", which resolutions by this reference are made part hereof, with like effect as though extended in full herein.

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The Commission accepted a report submitted by the Chief Counsel enumerating details, as follows, concerning cases tried before the courts since the Commission meeting held on April 27, 1956:

REPORT OF CONDEMNATION CASES TRIED APRIL 27, 1956 to MAY 31, 1956

Case	County	Highway	Section	State's Offer	Defendant's Demands	Verdict
Piper R-21575	Clackamas	Clackamas	Clackamas Overcrossing	$ 2,000	$ 3,500 with access	$ 2,250
Newhouse R-21342	Curry	Oregon Coast	Euchre Creek - Wedderburn	$ 7,140	$ 8,600	$ 6,000
Walton R-21509	Curry	Oregon Coast	Euchre Creek - Wedderburn	$ 1,000	$ 3,000	$ 2,250
McNeal R-23240	Jackson	Pacific	Ashland	$26,338	$29,200	$29,200
Arnold R-16774	Klamath	The Dalles-California	Chemult-Diamond Lake Jct.	$ 600	$130,000	$13,250
Nichols R-23766	Klamath	The Dalles-California	Klamath Falls West Side By-Pass	$ 750	$ 4,000	$ 1,000
Hot Springs, Inc. R-2113	Malheur	Central Oregon	Vale-Cairo Junction	$ 4,231	$55,000	$ 8,016
Miller R-22632	Marion	North Santiam	Salem-Stout Creek	$ 9,400	$20,000	$13,000
Dunn R-24054	Coos	Coos Bay-Roseburg	Coquille-Rink Creek	$ 9,200	$10,000	$10,000
Super-bilt Mfg. Co. R-14703	Multnomah	T.H. Banfield Expressway	Unit No. 2	$150,000 (land & bldg. only)	$300,000 (land & bldg only)	$300,000 (land, bldg. & fixtures).

(For details see Chief Counsel's letters of May 25 and June 1, 1956 in the General Files).

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The Commission also considered and accepted a report from the Chief Counsel on cases which have been settled out of court since the Commission meeting on April 27, 1956, as follows:

REPORT OF CONDEMNATION CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
Darr R-24202	Clackamas	Mt. Hood	Laurel Hill-Still Creek	$ 2,600	$ 2,600
Dodge R-23759	Douglas	Pacific	Myrtle Creek-Canyonville	$ 2,475	$ 2,750
Meindl R-23836	Harney	John Day-Burns	Forest Boundary-Burns	$ 150	$ 150
Westerlund R-23806	Multnomah	Pacific East	Interstate Bridge	$27,000	$32,000
Swanson R-23510	Tillamook	Wilson River	Tillamook-Donaldson Creek	$ 8,500	$ 9,320
Wyss R-24474	Tillamook	Wilson River	Tillamook-Donaldson Creek	$ 6,040	$ 7,000
Erickson R-24423	Washington	Tualatin Valley	Forest Grove-Hillsboro	$ 450	$ 500
Kelsey R-24405	Washington	Tualatin Valley	Forest Grove-Hillsboro	$ 3,625	$ 3,812
McHenry R-23430	Yamhill	Three Mile Lane	McMinnville Airport-Dayton Jct.	$ 700	$ 800
Roy E. Smith R-23491	Tillamook	Wilson River	Tillamook-Donaldson Creek	$ 700	$ 1,000
Hadley R-24422	Washington	Tualatin Valley	Forest Grove-Hillsboro	$ 2,115	$ 2,115

REPORT OF CONDEMNATION CASES SETTLED- CONT.

Case	County	Highway	Section	State's Offer	Amount of Settlement
Schoonover R-24558	Washington	Tualatin Valley	Forest Grove-Hillsboro	$ 900	$ 1,000
Springer R-24384	Washington	Tualatin Valley	Forest Grove-Hillsboro	$1,300	$ 1,550

(For details see Chief Counsel's letters of May 25 and June 1, 1956 in the General Files).

The Commission approved offers as follows made by the Chief Counsel to owners for acquisition of real property, which offers were tendered prior to the institution of condemnation proceedings in compliance with a resolution adopted by the Commission on December 20, 1951:

Myrtle Creek-Canyonville Section of the Pacific Highway:

R-21023- Henry Schmoll, et al. 1.5 acres for right of way purposes and 0.78 acre for excess taking. Offer of $1,600 approved by Mr. McIver May 25, 1956.

R-21027-Mabel Lewis, et al. 16.92 acres for right of way purposes. Offer of $14,400 approved by Mr. McIver May 25, 1956.

R-21043-A. L. Matthews, et al. 4.53 acres for right of way purposes. Offer of $7,100 approved by Mr. McIver May 25, 1956.

Salem By-Pass Jefferson Junction Section of the Pacific Highway East:

R-22114- Ben F. Brandon, et ux. 0.05 acre for right of way purposes. Offer of $200 approved by Mr. McIver May 25, 1956.

Portland-Oregon City Section of the Pacific Highway East:

R-24572-Kola H. McClellan, et al. 45, 455 square feet for right of way purposes. Offer of $1,250 approved by Mr. McIver May 25, 1956.

South River Road Junction (Milwaukie) Section of the Pacific Highway East:

R-24725-Jacob Gorsek, et ux. 0.016 acre for right of way purposes. Offer of $250 approved by Mr. McIver May 25, 1956.

Shady Point-Booth Ranch Section of the Pacific Highway:

R-24703-Joseph W. Holmgren, et ux. 2.0 acres for right of way purposes. Offer of $100 approved by Mr. McIver May 25, 1956.

Washington County Line-Hillsdale Section of the Beaverton-Hillsdale Highway

R-24720-Eva Zurbuchen. 0.027 acre for right of way purposes. Offer of $950 approved by Mr. McIver May 25, 1956.

Euchre Creek-Wedderburn Section of Oregon Coast Highway:

R-24728- L. E. and Etta Goudy, 1 acre for right of way purposes. Offer of $3,500 approved by Highway Commission on June 4, 1956.

The Commission considered and accepted a report submitted by the Chief Counsel concerning matters before the Public Utilities Commissioner, summarized as follows:

PUX 136: Chemult Overcrossing project on The Dalles-California Highway in Klamath County. Order allows temporary impaired railroad clearances.

PUX 155: Signal protection at grade crossings of the tracks of the Union Pacific Railroad Company at Arata Road and N. E. 112th Avenue in Portland. The Utilities Commissioner ordered the Railroad Company to install flashing light signals but made no specific allocation of costs. There is a question as to whether the cost of the signals is to be borne by the Railroad Company or divided between the Railroad Company and Multnomah County.

PUX 158: Sheridan Grade Crossing project involving a crossing at grade on the revised location of the Salmon River Highway with the tracks and right of way of the Willamina Branch of the Southern Pacific Company near Sheridan. The order issued provides that automatic electric signals be installed by the Railroad Company at the expense of the State and to be maintained thereafter by the Railroad Company.

PUX 159: Tile Road Crossing of the tracks of the Southern Pacific Company in the City of Salem. This proceeding is to legalize as a public crossing an existing crossing which has long been in use but has no direct bearing on any state highway.

PUX 165: Closing of Howard Street crossing of the tracks of the Southern Pacific Company in the City of Salem. The intent of this order is to close Howard Street as a public crossing in connection with the City's plan for signalization of various crossings in the City.

PUX 166: Closing of Nebraska Street crossing of the tracks of Southern Pacific Company in the City of Salem. The intent of this order is to close Nebraska Street as a public crossing in connection with the City's plan for signalization at crossings in the City.

The Commission authorized Mr. C. W. Enfield, Chief Counsel, to attend a meeting of the Highway Laws Committee of the Highway Research Board, in Washington, D. C., on June 27 and 28, 1956, at an estimated cost of $370.

A report of institution of legal proceedings agains Cecil Gall, State Highway Resident Engineer, was presented by the Chief Counsel. Four separate actions, the Chief Counsel stated, have been filed by Doris West, Gene H. West, James West, and Linda West, arising out of an automobile accident which occurred on September 11, 1954, a short distance north of Hauser on the Oregon Coast Highway. The plaintiffs have sued for $65,000. He stated that the alleged cause of the accident so far as the Highway Department is concerned was the removal of signs and barricades by persons unknown at a time when Mr. Gall had no duties in the area. It appears that there is no cause for action against Mr. Gall. The Commission authorized the Chief Counsel to act in Mr. Gall's defense.

The Chief Counsel presented a report concerning the following court cases:

1. Buffington vs. State, arising from condemnation proceedings for acquisition of three parcels of real property owned by Charles K. Buffington on the Euchre Creek-Wedderburn Section of the Oregon Coast Highway in Curry County. The complaint alleges that holes drilled and bulldozing performed on property originally negotiated for but later deleted had caused damage and the plaintiff seeks to recover the sum of $962.50 plus attorney's fees in the amount of $250. The complaint also alleges that a bridge and dike across Euchre Creek damaged the plaintiffs' property in the amount of $5,000 for which recovery is sought plus attorney's fees in the amount of $1,250. A motion has been filed to quash service.

2. Institutuion of case of Strasbaugh vs. Babler Bros. This case is a renewal of efforts to recover value of gravel removed for construction of the Ontario-Nyssa Section of the Old Oregon Trail Highway in Malheur County. The Attorney General, the Chief Counsel stated, has authorized his office to undertake defense of the suit and a motion has been filed to strike portions of the complaint. The Commission accepted the report.

Consideration was given to a request from Henry L. Bauer, Attorney for Mrs. Emma Vahl, Estacada, Oregon, that the Commission consent to the vacation of a portion of an alley in Estacada lying between Lots 17 to 23, inclusive, and Lots 1 to 7, inclusive, in Block 3, Terrace Addition to Estacada, in Clackamas County. The portion to be vacated begins at the center of the westerly boundary line of State-owned property used

as a maintenance site. Vacation of the alley way, the Chief Counsel stated, will not impede use of the State-owned property and will have no adverse effect upon it. He recommended that the Commission consent to the vacation. The Commission accepted his recommendation.

The Commission considered the use of local attorneys in the handling of condemnation cases. The Chief Counsel recalled that in May, 1955, the Commission authorized the use of local counsel in such cases as would be deemed in the best interests of the State. He pointed out that the employment of local counsel in all condemnation cases does not always work to the State's benefit. He presented a report on 40 court cases in which the total verdicts were 20.17 per cent in excess of the total offers. The total verdicts in 31 of these cases tried without local counsel, he said, were 15.71 per cent in excess of total offers and the total verdicts in the 9 cases tried with the assistance of other counsel were 44.65 per cent in excess of total offers. He recommended adoption of a policy which would continue in effect the policy of the past year whereby the Chief Counsel is authorized to employ local counsel as he deems to be in the best interest of the State.

Chairman Chandler commented that there has been a considerable turn-over in the Legal staff and that there might be a shortage of State attorneys to handle condemnation cases. The Chief Counsel called attention to the salary scale in effect for attorneys which the Attorney General has limited to a top of $750. A better salary schedule is badly needed, he stated, in order to attract competent attorneys and to retain those that the State has already trained. Commissioner McIver pointed out that the request asks only that local counsel be used on a discretionary basis. Commissioner Reynolds expressed the thought that the State does not wish to be criticized for not using the best available legal talent in such important cases as the Superbilt Manufacturing trial and the Natt McDougall case on the Low Pass-Summit job. As a result of the discussion, the Commission approved the Chief Counsel's request to use local counsel at his discretion until such time as the Commission decides to make a change

The Chief Counsel requested and the Commission granted authority to institute legal proceedings against Archie Wayne Yandell to recover $457.72 that it cost the State to repair damage to the Isthmus Slough Bridge on the Coos River Secondary Highway caused by Mr. Yandell.

Abandonment of a number of damage claims was presented by the Chief Counsel. Commissioner Reynolds expressed thought that it might be better to secure more accurate and complete information as to amount and validity of the claim before filing action rather than to file the claims and then retract them at a later date. The Chief Counsel stated that it sometimes takes six months or more to get exact amounts on damage claims but every effort would be made to secure such amounts early so that it will not be necessary to abandon or revise the claims at a later date. He was instructed to consult with the Engineer in the determination of a procedure to be followed in the future. After some further discussion the Commission approved abandonment of the following claims:

CAO-55-60, Ethel Peterson, for damage to a guardrail on the Old Oregon Trail Highway in Union County, in the amount of $128.98. The owner or operator of the vehicle cannot be located.

CAO-44-92, Leon Reatnit, for damage to a Ford Dump Truck, in the amount of $35.33. Mr. Reatnit cannot be located.

CAO-55-148, E. C. Johnston, for damages to a guardrail on the Warm Springs Highway, in the amount of $270. Miss Duhig, who was killed in the accident had no operator's license, and was driving the car without permission of the owner. It was the Chief Counsel's feeling that the claim should be abandoned because of the poor public relations which would probably result from prosecution.

CAO-55-166, John Rollins, for damages to the highway at M.P. 23.12 on the Cascade Secondary Highway. Mr. Rollins' truck caught fire and burned on the roadway surface, causing damages estimated from $75 to $100. Later examination revealed that no patching or repair work was needed and that the claim should be abandoned.

CAO-56-172, Dwight H. Brown, for damages to a state highway dump truck in the City of Monmouth. The first report of the accident indicated that a green light faced the State vehicle at the time of the collision. Since that time it has been determined that a red light was facing the State vehicle and the State's insurance carrier has paid a claim by Mr. Brown against the State.

CAO-56-192, Steve E. DeMarco, for estimated damages to a State Highway Department dump truck in the amount of $25. The actual cost of repair, however, was determined to be $1.60.

CAO-56-237, Josephine Bailey, for damages to a State Highway Department vehicle, estimated at $50. Later, however, the Maintenance Department advised that the actual cost of repairing the damage to the State vehicle was negligible.

Consideration was given to a request from the Crook County Court that the County be allowed to abandon a portion of the old Ochoco Highway between Marks Creek and Prineville which was turned over to the County to maintain as a county road when the highway was realigned. It appears that the County wishes to give the old road to the abutting property owners whereas certain property owners in the area wish the section kept open and maintained as a county road. The Chief Counsel explained that in an agreement, dated November 4, 1948, the County agreed to maintain as a county road three units of the old highway, one of which is located in the vicinity of Mill Creek and is the section or unit in controversy. Under the terms of the agreement the Commission is not in a position to authorize variance from the terms of its agreement unless the Commission is willing to undertake maintenance of the unit involved which includes a bridge structure that is in need of repair. He recommended that no change be made in the existing agreement. The Commission accepted his recommendation and so ordered.

The Commission gave attention to the matter of acquiring a parcel of land containing approximately 16 acres within the City of Roseburg on the east side of the Pacific Highway and north of and adjacent to the South Umpqua River, which property has been advertised for sale by the General Services Administration as a part of the Veterans Hospital at Roseburg. The Chief Counsel recalled that the Commission previously authorized him to bid an amount up to $25,000 for this property. He presented a form of resolution granting Mr. Robert L. Byrum, District Right of Way Supervisor, authority to submit an offer in such amount for the purchase of this property, and to submit with the bid a check in the amount of $2,000 as a bid deposit. The Commission adopted the attached resolution relative thereto, marked EXHIBIT "C", which resolution by this reference is made a part hereof, with like effect as though extended in full herein, and also granted a power of attorney to Robert L. Byrum to act as the Commission's agent in connection with this transaction.

The Chief Counsel reported that Morrison and Lamping, Contractors, have instituted a suit against the State in an amount of $42,987.50, plus interest, for damages allegedly caused them in connection with Contract No. 3956 for construction of the Joseph-Sheep Creek Hill Section of the Little Sheep Creek Secondary Highway in Wallowa County. The contractors, he said, claim that they were caused extra expense by reason of the right of way being flooded by farmers irrigation ditches, such expense amounting to $42,987. The Commission accepted the report but took no action on it.

At 10:00 a.m. bids as follows for highway construction were opened and read aloud by the Secretary who then announced that the Commission would award contracts at 4:00 p.m. in the same room.

CLATSOP COUNTY
BRIDGE, GRADING AND STONE BASE ON NEHALEM RIVER (VINE MAPLE) BRIDGE SECTION OF FISHHAWK FALLS HIGHWAY

P. S. Lord Mechanical Contractors, Portland	$152,630.00
Schrader Construction Co., Portland	159,580.00
C. J. Eldon Contractor, Portland	169,709.00
Louis Elterich Co., Port Angeles, Washington	170,800.00
Babler Bros., Inc., Portland	175,320.00

COOS AND LANE COUNTIES
PAINTING 4 BRIDGES

George A. Macom Painting Co., Portland	$ 18,945.00
A. H. Barbour & Son, Inc., Portland	22,300.00

CURRY COUNTY
GRADING AND PAVING NORTH BROOKINGS SECTION OF THE OREGON COAST HIGHWAY

Warren Northwest, Inc., Portland	$206,566.50
Pelican Bay Construction Services, Inc., and Simonson Logging Co., Smith River, California	209,602.08
Marlin Tryon, Fort Dick, California	223,213.50

CURRY COUNTY
GRADING AND PAVING PIONEER ROAD & EASY ST. IN BROOKINGS

Warren Northwest, Inc., Portland*	$ 28,023.80
Pelican Bay Construction Services, Inc., Smith River, California	29,485.50
Marlin Tryon, Fort Dick, California*	34,563.00

*Bidder will accept this project only in the event he is awarded the North Brookings Section also.

DOUGLAS COUNTY
EMBANKMENT REPAIR ON MILO-CORN CREEK SECTION OF TILLER-TRAIL HIGHWAY

Angell Bros., Coos Bay	$ 6,766.00
Funderburk Construction Corp., Sutherlin	12,580.00
F. L. Somers, Medford	16,320.00

DOUGLAS COUNTY
YONCALLA (HAYHURST RD.) PAVING

Roseburg Paving Co., Roseburg	$ 15,403.50

LANE, DOUGLAS AND BENTON COUNTIES
DIVISION NO. 3 (NORTH) OILING PROJECT ON 8 HIGHWAYS, NEAR MCKENZIE BRIDGE, ETC.

J. C. Compton Co., McMinnville	$ 67,826.50
Harr & Horton, Portland	68,755.00
Babler Bros., Inc., Portland	69,538.50
Central Paving Co., Independence	72,821.50

MALHEUR COUNTY
IRONSIDE-LANCASTER REOILING PROJECT ON JOHN DAY HIGHWAY

Russell Olson Construction Co., Pendleton	$ 25,492.00
Babler Bros., Inc., Portland	26,371.40
J. C. Compton Co., McMinnville	27,766.00
Harr & Horton, Portland	30,704.50
Central Paving Co., Independence	31,739.00

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MALHEUR AND HARNEY COUNTIES
BURNS-CROOKED CREEK-JORDAN VALLEY REOILING AND ROCK PRODUCTION ON 4 HIGHWAYS

Babler Bros., Inc., Portland	$ 98,832.50
Russell Olson, Construction Co., Inc., Pendleton	100,412.50
J. C. Compton Co., McMinnville	114,563.50

MULTNOMAH COUNTY
BARBUR BOULEVARD JUNCTION INTERCHANGE ILLUMINATION ON PACIFIC HIGHWAY

Trowbridge Electric Co., Roseburg	$ 6,980.00
Rochat Electric Co., Portland	7,485.00

MULTNOMAH COUNTY
ROOSTER ROCK STATE PARK

Schrader Construction Co., Portland	$ 31,162.50
Inland Construction Co., Milwaukie	34,167.50
P. S. Lord Mechanical Contractors, Portland	37,623.50
Standard Construction Co., Inc., Portland	47,739.50

MULTNOMAH COUNTY
COLUMBIA RIVER HIGHWAY UNDERCROSSING AT ROOSTER ROCK PARK INTERCHANGE

Inland Construction Co., Milwaukie	$ 68,654.00
Lord Bros. Contractors, Portland	71,938.00
Schrader Construction Co., Portland	72,130.00
Rogers Construction Co., Portland	73,952.00
Marshall Construction Co., Hermiston	75,096.75
L. B. Read & Mac Sharp, Portland	75,661.00
P. S. Lord Mechanical Contractors, Portland	76,275.00
Hannan Bros., Co., Portland	78,083.60
Erick Enquist, Troutdale	78,265.00
George E. Berry, Beaverton	78,670.00
Babler Bros., Inc.	79,194.00
Orlando C. Bennard, Portland	85,988.00

UMATILLA COUNTY
HERMISTON (ORCHARD AVE.) PAVING PROJECT

Russell Olson Construction Co., Inc., Pendleton	$ 14,134.00
H. J. & H. W. Miller, Baker	15,685.60
Warren Northwest, Inc., Portland	17,126.00

June 4, 1956

WASHINGTON COUNTY
GRADING AND PAVING BANKS SECTION OF THE NEHALEM HIGHWAY

Rogers Construction Co., Portland	$15,015.00
Warren Northwest, Inc., Portland	16,475.00

WASHINGTON COUNTY
GRADING AND PAVING DURHAM ROAD JUNCTION SECTION OF THE PACIFIC HIGHWAY WEST

K. F. Jacobsen & Co., Inc., Portland	$32,920.00
Warren Northwest, Inc., Portland	33,766.50
Parker-Schram Co., Portland	36,541.50
Rogers Construction Co., Portland	37,845.00

BAKER COUNTY
NELSON-BENSON CREEK AERIAL PHOTOGRAPHY AND TOPOGRAPHIC MAPPING

Henry R. Staats, Portland	$17,890.00
Jack Ammann Photogrammetric Engineers, Inc., San Antonio, Texas	26,944.00

CLATSOP AND 3 OTHER COUNTIES
ELSIE-SUNSET CAMP ROCK PRODUCTION PROJECT ON THE SUNSET HIGHWAY

Vanalen Sand & Gravel Co., Forest Grove	$63,590.00
J. N. Conley, Portland	64,945.00
Barney B. Helser, Beaverton	65,715.00
Babler Bros., Inc., Portland	70,610.00

COOS COUNTY
APPROACH REPLACEMENT TO POWERS BRIDGE OVER THE SOUTH FORK OF THE COQUILLE RIVER

Tom Lillebo, Reedsport	$89,243.60
Sig Andersson, North Bend	95,428.00

DOUGLAS COUNTY
SOUTH UNIT, KELLOGG BRIDGE-YELLOW CREEK SECTION OF THE ELKTON-SUTHERLIN HIGHWAY

J. Ira McNutt Construction Co., Springfield	$239,248.00
Funderburk Construction Corp., Sutherlin	260,865.00
F. L. Somers, Medford	309,579.00
Fred H. Slate Co. & E. C. Hall Co., Portland	310,803.00
C. R. O'Neil, Creswell	316,123.00
J. N. Conley, Portland	322,508.00

June 4, 1956

DOUGLAS COUNTY
WEST UNIT, REEDSPORT-DEAN CREEK SLIDE CORRECTION PROJECT OF UMPQUA HIGHWAY

Walter Goodat, Portland	$ 41,333.50
Glen Ousley Construction Co., Eugene	42,275.00
C. J. Eldon, Portland	42,772.00
Miller & Strong, Inc., Eugene	46,356.00

HARNEY COUNTY
STONE BASE AND OILING JUNIPER RIDGE-WAGONTIRE SECTION OF LAKEVIEW-BURNS HIGHWAY

Babler Bros., Inc., Portland	$122,548.00
J. C. Compton Co., McMinnville	138,310.50
C. E. Leseberg, Nyssa	151,133.00

JACKSON COUNTY
ILLUMINATION INSTALLATION OF 21 MERCURY-VAPOR LUMINAIRES ON ASHLAND INTERCHANGE SECTION

Steeck Electric Co., Roseburg	$ 7,840.00
Trowbridge & Flynn Electric Co., Medford	9,973.00
Rochat Electric, Portland	10,649.00

LINCOLN COUNTY
TRAFFIC SIGNAL INSTALLATION ON OLIVE STREET-HARBERT ST. SECTION OF OREGON COAST HIGHWAY

Trowbridge Electric Co., Roseburg	$ 11,350.00
Linnco Electric Co., Albany	11,790.00
Rochat Electric, Portland	11,975.00

LINCOLN COUNTY
GRADING AND OILING SILETZ-CAMP 12 SECTION OF SILETZ HIGHWAY

Don Greene & Greene & Buick, Inc., Salem	$119,228.00
C. R. O'Neil, Creswell	126,398.50
Hill A. Lind, Portland	131,229.00
Coos Bay Dredging Co., Inc., Coos Bay	142,074.00
Miller & Strong, Inc., Eugene	152,575.50
Durbin Bros., Eugene	160,436.50
C. J. Eldon, Portland	179,549.50
J. Bacaloff Co., Portland	189,910.50

MALHEUR COUNTY
GUARDRAIL AND SNOW FENCE ON OLDS FERRY-ONTARIO SECTION OF OLD OREGON TRAIL HIGHWAY

McWaters Construction Co., Boise, Idaho	$125,365.50
R & W Construction Co., Auburn, Washington	125,701.00
George E. Berry, Beaverton*	129,215.50

*Bidder will accept award of only one project at this letting.

June 4, 1956

MARION COUNTY
GRADING AND PAVING UNION ST.-BELLEVUE ST. (SALEM) SECTION SILVER CREEK FALLS HIGHWAY

Warren Northwest, Inc., Portland	$169,927.00

TILLAMOOK COUNTY
EXTENSION OVERNIGHT CAMPING AREA AT CAPE LOOKOUT STATE PARK

Schrader Construction Co., Portland	$ 48,760.00
Hill A. Lind, Portland	53,451.25
Lloyd G. Sperling, Tillamook	56,995.71
Dolan Construction Co., Tillamook	58,897.50
J. Bacaloff Co., Portland	62,759.99

UMATILLA COUNTY
GRADING AND PAVING NORTH UNIT, PENDLETON-PILOT ROCK SECTION OF PENDLETON-JOHN DAY HIGHWAY

Rogers Construction, Inc., Portland	$381,365.50
Warren Northwest, Inc., Portland	422,440.50
J. N. Conley, Portland	426,574.00
C. R. O'Neil, Creswell	446,182.00
Fred H. Slate Co. & E. C. Hall Co., Portland	447,859.50
The Central Heating Co., Ore. Ltd., Eugene	463,438.00
Roy L. Houck & Sons, Salem	471,617.00
Parker-Schram Co., Portland	519,635.00

The Deputy Engineer reported that under authority previously granted by the Commission contracts which were referred to the Engineer by the Commission to award when certain conditions had been satisfied have been awarded as follows:

(1) Construction of the Klaskanine River Bridge on the Youngs River Loop Road, eight miles southeast of Astoria in Clatsop County. Bids received April 27, 1956. Conditions of award satisfied May 2, 1956. Contract awarded to Roger E. Holmes, Olympia, Washington, low bidder.

(2) Construction of Rock Creek Bridge and Beaverton Creek Bridges on Base Line Road, near Hillsboro, Washington County. Bids received April 27, 1956. Conditions of award satisfied May 7, 1956. Contract awarded to Johnston & Bryant, Newberg, low bidder.

(3) Paving Knott Street at Coquille, Coos County. Bids received April 27, 1956. Conditions of award satisfied May 8, 1956. Contract awarded to J. C. Compton Company, McMinnville, Oregon, low bidder.

(4) Paving Winchester Avenue at Reedsport, Douglas County. Bids received April 27, 1956. Conditions of award satisfied May 8, 1956. Contract awarded to The United Contracting Company, Portland, low bidder.

(5) Paving Michigan Avenue and Morrison Street at Empire, Coos County. Bids received April 26, 1956. Conditions of award satisfied May 10, 1956. Contract awarded to Porter W. Yett, Portland, low bidder.

(6) Paving West Pacific Avenue in the City of Taft, Lincoln County. Bids received April 26, 1956. Conditions of award satisfied May 14, 1956. Contract awarded to J. C. Compton Company, McMinnville, low bidder.

(7) Construction of North Fork Scappoose Creek Bridges on the Pittsburg-Scappoose Highway, Columbia County. Bids received April 26, 1956. Conditions of award satisfied May 16, 1956. Contract awarded to Erick Enquist, Troutdale, low bidder.

(8) Grading and base on the Barnes Butte Road Section of the Barnes Butte Road, north of Prineville, Crook County. Bids received April 26, 1956. Conditions of award satisfied May 28, 1956. Contract awarded to Cartwright Construction Company, Durkee, low bidder.

The Deputy Engineer reported that under authority previously granted by the Commission he has ordered removal of the following reduced load limit restrictions on a number of highways as the need for such restricted limits are no longer required:

1. Sumpter Valley Secondary Highway No. 410, from M.P. 1.75 at Denny Creek to M.P. 20.4 at west limits of Sumpter at 8:00 a.m., May 1, 1956.

2. Medical Springs Secondary Highway No. 340, from M.P. 0.57, at the edge of Union, to M.P. 11.28, effective 8:00 a.m., May 2, 1956.

3. Weston-Elgin Secondary Highway No. 330, from M.P. 8.00, eight miles east of Weston, to M.P. 12.50, effective 8:00 a.m., May 7, 1956.

4. Medical Springs Secondary Highway No. 340, from M.P. 11.28 to M.P. 20.35, at Medical Springs, effective 8:00 a.m., May 14, 1956.

Reduced load limit restrictions on certain highways were imposed and removed as follows:

5. Weston-Elgin Secondary Highway No. 330, from M.P. 12.50 to M.P. 15.75, load limit to be removed at 8:00 a.m., June 6, 1956.

6. Corvallis-East Side Highway No. 210, a restricted load limit of 10,000 lbs. on the Van Buren Bridge, M.P. 0.13, was imposed May 17, 1956 and removed at 6:00 p.m., May 21, 1956.

7. West Diamond Lake Secondary Highway No. 233, from M.P. 8.00 to M.P. 23.89,at Diamond Lake, reduced load limit was imposed May 23, 1956 and removed at 8:00 a.m., June 4, 1956.

8. East Diamond Lake Secondary Highway No. 425, reduced load limit imposed over the entire length of the highway on May 25, 1956 will be removed at 8:00 a.m., June 6, 1956.

9. Crater Lake-North Highway No. 232, reduced load limit imposed over the entire length of the highway on May 23, 1956 and will be removed at 8:00 a.m., June 6, 1956.

The Deputy Engineer reported that he has reclassified from Group II to Group I status a nine-mile section of the Kimberly-Long Creek Secondary Highway from M.P. 26.89 to M.P. 35.85, following a successful test run with a truck and full trailer having an over-all length of 60 feet. The test, he said, was made at the request of lumber and timber interests in order to haul timber products to Seneca. The Commission confirmed his action.

The Commission considered a petition from the Associated Forest Industries of Oregon requesting permission to truck-haul logs over State highways beyond the present deadline of 8:00 p.m. Mr. W. W. Stiffler, Assistant Engineer, advised that the State Industrial Accident Commission has a requirement that no truck driver shall drive longer than 12 hours per day, and he pointed out that the present hauling hours from 4:00 a.m. to 8:00 p.m. total more than 12 hours. To give the loggers more time for hauling, he suggested if the hauling hours are to be extended, that such extension be in the morning hours beginning at 2:00 a.m., instead of 4:00 a.m. as traffic is at a minimum at that time. The proposal was discussed by the Commission at considerable length during which it was pointed out that not many operators are equipped to load logs in the dark, and that it would require employment of additional weighmasters to check the loads. The Commission decided unanimously to make no change in the regulations now in effect.

Mr. G. S. Paxson, Assistant Engineer, reported an encroachment on the right of way of US97, approximately three miles north of Bend. It appears that Mr. Curtis L. Rounds constructed a concrete block building that encroaches on the right of way about 14 feet. He explained that the right of way adjoining the Rounds property is 100 feet wide but on a short section on which Mr. Rounds' building is located the right of way is 150 feet wide, and that were Mr. Rounds required to remove the building it would have to be dismantled. He recommended that Mr. Rounds be allowed to maintain his building as constructed on a revocable lease agreement covering a parcel of land 25 feet in width and 200 feet in length for $25 per year, subject to the condition that Mr. Rounds shall be required to construct a concrete curb, approximately 100 feet in length, to prohibit use of the right of way as an approach to his business. The Commission approved the recommendation.

A report was presented by the Deputy Engineer concerning a traffic hazard in La Grande in the vicinity of the Grand Ronde Hospital as requested by Commissioner Reynolds at the previous meeting. He said that a traffic investigation reveals that the hazard in the intersection concerned is more apparent than real, and he recommended in order to "open up" the intersectional area to allow for better maneuverability of vehicles that the City of La Grande be requested to enact an appropriate ordinance establishing a "no parking at any time" zone on the north and the south sides of Adams Avenue between the most easterly curb line of Alder Street and the most westerly curb line of Walnut Street. The Commission approved his recommendation.

The Deputy Engineer presented a tabulation of statistics from Weighmaster records covering a three-month period from January through March for the years 1952 to 1956, inclusive. The principal point of interest, he said, is the substantial drop in the average fine per violation paid in cases involving haulers of logs, poles, and piling, from a high of $96.54 in 1952 to $52.26 in 1956. The Commission accepted the report.

The Deputy Engineer also submitted a report from the Weighmaster records showing the amounts of fines assessed in courts for overloads apprehended on highways that are posted for reduced weight loads. He pointed out a tendency of the courts in some instances to assess fines below the statutory minimums and in other cases to suspend a considerable portion of the fine. A number of the District Attorneys in Eastern Oregon, he stated, have indicated their intention to dismiss any further complaints for overloads because of reduced load limits, as it is their feeling that such reduced load limits are invalid since the order imposing the reduced load limits was not made by the Highway Commission itself. He continued that there has been a growing tendency among the courts involved to assess a minimum fine and then to suspend most of it, and that violations have been incurred under regular hauling conditions as well as on highway sections where reduced load limits have been in effect. Chairman Chandler commented that copies of the Weighmaster reports should be furnished to the Highway Interim Committee and to the Governor, and

that something must be done to clarify authority to impose reduced load limits. The need for drastic action was also emphasized by Commissioner Reynolds. Commissioner McIver favored presenting the reports to the Governor and to the Highway Interim Committee, and he added that laws pertaining to fines for overload violations should be either enforced or repealed. Action that might be taken to control illegal loads was discussed. The Chief Counsel pointed out that the Commission can recommend to the Public Utilities Commissioner that a violator's PUC permit be revoked. The question of the legality of suspending fines was also discussed. The Chief Counsel stated that there is a difference of opinion in legal minds as to the authority of the courts in this matter and he hoped that a ruling could be made in a pending case in Pendleton. Commissioner Reynolds inquired if the status of this case could be determined during the Commission meeting. The Commission ordered that copies of the Weighmasters' reports be sent to the Governor, the Attorney General, and the Highway Interim Committee.

(Later in the day, the Assistant Counsel reported that Judge Howell had thrown the case out of court on technical grounds, and that the question posed by the Commission is still unanswered).

The meeting recessed at 12:00 noon and reconvened at 2:00 p.m., with the same persons present and participating.

A report was presented by the Deputy Engineer concerning the proposed Toll Bridge across the Columbia River at Biggs Rapids in Sherman County. He pointed out that the four-party agreement entered into in September, 1955, obligates each party thereto to pay a sum not to exceed $6,000 to conduct a feasibility study. The study has been completed at a total cost of $15,300, of which the Oregon Highway Department's share is $3,825. The report rendered by the Consulting Engineer, he continued, shows the project to be feasible and forecasts revenues 1.95 times the cost of construction, maintenance, operation, and financing over a period of 30 years. He recommended that the report be accepted as the State's obligation under the agreement has been fulfilled. The Commission accepted the report.

Attention was given to a report submitted by the Deputy Engineer concerning the advisability of the State's taking over and operating certain forest wayside camps now operated by the U. S. Forest Service adjacent to State highways within the Wallowa-Whitman National Forest. The Deputy Engineer stated that an investigation of three camps along the John Day Highway was made by the Landscape Engineer who reported that one of them, Dixie Forest Camp, is not visible from the main highway, and would not be acceptable without extensive redevelopment, and that the Oregon and Wetmore Forest Camps will be disturbed by impending highway construction which would rule them out of consideration; moreover, indications are that the Regional Forester would not consent to the transfer unless the State would permit overnight camping, which is contrary to the Commission's policy for roadway rest areas. He recommended that the matter be dropped unless an official request in writing is received

from the U. S. Forest Service. The Commission adopted the recommendation and so ordered.

The Commission considered the following items of unfinished business listed on the Secretary's Summary, dated April 27, 1956:

1. Request for signs on scenic drives in the Hood River Valley: This item was ordered deleted from the list of unfinished business. It is to be considered as new business if and when it again arises.

2. Proposed gift of land by the Lloyd Corporation for park purposes on the Oregon Coast Highway north of Wedderburn: This item was ordered deleted from the list of unfinished business and the Parks Superintendent was instructed to submit a report when an answer is received from the Lloyd Corporation.

3. Dangerous intersection near Grand Ronde Hospital in the City of La Grande: This item was reported earlier in the session by the Deputy Engineer.

4. Selection of a name for the Depoe Bay Park Restroom and Concession Building: This matter was considered earlier in the session but no action was taken. The Commission ordered the item removed from the list of unfinished business. It is to be considered as new business when the subject is again discussed.

5. Request of log haulers for extension of hauling hours beyond 8:00 p. m. This matter was considered in a report submitted by the Deputy Engineer earlier in the day when the Commission denied the request.

6. Advisability of the State taking over and operating certain U. S. Forest Waysides in Eastern Oregon: The Commission ordered this item deleted from the list of unfinished business as action was taken earlier in the session. It was decided at that time not to assume this obligation because of complications.

7. Request of Benton County delegation for improvement of the Alsea Highway over Alsea Mountain: The Deputy Engineer stated that the report on this subject is not yet complete but he hopes to have it ready to render at the July Commission meeting. This item is to remain on the list of unfinished business.

Consideration was given to a petition from residents of the Noti area that reconsideration be given to construction of a footpath on the Richardson-Eugene Highway in the village of Noti between their school building and the Post Office. This matter was investigated in October, 1955, when the Engineer reported that the footpath would cost $2,800 and that its warrant is only 0.57, whereas construction is warranted only at

unity or 1.00. The Deputy Engineer advised that no changes have occurred since the October report, and that it is his recommendation that the previous denial be affirmed. The Commission accepted the recommendation.

Also considered was a request from the Superintendent of the Corvallis Public Schools for construction of a footpath along the Corvallis-Newport Highway between the west city limits of Corvallis and 35th Street. This matter, the Deputy Engineer stated, was investigated in April, 1956, and the relative warrant for construction was found to be 0.298 whereas construction is warranted only at unity or 1.00. When the investigation was made only 22 pedestrians were observed walking along the highway daily, and construction cost was computed at $4,500. In view of these facts it was his recommendation that the request be denied. The Commission adopted the recommendation.

The Deputy Engineer reported that surveys have been completed for relocation of two highway sections-viz., between Klamath Falls and Green Springs Highway Junction on US97, and between Albany and Judkins Point on US99 (Freeway). In both instances, he stated, a careful engineering study was made to determine the best route for the traveling public commensurate with the cost of construction. He recommended approval of the surveys, as follows:

1. Klamath Falls-Green Springs Highway Junction Section of The Dalles-California Highway in Klamath County. (See EXHIBIT "G-1".)

2. Albany-Judkins Point Section of the Pacific Highway East in Linn and Lane Counties. (See EXHIBIT "G-2".)

The Commission approved the surveys by adopting the attached resolutions relative thereto, marked EXHIBITS "G-1" and "G-2", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Deputy Engineer requested authority for an expenditure of funds to correct slide conditions on the following highway sections:

1. Siskiyou Mountain Section of the Pacific Highway, $8,500.

2. Ladd Canyon Section of the Old Oregon Trail for removal of earth material, installation of metal drain pipe, and reconstruction of surfacing and paving in the sum of $50,000.

3. Sexton Mountain Summit Section on the Pacific Highway for removal of earth material and flattening of the slope below the fill for the sum of $192,000.

In this instance the Engineer reported that extensive tests have been made to find the cause of the slide but no definite conclusions have been reached. It is proposed to remove material above the slide and flatten the slope below the fill to bring the area into better balance.

4. Anlauf-Rice Hill Section of the Pacific Highway near the Elkhead Road to correct a slide condition in the amount of $10,500.

5. North Broadway Section in Coos Bay on the Oregon Coast Highway for construction of a gravity retaining wall at a cost of $8,000, to prevent damage to private property.

In connection with these projects, it was the Deputy Engineer's recommendation, approved by the Commission, that all except the North Broadway Section in Coos Bay be performed by contract, and that the Coos Bay job be done by State forces.

The Deputy Engineer also requested authority for an expenditure of $7,000 to install a 48" tunnel liner through the embankment of the roadbed at Engineer's Station 2029+50 on the Pacific Highway north of Wilbur. Complaints, he stated, have been received that the new highway construction has impeded the run-off of one of the tributaries of Sutherlin Creek during flood stage and that several checks made by the engineers have tended to confirm this contention. To correct the condition and to eliminate the possibility of damage claims, he recommended approval of the expenditure. The Commission approved the project.

Requests from the Cities of Oakridge and Willamette City for the oiling of shoulders on the Willamette Highway through these communities were considered. The Deputy Engineer reported that these requests were investigated and it was determined that the cost to oil the shoulders on both sides of the highway to a width of six feet for a distance of 1.75 miles through the two cities with an 0-9 specification would be approximately $4,900. He recommended that this work be performed by State forces in connection with other oiling work in the vicinity of Odell Lake. The Commission approved the project as recommended.

Authority was requested by the Deputy Engineer for an increase of $82,000 in the project authorization for Contract No. 4298, grading and oil mat surfacing on the Shady-Canyonville Section of the Pacific Highway. This increase, he stated, is required to remove large slides and to flatten slopes to prevent further slides. The Commission approved the increase.

An increase of $33,000 in the project authorization for Contract No. 4313, for construction of the Beaverton-Multnomah County Line Section of the Beaverton-Hillsdale Highway was also requested by the Deputy Engineer who stated that it is required to pay for an increase in the

amount of surfacing materials used on the job to obtain a proper crown where the old highway pavement was covered. The Commission approved the increase as requested.

The Commission discussed with the Deputy Engineer, two resolutions adopted by the Oregon Coast Association at its annual conference on May 23, 1956, requesting (1) that $1,200,000 of construction funds heretofore budgeted for Division 3 be spent on the Oregon Coast Highway between Gold Beach and Brookings, and (2) that the Oregon Coast Association opposes any legislative action to separate the Parks Division from the State Highway Department. The Commission took no action on either resolution. (The subject of the first above-mentioned resolution was discussed on the following day with a delegation representing the US101 Association. See ahead for additional entry.)

A request for authority to install a truck scale to weigh southbound truck traffic on the Pacific Highway immediately north of Winchester, Douglas County, was presented by the Deputy Engineer. He pointed out that the 1956 budget includes provision for installation of scales at Canyonville and Brookings, but it is his opinion that the truck scale at Wilbur, although not in the budget, has a higher priority rating. He recommended that it be installed at an estimated cost of $39,600 with funds previously allocated to the truck scales at Canyonville and Brookings. The Commission accepted his recommendation.

Construction of a pedestrian underpass on Harbor Drive at S. W. Curry Street in Portland was requested in a petition from residents of Portland. The Deputy Engineer stated that an investigation disclosed that a pedestrian subway could be constructed at an estimated cost of $28,000. It was also determined that few pedestrians cross Harbor Drive at this location, and in general pedestrians are reluctant to use a subway even though the subway is lighted. Also there is a pedestrian subway at S. W. Grover Street, about two blocks distant. He recommended in view of these facts that the request be denied. The Commission accepted the recommendation.

The Commission considered a resolution passed by the City Council of Portland requesting construction of roads leading to and from S. W. Canyon Road to provide adequate access to the Zoological Gardens, the Oregon Museum of Science and Industry, the West Hills Pitch and Putt Golf Course, the Hoyt Park Arboretum, and the Highlands Access Road. The Deputy Engineer commented that while no funds are immediately available for the improvement requested plans for the same are being included in the proposed five-year program. He estimated that improving the highway in this area and construction of the necessary grade separation structure would cost approximately $463,000. The Commission instructed the Secretary to inform the City that the project will be considered if and when Federal funds become available to finance it.

Consideration was given to a cooperative project suggested by the Board of County Commissioners of Multnomah County for widening the

Ross Island Bridge over the Willamette River in Portland. The Deputy Engineer advised that several estimates have been made on the cost to widen this structure and the most advisable program presently appears to be to widen the structure 3½-feet on the southerly side by removing the sidewalk which will cost about $179,000. The eventual program of widening to five lanes, he said, is estimated to cost $3,000,000. An expenditure to widen the bridge 3½-feet at this time, he said, will not be wasted in the future widening program. The present bridge, he stated, provides four traffic lanes, each 9 feet wide, which is entirely too narrow for the safety of present day traffic. If widened 3½ feet, four-10-foot lanes would be accommodated. He recommended joining with the County on the $179,000 project if the County will agree to cooperate on an equal basis. The Commission deferred its decision in the matter pending receipt of a definite formal proposal from the County.

The Commission considered and ordered filed a 1956 Roads and Highways program adopted by the Klamath County Chamber of Commerce and endorsed by the County Court of Klamath County.

The Commission gave attention to a letter from Mr. J. A. Perry, Assistant Cashier of the Cottage Grove Branch of the First National Bank of Portland, requesting an access be granted to US99 Freeway from the Ostrander Lane Interchange connection at the north entrance to Cottage Grove. To grant the access, the Deputy Engineer stated, would permit unlimited development of commercial enterprises along Ostrander Lane where sight distance is impaired by a railroad overcrossing. The Commission accepted his recommendation that the request be denied.

Attention was also given to a request from the Drain School District for construction of a turn-off connection from the Pacific Highway just south of Anlauf to a county road known as Buck Creek Road. The Deputy Engineer reported that school buses now are compelled to travel an extra distance of two miles to reach the Buck Creek Road. An investigation was made and it was found that to construct an off-ramp only would cost approximately $4,500, and its construction would be justified by the saving in expense and distance traveled by school buses which now travel the old route. Upon his favorable recommendation, the Commission approved construction of the off-ramp.

A request was considered from State Representative Wayne R. Giesy, Monroe, for correction of a dangerous condition that exists on the Pacific Highway West at McGuire Driveway near Camp Adair due to restricted sight distance. The Deputy Engineer reported that several residents and a Scout Camp use the McGuire driveway for access to the highway and that a school bus stops at this location to pick up and discharge students. He recommended that the cut bank be widened to improve the sight distance at an estimated cost of $3,000, as a minor betterment project. The Commission approved the project.

Authority was requested by the Deputy Engineer for the expenditure of $7,100 to place a concrete surface protection on the fill slopes at each end of the structure carrying the Portland-Salem Expressway over Southern Pacific Company's tracks near Chemawa. These fill slopes, he stated, are composed of a silty material which is being eroded by surface drainage and is causing damage to the ballast on the railroad tracks. The Commission approved the project following the Deputy Engineer's favorable recommendation, and also authorized him to call for bids for the work at the next Highway Commission meeting.

The Deputy Engineer reported that all of the landscaping on the Portland-Salem Expressway has been placed under contract except a section between the Barbur Boulevard interchange and Lower Boones Ferry Road. So that this four-mile section will be comparable with the balance of the Expressway, he recommended that authority be granted to spend $28,000 of the bond funds remaining available on the Willamette River-Hayesville Section of the Portland-Salem Expressway. The Commission authorized the project.

An expenditure of $12,000 to install approximately 900 feet of sewer pipe on the Pacific Highway in Sutherlin was requested by the Deputy Engineer. He explained that Central Avenue in Sutherlin was improved in 1953 as a connection from the city to the Pacific Highway. The area has built up rapidly resulting in much quicker runoff of drainage water with a possibility of serious damage to adjacent properties. To correct the condition, he recommended that the sewer pipe be installed and that authority be granted to contract the work as soon as plans can be prepared. The Commission approved his recommendation.

A request was presented from the City of Enterprise for widening of the Wallowa Lake Highway within the City of Enterprise. The Deputy Engineer stated that an investigation revealed that such widening to a 66-foot width between curbs will cost approximately $8,000. He recommended approval of the project provided that the City will pay 25% of the cost or approximately $2,000, and that the City will enact ordinances to establish parallel parking. The Commission approved the project as outlined by the Deputy Engineer.

Attention was given to a request from the Josephine County Court for an additional County FAS project to finance construction of a bridge over Slate Creek on F.A.S. #266 at Wilderville, at an estimated cost of $13,000. Upon the Deputy Engineer's favorable recommendation, the Commission approved the project.

Consideration was also given to a request from Aaron M. Frank for a study of traffic conditions at the intersection of Oleson Road and the Beaverton-Hillsdale Highway south of Portland. The Deputy Engineer reported that this intersection was investigated as was also the Scholls Ferry Highway intersection immediately adjacent to Oleson Road. Conditions at this location, he said, have become worse in the past year and continued growth in the area will aggravate the traffic congestion. It was his opinion

that although signalization of the two intersections is not the complete solution of the problem, it would help conditions, and he accordingly recommended installation of two fully actuated, interconnected, three-phase traffic signals with incidental channelization and other work, at a total estimated cost of $25,000. The Commission approved the project.

The Deputy Engineer brought up the matter of illumination of the new embankment on US99W at the east edge of Newberg. He recalled that the Commission some time ago approved such project on the condition that the City would pay one-half of the cost of installation. The City now advises, he said, that it is without legal authority to contribute toward the expense because the location is outside the City limits. The Engineer pointed out that since starting the negotiations with the City the Commission adopted a survey for a new bridge across the Willamette River at Newberg, the approach to which will connect with US99W at some point within the area that is proposed for illumination. He recommended, in view thereof, that the lighting project be held in abeyance until the detailed design of the intersection is worked out. The Commission accepted his recommendation.

The Commission gave its attention to a request from the United States Army Engineers for access to the Willamette Highway from Lookout Point Reservoir above Meridian Dam for the convenience of people who desire to launch boats in the Reservoir. The Deputy Engineer advised that such connection will cross the tracks of the Southern Pacific Railroad and that the Public Utilities Commissioner has authorized a public grade crossing of Southern Pacific Railroad. He called attention to the fact that such a crossing will be dangerous because of the many trains that pass this point daily; moreover, the distance is so short between the highway and the railroad that cars with boat trailers will have to stop on the highway right of way. An investigation, he added, reveals that a serious traffic hazard will be created unless proper traffic separation devices are installed. To make the access safe, he stated, left-turn facilities should be provided and the highway widened, which he estimated would cost $18,000. The Commission deferred action in this matter pending appearance of a delegation on the following day. (On the following day, representatives of the U. S. Forest Service and the Lane County Park Commission appeared before the Commission concerning this matter. As a result of discussion the Commission approved the project for State funds, and authorized the Engineer to prepare the job for the July meeting if possible.)

The Deputy Engineer reported on an anonymous request concerning traffic hazards at the intersection of the Beaverton-Hillsdale Highway and N. E. Broadway Street in Beaverton. Based on an investigation made by the Traffic Engineer he recommended installation of raised asphaltic markers, marking of the pavement, and installation of a flashing beacon at a total estimated cost of $875. The City of Beaverton, he added, has indicated that it is agreeable to the plan and will maintain the flashing beacon and will furnish electrical energy to operate it. The City also has

indicated a willingness to prohibit parking and certain minor turning movements at this location. The Commission approved the project on such basis.

The Commission considered and upon recommendation of the Engineer, granted extensions of time within which to complete state highway contracts as follows:

1. Parker-Schram Company, Contract No. 4445, for grading and paving the Killingsworth Street-Sandy Boulevard Section of the Cascade Highway in Multnomah County, requested an extension of time from September 30, 1955 to July 15, 1956. Approved to April 19, 1956, the actual completion date of the contract.

2. Trowbridge Electric Company, Contract No. 4583, for installation of East Springfield Traffic Signals on the McKenzie Highway in Lane County, requested an extension of time from April 30, 1956 to June 29, 1956. Approved as recommended.

3. Trowbridge Electric Company, Contract No. 4584, for installation of the Hunsaker Lane-Fir Lane Traffic Signals on the Junction City-Eugene Secondary Highway in Lane County, requested an extension of time from April 30, 1956 to June 29, 1956. Approved as recommended.

4. Steeck Electric Co., Contract No. 4553, for installation of Traffic Signals in Lebanon, on the Santiam Highway in Linn County, requested an extension of time from March 31, 1956 to April 30, 1956. Approved to April 28, 1956, the actual completion date of the contract.

5. Warren Northwest, Inc., Contract No. 4266, for shoulder widening on the Jackson Creek-Tenmile Creek Section of the I.O.N. Highway in Malheur County, requested an extension of time from July 31, 1955 to June 30, 1956. Approved to and including April 21, 1956, the actual completion date of the contract.

6. George E. Berry, Contract No. 4438, for construction of guardrail and snow fence on the Emigrant Hill Section of the Old Oregon Trail Highway in Umatilla County, requested an extension of time from November 1, 1955 to May 30, 1956. Approved to April 30, 1956, the actual completion date of the contract.

*FOOTNOTE: The action taken by the State Highway Commission upon the extensions of time within which to complete the highway contracts listed above was based upon the recommendation of the Engineer and his reports which considered but did not necessarily adopt either or any of the reasons given by the contractors in their requests for such extensions of time. For details regarding these extensions of time, see copies of the contractors' requests and the Engineer's recommendations on file in the respective contracts in the Secretary's office.

Reconsideration was given to the assessment of engineering costs incurred by an overrun of time on Contract No. 4246, awarded to Columbia Empire Constructors, Inc., and P. S. Lord Mechanical Contractors for construction of two structures on the Coast Fork of the Willamette River-Divide Unit of the Pacific Highway. The Deputy Engineer recalled that at the January Commission meeting, engineering costs had been assessed against the contractor from October 31, 1955, to March 31, 1956, in the sum of $223.03 for failure to complete the job within the specified time. A later investigation disclosed that the delay in completion of the contract was due to inability of the contractor who was doing the grading work to complete embankments at the ends of the structures. He recommended in view thereof that the engineering assessment heretofore charged the contractor be withdrawn. The Commission accepted the recommendation and so ordered.

The Engineer reported that Contract Nos. 4223, 4249, 4266, 4350, 4394, 4438, 4445, 4462, 4477, 4515, 4516, 4525, 4528, 4530, 4533, 4534, 4535, 4553, 4595, 4596, 4606, 4608, 4637, and 4688 for highway construction have been completed according to requirements of the contracts or modifications thereof and that said contracts are now ready for acceptance by the Commission. After due consideration, the Commission accepted said contracts by adopting the attached resolution relative thereto, marked EXHIBIT "D", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

A petition from residents of the Charleston area requesting that electrically operated gates and barriers be installed on South Slough Bridge on the Cape Arago Secondary Highway was considered. The Deputy Engineer reported that due principally to logging operations the use of the lift span has increased considerably and that in 1955 the structure was opened 2,729 times. Also, it is contemplated that traffic over the bridge will increase considerably in the next few years. Installation of the electrically operated gates and barriers, he said, will reduce the time the highway is closed at each opening to approximately four minutes, compared with the average time at present of 7.05 minutes. He recommended the installation of the electrical gates and barriers at an estimated cost of $51,400. Chairman Chandler pointed out that a great many of the bridge openings are made to accommodate fishing boats and that the Federal Government is now constructing a boat basin to harbor these vessels. It was his suggestion that action in this matter be deferred until it can be determined what effect the operation of the new boat basin will have on the number of required openings of the bridge. The Commission accepted his suggestion.

The Deputy Engineer brought up for discussion an agreement with the City of Portland, executed in 1955, covering the repaving of Clay and Market Streets in Portland from Harbor Drive to 14th Street, which streets will serve as highway routes when the Clay Street-Market Street Interchange is completed. He recalled that this work was estimated to cost about $50,000 and that the State agreed to bear one-half the expense, but in no event not more than $25,000. It now appears necessary to flat-

ten the radius of some curbs to facilitate turning movements, which work was not included in the original arrangement. He recommended that the agreement be amended to cover the curb cutback subject to the understanding that the total cost to the State shall not exceed $25,000 as originally agreed. The Commission approved such amendment.

The Deputy Engineer reported that the State Police Department has called to his attention traffic hazards that exist on the Ontario Spur Section of the Old Oregon Trail, between the east city limits of Ontario and the Snake River Bridge. He advised that there has been considerable business development on this section during the past few years and that a number of accidents have occurred resulting in one person being killed and four injured. To alleviate the hazards, he recommended establishment of a 35-mile per hour speed zone between the east city limits of Ontario (M.P. 418.148) and a point 0.30 mile east of the east city limits of Ontario (M.P. 418.448), and that a 40-mile per hour speed zone be designated between M.P. 418.448 and the west end of the Snake River Bridge (M.P. 419.043). He also recommended that a stop sign be installed at the intersection at M.P. 418.67 where a public road connects with the highway. The Commission accepted his recommendations by adopting the attached resolution relative thereto marked EXHIBIT "E", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Conveyance of a parcel of property in Klamath Falls to the City of Klamath Falls was discussed. The Deputy Engineer explained that in an agreement with the City dated July 1, 1949, the State transferred 5.4 acres for park purposes only on the Klamath Falls-Malin Highway, and the City has now requested an additional parcel containing 12,950 square feet to be used for parking purposes in conjunction with the park area. This additional parcel, he stated, is adjacent to the land previously transferred and is not needed for highway purposes. He recommended that it be conveyed to the City for a consideration of $1.00. The Commission approved such conveyance.

A Service Agreement with Pacific Telephone and Telegraph Company covering a separate operation channel connecting the State Police and the Highway Maintenance Superintendent's office in Astoria with a remote radio transmitter located near the Astor Column in Astoria was discussed. Mr. W. W. Stiffler, Assistant Highway Engineer, explained that this is a remote-control line for operation of the highway radio transmitter and receiver at the remote station site and will provide for manipulation of the unit from either the Maintenance office or the State Police office. The installation charge, he stated, is $9.00, and the monthly charge is $12.50. Upon his favorable recommendation, the Commission approved the agreement.

Consideration was given to a request from Ivan Young, District Warden of the State Board of Forestry in Coos Bay, for prohibition of parking along the south side of the Oregon Coast Highway just west of Flanagan Avenue in Bunker Hill. The Deputy Engineer advised that this matter was

investigated by the Traffic Engineer and from the facts disclosed it appears that prohibition of parking at this point is warranted. He recommended that parking be prohibited on the south side of the Oregon Coast Highway between M.P. 239.34 (Engineer's Station 44+20) and M.P. 239.37 (Engineer's Station 45+70.) so as to permit the Forest Department's fire apparatus to enter the highway without interference. The Commission approved his recommendation by adopting the attached resolution relative thereto marked EXHIBIT "F-1", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer reported the need to prohibit the parking of cars on both sides of the Wilsonville-Hubbard Highway No. 51, opposite the landing field strip where "hot-rod" races are held each weekend. The average Sunday traffic volume on this section, he said, is about 8,000 cars, many of which stop to watch the races, thus causing a traffic congestion and hazard. In order to eliminate this congestion and to avoid accidents he recommended that both sides of the highway be posted for "No Parking" between M.P. 2.04 (Engineer's Station 725+00) and M.P. 2.09 (Engineer's Station 770+00). The Commission approved the recommendation by adopting the attached resolution relative thereto marked EXHIBIT "F-2", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Two agreements between State Industrial Accident Commission of Oregon and the Industrial Accident Board of Idaho were presented by the Deputy Engineer. He explained that the agreements outline the jurisdiction and responsibility of both State agencies with regard to contributions or accident claims on the Interstate Bridges that cross the Snake River at Weiser, Payette, Ontario, and Nyssa. Briefly the Oregon Highway Department is to make contributions to the Oregon Accident Commission on all state highway employees engaged in the maintenance and repair of the Ontario and Nyssa Bridges, and the Oregon Accident Commission will handle claims filed by highway department workmen engaged on these bridges. Industrial Accident Board of the State of Idaho will do likewise for the two bridges at Weiser and Payette. Also the agreement covers construction of the new bridge at Nyssa and defines the boundaries of the two States. The Commission approved the agreements.

The Commission approved the Secretary's report on papers signed by him in behalf of the Commission during the period of April 23 through May 31, 1956. The Commission discussed a date for its next meeting and decided to hold such meeting in Portland on Thursday and Friday, July 12 and 13, the meeting to be held in the Imperial Hotel in Portland. The Commission tentatively decided to hold the next two following meetings on August 16 and 17, and on September 27 and 28, 1956.

The Commission considered a request from Senator Warren A. McMinimee that Mr. R. B. Sipprell be authorized to attend the third biennial reciprocity workshop of the American Association of Motor Vehicle Administrators in Chicago during June 11-13, 1956. The Deputy Engin-

eer stated that Senator McMinimee is not able to attend this meeting and wants Mr. Sipprell to attend for him. He recommended that Mr. Sipprell be authorized to attend at an estimated cost of $275. The Commission approved the trip as recommended by the Deputy Engineer.

The Commission also authorized Mr. R. H. Baldock, State Highway Engineer, to attend a meeting of the Executive Committee of the American Association of State Highway Officials in Kansas City, June 26-July 1, 1956, at an estimated cost of $275, if Mr. Baldock's health will permit.

A telegram was presented from the Roseburg Chamber of Commerce inquiring whether or not a survey to determine the best location of a heavy duty highway between Roseburg and Coos Bay would be expedited were local funds provided to assist in financing it. The Secretary was instructed to inform the Chamber that circumstances are such that local funds would not be of any help at the present time because there is a shortage of engineers to do the work and indications are that due to the expanded highway program it will not be possible to assign an engineering crew to the project for five years or more.

The Commission discussed a communication from P. C. Northrup, Roadmaster, Multnomah County, inquiring in behalf of the Board of County Commissioners whether or not the State Highway Department can make use of the old Morrison Street Bridge when the new bridge across the Willamette River at this location is completed. He suggests that the old bridge might be used for a crossing of the Willamette River between Oswego and Milwaukie. The Assistant Highway Engineer, G. S. Paxson, stated that the old bridge is of no value for State highway purposes and in any event it would not be feasible to move it. As a result of the discussion the Commission decided that it is not interested in the old structure and ordered that Mr. Northrup be so informed.

Commissioner Reynolds brought up for discussion the matter of the sale of used equipment to governmental bodies such as cities and counties. He recalled that this matter was previously discussed at the March meeting of the Commission, and was referred to the Engineer to ascertain whether or not the Commission could sell this equipment to these agencies without going through the formality of advertising the sale. The Chief Counsel advised that the matter has been taken up with the Director of the Department of Finance and Administration and presently it appears that it might be necessary to obtain legislation to clarify the statutes in this regard. The Engineer suggested that it might be better to leave the law as it now is so as not to give the cities and the counties any preference. He mentioned the possibility that were the law changed, abuse of the concession might result thereby causing the Highway Department some embarrassment. The matter was discussed at some length and as a result thereof the Commission decided not to give the cities and counties any preference and to require them to submit bids for equipment that they want as do others.

Commissioner Reynolds inquired whether or not it will be necessary under the new highway bill that is now pending in Congress, to hold public hearings when constructing highways that will by-pass cities and towns. The Deputy Engineer advised that the bill as passed by the House of Representatives eliminates the requirement for hearings on the interstate highway system, but not with respect to other highways; moreover, the Commission is still confronted with the State law which requires such hearings when by-passing municipalities.

The Commission discussed with the Deputy Engineer bids received during the morning session for highway construction and at 4:00 p.m., Commissioner McIver publicly announced the Commission's decision with respect to each project as follows:

"Bridge construction, grading and stone base on the Nehalem River (Vine Maple) Bridge Section of the Fishhawk Falls Highway in Clatsop County: The Commission awarded the contract to the low bidder, P. S. Lord Mechanical Contractors, Portland, at their bid price of $152,630.

"Cleaning and painting Coal Bank Slough Bridge in Coos Bay; Coquille River Bridge in Coquille; Hoffman Bridge on Powers Highway, and Siuslaw River Bridge in Florence, in Coos and Lane Counties: The Commission awarded the contract to George A. Macom Painting Co., Portland, at their bid price of $18,945.

"Grading and paving the North Brookings Section of the Oregon Coast Highway in Curry County: The Commission awarded the contract to the low bidder, Warren Northwest, Inc., Portland, at their bid price of $206,566.50.

"Grading and paving Pioneer Road and Easy Street in Brookings, Curry County: The Commission elects to accept the bid of Warren Northwest, Inc., Portland, in the sum of $28,023.80 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of the City of Brookings is received and the sum of $17,350 is deposited by the City.

"Embankment repair of Milo-Corn Creek Section of the Tiller-Trail Highway, about 18 miles east of Canyonville in Douglas County: The Commission awarded the contract to the low bidder, Angell Bros., Coos Bay, at their bid price of $6,766.

"Paving Hayhurst Road at Yoncalla in Douglas County: The Commission elects to accept the bid of Roseburg Paving Co., Roseburg, in the sum of $15,403.50 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of the City of Yoncalla is received and the sum of $3,550 is deposited by the City.

"Division No. 3 (North) Oiling Project on 8 highways, near McKenzie Bridge, Oakridge, Eugene, Reedsport and Florence in Lane, Douglas and Benton Counties: The Commission awarded the contract to the low bidder, J. C. Compton Co., McMinnville, at their bid price of $67,826.50.

"Ironside-Lancaster Reoiling Project on the John Day Highway, about 7 miles northwest of Vale in Malheur County: The Commission awarded the contract to Russell Olson Construction Co., Pendleton, at their bid price of $25,492.

"Burns-Crooked Creek-Jordan Valley Reoiling and Rock Production Project on 4 highways near Burns, Crane, Rome and Jordan Valley in Malheur and Harney Counties: The Commission awarded the contract to Babler Bros., Inc., Portland, at their bid price of $98,832.50.

"Barbur Boulevard Junction Interchange Illumination on Pacific Highway in Multnomah County: The Commission awarded the contract to the low bidder, Trowbridge Electric Co., Roseburg, at their bid price of $6,980.

"Construction of park facilities at Rooster Rock State Park in Multnomah County: The Commission awarded the contract to the low bidder, Schrader Construction Co., Portland, at their bid price of $31,162.50.

"Construction of Columbia River Highway Undercrossing at Rooster Rock Park Interchange, east of Portland, in Multnomah County: The Commission awarded the contract to the low bidder, Inland Construction Co., Milwaukie, at their bid price of $68,654.

"Hermiston (Orchard Avenue) Paving Project in Umatilla County: The Commission elects to accept the bid of Russell Olson Construction Co., Inc., Pendleton, in the sum of $14,134 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of the City of Hermiston is received and the sum of $1,200 is deposited by the City.

"Grading and paving the Banks Section of the Nehalem Highway in Washington County: The Commission awarded the contract to the low bidder, Rogers Construction Co., Portland, at their bid price of $15,015.

"Grading and paving the Durham Road Junction Section of the Pacific Highway West, about 2 miles south of Tigard in Washington County: The Commission awarded the contract to the low bidder, K. F. Jacobsen & Co., Inc., Portland, at their bid price of $32,920.

"Nelson-Benson Creek Aerial Photography and Topographic Mapping, near Huntington in Baker County: The Commission awarded the contract to the low bidder, Henry R. Staats, Portland, at his bid price of $17,890.

"Elsie-Sunset Camp Rock Production Project on the Sunset Highway, in Clatsop and three other Counties: The Commission awarded the contract to the low bidder Vanaken Sand & Gravel Co., Forest Grove, at their bid price of $63,590.

"Approach Replacement to the Powers Bridge over the South Fork of the Coquille River near the town of Powers in Coos County: The Commission awarded the contract to the low bidder, Tom Lillebo, Reedsport, at his bid price of $89,243.60.

"Grading and paving the South Unit, Kellogg Bridge-Yellow Creek Section of the Elkton-Sutherlin Highway in Douglas County: The Commission awarded the contract to the low bidder J. Ira McNutt Construction Co., Springfield, at their bid price of $239,248.

"Slide Correction Project on the West Unit, Reedsport-Dean Creek Section of the Umpqua Highway in Douglas County: All bids received on this project were rejected by the Commission as being too high.

"Stone base and Oiling, etc. on the Juniper Ridge-Wagontire Section of the Lakeview-Burns Highway in Harney County: The Commission awarded the contract to the low bidder, Babler Bros.., Inc., Portland, at their bid price of $122,548.

"Illumination of Ashland Interchange Section in Jackson County: The Commission awarded the contract to the low bidder, Steeck Electric Co., Roseburg, at their bid price of $7,840.

"Installation of traffic signals at two intersections on the Olive Street-Harbert Street Section of Oregon Coast Highway in the City of Newport, Lincoln County: The Commission awarded the contract to the low bidder, Trowbridge Electric Co., Roseburg, at their bid price of $11,350.

"Grading and oiling the Siletz-Camp 12 Section of the Siletz Highway in Lincoln County: The Commission awarded the contract to the low bidder, Don Greene & Greene & Buick, Inc., Salem, at their bid price of $119,228.

"Construction of guardrail and snow fence on the Olds Ferry-Ontario Section of the Old Oregon Trail Highway in Malheur County: The Commission awarded the contract to McWaters Construction Co., Boise, Idaho, at their bid price of $125,365.50.

"Grading and paving the Union Street-Bellevue Street (Salem) Section of the Silver Creek Falls Highway, on 12th Street in Salem, Marion County: The Commission awarded the contract to the low bidder, Warren Northwest, Inc., Portland, at their bid price of $169,927.

"Extension overnight camping area in Cape Lookout State Park in Tillamook County: The Commission awarded the contract to the low bidder, Schrader Construction Co., Portland, at their bid price of $48,760.

"Grading and paving the North Unit, Pendleton-Pilot Rock Section of the Pendleton-John Day Highway in Umatilla County: The Commission elects to accept the bid of Rogers Construction, Inc., Portland, in the sum of $381,365.50 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received."

The Commission discussed with the Engineer and Chief Counsel a proposed agreement with the Idaho Power Company covering the Company's contemplated use of and encroachment upon the right of way of the Baker-Homestead Highway in connection with construction of the Company's proposed dam across the Snake River in the vicinity of Brownlee, Oregon. This matter was discussed at considerable length and received the Commission's tentative approval; however, final action in the matter was deferred until the following day. (Discussion of this matter was resumed on June 5, at which time the agreement was definitely approved as prepared. The Commission at that time adopted a resolution regarding the matter. See ahead for additional entry.)

The Deputy Engineer presented for the Commission's consideration a "Proposed Partial Program" of projects to be financed with "1957-1958 Federal-aid Funds" involving interstate, primary, secondary, and urban monies and totalling $44,073,000, of which $8,135,000 represents estimated right of way expense. He advised that the surveys for all of the projects have been completed so the contracting of the work can go forward as soon as the Commission approves and notification has been received that the Federal monies are available. He asked the Commission to authorize immediate negotiations to acquire necessary rights of way. The Commission carefully considered and approved such partial program, as follows, and authorized the Right of Way Engineer to proceed immediately with the right of way negotiations:

(See pages 44 and 45 for Approved Program.)

PROPOSED PARTIAL PROGRAM - -1957-1958 FEDERAL AID FUNDS

June 1, 1956

Highway	Section	Miles	Kind of Work	Class of Federal Funds	Rights of Way	Allotments Construction	Allotments Total
			DIVISION NO. 1				
Portland-Salem Expressway	Harbor Drive-Washington Co. Line	6.60	6-Lane GPS	Interstate	$5,500,000	$6,440,000	$11,940,000
Mt. Hood	W. Unit, Sandy-Forest Bdy.	8.00	GPS	Primary	80,000	1,076,000	1,156,000
	Totals, Division No. 1				$5,580,000	$7,516,000	$13,096,000
			DIVISION NO. 2				
Pacific East	Illahee-Lebanon Jct.	19.04	4-lane GPS	Interstate	$ 800,000	6,950,000	7,750,000
Pacific West	Adams Street (McMinnville)	1.00	GP	Urban	Acquired	240,000	240,000
Pacific West	Whitson Dip	1.80	GP	Primary	40,000	140,000	180,000
Salmon River	Wallace Bridge-Sheridan	6.95	PS	Primary	Acquired	700,000	700,000
North Santiam	Sublimity Gun Club-Stout Ck.	9.20	PS	Secondary	Acquired	770,000	770,000
	Totals, Division No. 2				$ 840,000	$8,800,000	$ 9,640,000
			DIVISION NO. 3				
Pacific	Lane Co. Line-Judkins Point	11.00	4-lane GPS	Interstate	$ 600,000	$6,000,000	$ 6,600,000
Pacific	Fords Bridge Section	1.23	4-lane GPS	Interstate	Acquired	200,000	200,000
Pacific	Myrtle Creek-Canyonville	9.26	4-lane GPS	Interstate	305,000	3,300,000	3,605,000
Pacific	Jumpoff Joe Ck.-Louse Ck.	4.27	4-lane GPS	Interstate	100,000	1,550,000	1,650,000
Pacific	Louse Ck.-Grants Pass	3.18	4-lane GPS	Interstate	Acquired	325,000	325,000
Redwood	Approaches to Illinois River Bridges	1.41	GP	Primary	Acquired	295,000	295,000

Highway	Section	Miles	Kind of Work	Class of Federal Funds	Allotments: Rights of Way	Construction	Total
			DIVISION NO. 3 (Continued)				
Redwood	Applegate-Grants Pass (MP 36.5 to 40.4)	3.90	G	Primary	$ 112,000	$ 600,000	$ 712,000
			Totals, Division No. 3		$1,117,000	$12,270,000	$13,387,000
			DIVISION NO. 4				
Columbia River	Chenoweth Ck.-The Dalles	1.05	4-lane GPS	Interstate	$ Acquired	$ 675,000	$ 675,000
Dalles-California	Klamath Falls By-Pass	2.70	GPS	Urban	$ 368,000	$ 1,470,000	$ 1,838,000
Central Oregon	Fort Rock Jct.-Brothers	20.8	Paving	Primary	$ Acquired	365,000	365,000
			Totals, Division No. 4		$ 368,000	$ 2,510,000	$ 2,878,000
			DIVISION NO. 5				
Old Oregon Trail	Emigrant Hill-Deadmans Pass	3.10	2-lane GPS	Interstate	$ 35,000	$ 1,310,000	$ 1,345,000
Old Oregon Trail	Meacham-Glover	9.77	2-lane P	Interstate	Acquired	684,000	684,000
Central Oregon	Juntura-Vale (Intermittent portions)	- -	GPS	Primary	100,000	1,983,000	2,083,000
Baker-Homestead	E. Unit, Black Bridge-Richland	7.00	GPS	Secondary	85,000	725,000	810,000
Hermiston	Hinkle-Bucks Corner	1.30	PS	Secondary	Acquired	150,000	150,000
			Totals, Division No. 5		$ 220,000	$ 4,852,000	$ 5,072,000
			Total, All Divisions		$8,125,000	$35,948,000	$44,073,000

The meeting adjourned at 5:00 p.m. to reconvene at 9:00 a.m. on the following morning in the same room.

Portland, Oregon
June 5, 1956

The meeting of the State Highway Commission reconvened at 9:00 a.m. in the Queens Room of the Imperial Hotel with the following persons present and participating:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
W. C. Williams, Deputy State Highway Engineer
W. W. Stiffler, Assistant State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
Robert L. May, Jr., Assistant Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

Mr. R. H. Baldock, State Highway Engineer, was excused on account of illness.

Bids as follows for highway construction work were opened and read aloud by the Secretary in conformity with previously published notice, following which he announced that the Commission will award contracts at 3:00 p.m. in the same room.

CLATSOP COUNTY
GRADE WIDENING OF HUMBUG SUMMIT SECTION OF THE SUNSET HIGHWAY

J. N. Conley, Portland	$ 37,881.00
C. J. Eldon, Portland	43,347.00
J. Bacaloff Co., Portland	53,957.50
Walter Goodat, Portland	65,560.00

CLATSOP COUNTY
GRADING AND OILING SUNSET JUNCTION SLIDE SECTION OF THE FISHHAWK FALLS HIGHWAY

C. J. Eldon, Portland	$ 29,535.50
Q. L. Rufener, Inc., Portland	29,822.00
Walter Goodat, Portland	34,317.50

DESCHUTES COUNTY
SISTERS SAND SHED PROJECT

R. H. Jones, Hillsboro	$ 9,832.80
C. P. Patterson, Redmond	10,101.32
Mann Construction Co., Redmond	10,510.00
Rohde Construction Co., Pendleton	10,560.36
A. E. Fitzgerald, Klamath Falls	11,912.00

JACKSON AND 3 OTHER COUNTIES
DIV. NO. 3 (SOUTH) OILING PROJECT ON 7 HIGHWAYS NEAR PINEHURST, ETC.

J. C. Compton Co., McMinnville	$ 56,054.50
Central Paving Co., Independence	57,354.50
Babler Bros., Inc., Portland	65,135.00

JEFFERSON COUNTY
CULVER ("E" ST.) PAVING PROJECT

Babler Bros., Inc., Portland	$ 14,485.00

KLAMATH COUNTY
KLAMATH AGENCY ROCK PRODUCTION PROJECT ON 3 HIGHWAYS

F. L. Somers, Medford	$ 31,200.00
Barney B. Helser, Beaverton	31,200.00
F. H. McEwen, Eugene	31,280.00

LANE COUNTY
FLORENCE (GALLAGHER ST.) GRADING AND PAVING

Umpqua River Navigation Co., Reedsport	$ 16,462.00
The United Contracting Co., Portland	17,372.00

LANE COUNTY
GRADING AND PAVEMENT WIDENING GLENADA HILL SECTION OF THE OREGON COAST HIGHWAY

Umpqua River Navigation Co., Reedsport	$ 63,943.00
The United Contracting Co., Portland	65,939.00

MALHEUR COUNTY
VALE (NACHEZ & "F" STS.) PAVING PROJECT

T. W. Thomas, Portland	$ 17,165.00
H. J. & H. W. Miller, Baker	18,065.00
Russell Olson Construction Co., Inc., Pendleton	19,800.00

BENTON COUNTY
LUCKIAMUTE RIVER BRIDGE ON BENTON COUNTY ROAD

Charles E. Wiedeman, Dallas	$ 23,300.00
Orlando C. Bennard, Portland	26,765.00
Babler Bros., Inc., Portland	27,330.00
Tom Lillebo, Reedsport	27,901.00

COOS COUNTY
GRADING AND PAVING CATCHING SLOUGH-CHANDLER BRIDGE SECTION OF COOS RIVER HIGHWAY

Coos Bay Dredging Co., Coos Bay	$236,735.00

COOS COUNTY
GRADING AND PAVING 8TH ST.-14TH ST. (COOS BAY) SECTION OF EMPIRE-COOS BAY HIGHWAY

A. T. Fox, North Bend	$ 41,016.20
Johnson Cement Products, Coos Bay	43,337.10

COOS COUNTY
MYRTLE POINT-POWERS ROCK PRODUCTION PROJECT ON THE COOS BAY-ROSEBURG AND POWERS HIGHWAY

Barney B. Helser, Beaverton	$ 48,750.00
Fred H. Slate Co. & E. C. Hall Co., Portland	49,940.00
Coos Bay Dredging Co., Inc., Coos Bay	51,200.00
Woodward & Son, & Barklow, Coquille	54,600.00

CURRY COUNTY
HARRIS BEACH STATE PARK EXTENSION

LeRoy Weideman, Brookings	$ 26,496.75

DOUGLAS COUNTY
GRADING AND PAVING NORTH OAKLAND SECTION OF THE OAKLAND-SHADY HIGHWAY

Parker-Schram Co., Portland	$ 16,972.50
Roseburg Paving Co., Roseburg	17,106.50

DOUGLAS COUNTY
GRADING AND PAVING OF CONNECTIONS ON SOUTH OAKLAND INTERCHANGE

Roseburg Paving Co., Roseburg	$ 64,818.00
Parker-Schram Co., Portland	65,307.90
Miller & Strong, Inc., Eugene	73,278.00

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DOUGLAS COUNTY
S. WILBUR TRUCK SCALE SITE GRADING AND PAVING PROJECT ON PACIFIC HIGHWAY

Roseburg Paving Co., Roseburg	$ 33,229.00

GRANT COUNTY
AUSTIN DWELLING

K. L. Clark, Hermiston	$ 13,982.00
C. K. Olson, Nyssa	14,636.40

HOOD RIVER COUNTY
GRADING AND OILING INDIAN CREEK-WINDMASTER CORNER SECTION BROOKSIDE DRIVE ROAD

Babler Bros., Inc., Portland	$ 27,129.00
Oregon Asphaltic Paving Co., Portland	31,894.00
Parker & Fuhrman, Portland	39,995.60

JACKSON COUNTY
TORRENT CREEK EMBANKMENT REPAIR PROJECT ON THE PACIFIC HIGHWAY

T. W. Thomas, Portland	$ 13,700.00
F. L. Somers, Medford	14,090.00
M. C. Lininger & Sons, Medford	15,300.00
A. H. Saxton & Son, Portland	20,850.00
Keith Bros. Construction, Medford	22,450.00

LANE COUNTY
TIERNAN-MAPLETON GUARDRAIL PROJECT ON THE SIUSLAW HIGHWAY

Vern Hoaglin, Beaverton	$ 5,083.00
Trussfab, Inc., Portland	5,566.00
Bill Broderick, Lakeview	5,727.00
V. A. Nelson, Creswell	5,842.00

LANE COUNTY
JESSIE M. HONEYMAN STATE PARK OVERNIGHT CAMPING AREA EXTENSION

Schrader Construction Co., Portland	$ 33,005.00
Donald W. Thompson, North Bend	35,358.02
Tom Lillebo, Reedsport	42,130.00

MALHEUR COUNTY
GRADING AND OILING SOUTH UNIT, VALE-GRAND AVENUE SECTION OF LYTLE BLVD. ROAD

C. E. Leseberg, Nyssa	$115,999.50
Richard Beshey, Parma, Idaho	117,419.60
T. W. Thomas, Portland	125,246.50
Arthur Simonsen & Co., Baker	132,467.50
Babler Bros., Inc., Portland	135,370.00
Quinn Bros. & Robbins, Inc., Boise, Idaho	158,050.75

MULTNOMAH COUNTY
MEDIAN DRAINAGE FAIRVIEW-SUNDIAL SECTION OF T.H. BANFIELD EXPRESSWAY

Perkins Bros., Portland	$ 11,812.00
Parker Schram Co., Portland	12,700.00
George Abraham, Portland	14,510.00
Schrader Construction Co., Portland	16,680.00

MULTNOMAH COUNTY
GRAND AVE. STRUCTURES ON THE BANFIELD EXPRESSWAY IN PORTLAND

Birkemeier Construction Co., Milwaukie	$141,350.50
Lee Hoffman, Beaverton	157,086.00
Schrader Construction Co., Portland	165,294.50

POLK COUNTY
STRUCTURES, GRADING AND OILING LUCKIAMUTE RIVER BRIDGE SECTION OF INDEPENDENCE-ALBANY HIGHWAY

Tom Lillebo, Reedsport	$107,240.00
C. J. Eldon, Portland	114,101.50
Orlando C. Bennard, Portland	123,322.75
Babler Bros., Inc., Portland	126,979.00
Hannan Bros. Co., Portland	136,601.45
Schrader Construction Co., Portland	140,153.00

Mr. H. J. Fittinger, Hydraulic Engineer, U. S. Forest Service, and Mr. Gene Renard, Lane County Parks and Recreation Superintendent, appeared before the Commission regarding highway facilities on the Willamette Highway at Lookout Point Reservoir in connection with an approach road from the highway to the reservoir. Mr. Fittinger, who acted as spokesman, stated that the Army Engineers have plans to build a boat landing and approach road at their expense, to be maintained by the Forest Service, and he asked the Highway Department to construct turnout facilities on the highway. If the State cannot perform this work,

he stated, the Forest Service will place it in the next forest highway program, but the work cannot be performed by them this year. The Deputy Engineer pointed out the traffic hazards that will be created by reason of crossing the Southern Pacific Company's main line tracks and the congestion of traffic on the Willamette Highway. Construction of a left-turn refuge of sufficient length to hold ten or fifteen cars with boats and trailers, he said, will cost approximately $18,000. Mr. Renard called attention to the great amount of public interest in the boat landing and he mentioned the fact that as many as 400 cars a day had been parked along the highway and many had dragged their boats across the railroad track and to the reservoir. Mr. F. E. Andrews, Division Engineer, Bureau of Public Roads, who was also present, stated that the highway work is eligible for Forest Highway funds, but cannot be performed this year as the forest program is already fully allocated. The matter was discussed in further detail with the Deputy Engineer, who recommended that the work be performed as a State project and that plans be prepared for bidding at the July letting, if possible. The Commission approved the project as recommended.

A delegation representing the Astoria Chamber of Commerce and the City of Warrenton appeared before the Commission concerning the Smith Point project on the Oregon Coast Highway between Astoria and Seaside. The following people were present: Charles Defoe, Manager, Astoria Chamber of Commerce, and Brewer Billie, City Manager; Malcolm MacEwan, Manager, Seaside Chamber of Commerce; E. P. Baldwin, City Manager, Ralph Day, Publisher of "Columbia Beacon", Clair Wade, John Sheppard, and George Stuckrath, all members of the Warrenton Chamber of Commerce; and Francis E. Harrington, Attorney, Clatsop County Development League. Mr. Defoe, who acted as spokesman, introduced the other members of the delegation and requested the Commission to construct the Smith Point project at an early date. He pointed out that the existing highway between Astoria and Seaside carries a large volume of traffic over a very obsolete roadbed. He also said that the Highway Interim Committee in 1948 gave this project a high priority rating. He inquired as to the latest developments. Chairman Chandler stated that although Congress has passed a federal highway bill it has not as yet become law, and that if the present bill is enacted, funds will be provided principally for interstate highways. However, this will mean that state funds which would have otherwise been spent on the interstate routes will be available for improvements on other highways. Commissioner Reynolds inquired if the construction of the Youngs Bay Bridge is considered the group's number one project. Mr. Baldwin, Warrenton City Manager, stated that the bridge construction is not necessarily the number one project, as the bridge structure is very expensive. He mentioned that construction of a section which would eliminate some of the worst curves such as exist at the Warrenton High School would be a worthy project, but whichever section is constructed first, would be left to the discretion of the Highway Commission. In reply to an inquiry of Commissioner Reynolds whether or not they will be satisfied with construction of the bridge first, Mr. Defoe and Mr. Baldwin both replied, "Yes, as a start". Chairman Chandler pointed out that the entire project is estimated to cost approximately $5,000,000, of which about $3,000,000 is for the new bridge across

Youngs Bay.

Mr. MacEwan asked the Highway Commission to expedite the Roosevelt Street by-pass in the City of Seaside. Traffic, he stated,backs up on side streets and finds it difficult to get on the highway.

Mr. Billie presented a letter from the City of Astoria requesting (1.) installation of a stop sign at the northeast corner of 7th and Olney Streets in Astoria, (2.) installation of traffic lights at the intersection of 10th and 12th on Marine Drive, (3.) widening and realignment of Leif Erikson Drive from 41st to 46th Street, and (4.) removal of the "No Parking" restriction on the south side of Marine Drive between 16th and 17th Streets. Chairman Chandler stated that these requests will be given careful consideration and it is possible that something good will develop.

Concerning construction of the new highway between Astoria and Warrenton, Mr. Baldwin gave as his belief that most people favor construction of the Youngs Bay Bridge as the first project. Mr. Harrington stated that he represents the Clatsop County Development League, composed of businessmen on the south side of Astoria and on the south side of the present bridges. It is the opinion of these people, he stated, that first consideration should be given to building the highway section and the bridge section later. He called attention to the bad traffic conditions on the present highway and stated that in determining the benefit quotient for the new highway the engineers apparently failed to consider the cost of maintaining the old bridges, which cannot be abandoned. He pointed out that public opinion in Astoria is far from unanimous as to which part of the construction should be performed first. Chairman Chandler stated that the Commission will give the matter careful consideration.

The following people representing the County Court Unit of the Oregon Coast Highway Association came before the Commission regarding additional improvements on the Oregon Coast Highway: James W. Harrison, County Judge of Coos County and Chairman of the County Court Unit, Coquille; County Judge O. E. Effenberger, Tillamook County Messrs. Wes Schulmerich and August Schollmeyer, Tillamook County Commissioners, Charles Ross, Chairman, Highway Committee, Oregon Coast Association, Fred Guyton, Tillamook City Councilman, and Mr. Burford Wilkerson, Manager, Tillamook Chamber of Commerce,all of Tillamook; Ralph Peterson, Lane County Commissioner, Eugene; and Frank Ashley, Douglas County Commissioner, Roseburg. Judge Harrison acted as spokesman. He explained that the delegation is composed of members of the various County Courts along the Oregon Coast Highway. He complimented the Commission on the fine work that had been done on the Oregon Coast and other highways and stated that the delegation as well as people of Oregon have great confidence in the Highway Commission. Further improvement of the Oregon Coast Highway, he stated, is needed, as there are no railroads which parallel the highway and commerce flowing either north or south must use the highway. The section

between Gold Beach and Brookings, he stated, appears to be the worst bottleneck at the present time. He also called attention to the need for reconstruction at Cascade Head and between Astoria and Seaside. It was his feeling that if the Coast Highway is properly developed it will greatly relieve traffic on the Pacific Highway, particularly because of its attraction to tourists. He inquired as to what expenditure could be expected on the highway from monies set up by the Congress in the new highway road bill. Judge Harrison presented a prepared statement in support of his oral remarks. Chairman Chandler stated that provisions in the present Federal bill would not aid the Oregon Coast Highway much, as funds are specified principally for Interstate Highways, Pacific Highway and the Old Oregon Trail. He also pointed out that unit construction on the section between Gold Beach and Brookings would not be of much value until the entire section is reconstructed, as there is no location where the new construction can hook up with the old highway. Judge Effenberger commented that he has been elected President of the Oregon Coast Association. He urged the Commission to consider early improvement of the Oregon Coast Highway between Bay City and Garibaldi as their Number One project, and construction of a bridge across Nehalem Bay at Fishers Point as their Number Two project. He also commented that early realignment around Cascade Head would be of great value. Mr. Schulmerich pointed out that he and other people in Tillamook County have been doing all they possibly can toward acquiring right of way for the Cascade Head Section. He particularly mentioned an exchange of properties with a Mr. Sutton. Mr. Peterson stated that Lane County at this time has no special problems. Mr. Ashley commented that although Douglas County has no special project of its own they are interested in highway improvements in Curry County. Mr. Ross emphasized the need for a new highway between Gold Beach and Brookings, and he also mentioned that residents of Curry County are hopeful of securing early improvement which has been their problem for 18 years. Mr. Ayers stated that the Coast Association is not interested in the specific location of the highway but is much interested in its overall development, particularly in the southern part of the State. It was his feeling that many tourists do not travel the present road because of its crooked alignment. He also asked the Commission to not divert money from the Coast Highway. Mr. Harrison commented that the Curry County Court wants an accelerated program in repairing the highway in Curry County, caused by the winter storms, before the tourist season gets under way. Chairman Chandler thanked the delegation for its presentation.

Mr. Byron L. Brimm, Mayor of Brookings, and Mr. Ralph W. Reed, Brookings Public Works Superintendent, came before the Commission regarding acquisition and development of an area along the ocean known as Mill Beach. Mr. Brimm stated that the area is attractive from a recreational viewpoint and he urged that it be acquired and developed as a state park. Mr. Reed presented a letter outlining negotiations by correspondence thus far and pointed out that Mr. Elmer Bankus has agreed to deed to the State an area adjacent to the beach for parking or picnic purposes, and that he also has agreed to deed to the City of Brookings a right of way over his property for access to the beach area. The City of Brook-

ings, he added, will maintain this road without expense to the State. The development of the park, he continued, should be patterned after those developments now in Azalea Park. He warned that if the area is to be acquired such action must be taken in the near future, as private interests also wish to acquire the property. Chairman Chandler commented that the area is within the City of Brookings and that the Commission has followed a policy of not acquiring or developing parks within cities. He also pointed out that while nearby Harris Beach Park is now located within the City of Brookings, it was not so located when it was acquired by the State but was taken into the city later when the city boundary was extended. The Commission, he added, will give the matter careful consideration and the city will be advised when a decision has been reached.

The Chief Counsel reported on the matter of acquiring property from the United States Government along the Pacific Highway near the Veterans Hospital in Roseburg. He stated that he has received information from a reliable source that it is the suggestion of Mr. Douglas McKay, former Secretary of the Interior, that application be made for acquisition of the property as a recreational area under the Recreational Act of 1944, as amended. He recommended that such procedure be followed. The Commission authorized the Chief Counsel to file such application with the proper authority.

The meeting recessed at 12:00 noon and reconvened at 2:00 p.m. with the same persons present and participating.

Settlement of a condemnation case of the State versus Arthur R. Holder, L-2446, was presented by the Chief Counsel. He stated this case concerns acquisition of 5.08 acres as right of way for the Myrtle Creek-Canyonville Section of US99, and that his offer to pay the owner $29,500 for the property was refused by the owner. However, after further negotiations, the owner has agreed to accept the sum of $30,700 which is the amount of the original offer plus interest to date. He recommended approval of such settlement. The Commission approved the settlement as recommended.

The Assistant Counsel, Mr. May, again brought up the matter of an agreement with Idaho Power Company in relation to dam construction on the Snake River near Brownlee and Oxbow in Baker County. The proposed agreement, he stated, has been revised to incorporate certain features as ordered by the Commission on the previous day, and he recommended that it be approved as revised. The Commission approved the agreement. The Chief Counsel suggested that the Commission at this time should also adopt a resolution designating the route of the Baker-Homestead Highway over the detour to be constructed by the Idaho Power Company around the dam, contingent upon the Idaho Power Company furnishing evidence that they have proper title to the right of way on which the detour is to be constructed. The Commission approved the suggestion

and thereupon adopted the attached resolution relative thereto, marked EXHIBIT "I", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The length of time that State cars, trucks and other equipment should be kept in service was discussed. The Deputy Engineer stated that presently cars and pick-ups are being operated an average of eight years and trucks for ten years. He stated further that in his opinion the cost to maintain cars and pick-ups for the first six years is reasonable, and that maintenance of trucks varies depending with the use to which trucks are put. He pointed out that some types of equipment, particularly large snow trucks, are used only for short periods during the year and their useful life may extend much longer than ten years. He estimated that to reduce the average use of cars and trucks to six and eight years, respectively, would cost an additional $100,000 for replacement in 1956 and that it would cost approximately $250,000 for the next two or three years to get all equipment on the six and eight-year basis. Mileage of use of State cars in six years, he stated, averages about 85,000 miles, and for eight years about 111,000 miles. Chairman Chandler recalled that in 1946 the Commission decided to budget the sum of $1,000,000 annually to replace all types of equipment until it was in first-class condition. After some further discussion, motion was made by Commissioner Reynolds that the sum of $100,000 be authorized for expenditure in the year 1956 as a start to get cars and trucks on a six-and eight-year life basis. The motion was seconded by Commissioner McIver and declared by Chairman Chandler to have carried by unanimous vote.

Inquiry was made by Commissioner Reynolds as to whether any further requests had been made for an alternate 99W highway extending north from McMinnville to the Longview Bridge across the Columbia River. The Deputy Engineer replied that the 99W Alternate Association has been organized, and they now want a new highway built, which he stated would cost about $10,000,000. He also said that maps have been furnished the Association showing the proposed route.

Commissioner McIver inquired as to the status of the proposed extension of 82nd Street north from US30 to the Portland Airport. The Deputy Engineer stated that the State has completed a survey on its section of the highway, but he does not know whether or not Multnomah County has taken any action. This project, he added, has been tentatively included in the next five-year program as an urban project.

The matter of holding a hearing in Medford concerning the proposed by-pass of Medford and nearby towns was brought up by Chairman Chandler. The Deputy Engineer stated that it is expected that the investigations will be completed about July 20 so the hearing can be held any time after that date.

The Commission also discussed the holding of a hearing in the City of Burns, concerning relocation of the Central Oregon Highway through that city. The Deputy Engineer commented that there appears to be con-

siderable dissension among residents of the city as to where the highway should be located--one faction favors relocation and another favors improvement of the existing highway. Chairman Chandler offered the suggestion that perhaps no hearing should be held until some sort of agreement has been reached by the people of Burns.

The Commission discussed with the Deputy Engineer the bids received at the morning session. The Deputy Engineer pointed out that tie bids were submitted on the Klamath Agency Rock Production Project by F. L. Somers, Medford, and Barney B. Helser of Beaverton, each having submitted an identical bid in the amount of $31,200. Chairman Chandler flipped a coin and Mr. Helser was determined the winner.

At 3:00 p.m. Commissioner McIver announced awards of contracts as follows:

"Grade Widening on the Humbug Summit Section of the Sunset Highway, about 4.4 miles west of Elsie in Clatsop County: The Commission awarded the contract to the low bidder, J. N. Conley, Portland, at his bid price of $37,881.

"Grading and Oiling Sunset Junction Slide Section of the Fishhawk Falls Highway in Clatsop County: The Commission rejected all bids received on this project as being too high.

"Construction of a frame shed at the State Highway Maintenance Station at Sisters, Oregon, in Deschutes County: The Commission awarded the contract to the low bidder, R. H. Jones, Hillsboro, at his bid price of $9,832.80.

"Division No. 3 (South) Oiling Project on 7 highways, near Pinehurst, Ashland, Medford, Grants Pass, Canyonville and Union Creek in Jackson and three other Counties: The Commission rejected all bids received on this project as being too high.

"Paving "E" Street in Culver, Jefferson County: The Commission elects to accept the bid of Babler Bros., Inc., Portland, in the sum of $14,485 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of the City of Culver is received and the sum of $1,800 is deposited by the City.

"Klamath Agency Rock Production Project on three highways, near Klamath Agency and Fort Klamath in Klamath County: The Commission awarded the contract to Barney B. Helser, Beaverton, at his bid price of $31,200. The Commission tossed a coin to decide the winner as F. L. Somers of Medford had submitted a bid in the same amount.

"Grading and paving Gallagher Street in Florence, Lane County: The Commission elects to accept the bid of Umpqua River Navigation Co., Reedsport, in the sum of $16,462 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of the City of Florence is received and the sum of $4,080 is deposited by the City.

"Grading and pavement widening on the Glenada Hill Section of the Oregon Coast Highway near Florence in Lane County: The Commission rejected both bids submitted on this project as being too high.

"Paving Nachez & "F" Streets in Vale, Malheur County: The Commission elects to accept the bid of T. W. Thomas, Portland, in the sum of $17,165 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of the City of Vale is received and the sum of $4,670 is deposited by the City.

"Construction of Luckiamute River Bridge on Benton County Road, No. 502, in Benton County: The Commission referred all bids submitted on this project to Benton County for award since this is a county project.

"Grading and paving the Catching Slough-Chandler Bridge Section of the Coos River Highway, in Coos County: The only bid submitted on this project was rejected by the Commission as being too high.

"Grading and paving 8th Street-14th Street (Coos Bay) Section of the Empire-Coos Bay Highway in Coos County: The Commission elects to accept the bid of A. T. Fox, North Bend, in the sum of $41,016.20 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired.

"Myrtle Point-Powers Rock Production Project on the Coos Bay-Roseburg and Powers Highway in Coos County: The Commission awarded the contract to the low bidder, Barney B. Helser, Beaverton, at his bid price of $48,750.

"Extension of Harris Beach State Park in Curry County: The Commission awarded the contract to the low bidder, LeRoy Weideman, Brookings, at his bid price of $26,496.75.

"Grading and paving the North Oakland Section of the Oakland-Shady Highway in Douglas County: The Commission awarded the contract to the low bidder, Parker-Schram Co., Portland, at their bid price of $16,972.50.

"Grading and paving of connections on South Oakland Interchange, Chenoweth Park-Deady Section of the Pacific Highway in Douglas County: The Commission elects to accept the bid of Roseburg Paving Co., Roseburg, in the sum of $64,818 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Grading and paving S. Wilbur Truck Scale Site on the Pacific Highway, about 6 miles north of Roseburg in Douglas County: The Commission awarded the contract to the low bidder, Roseburg Paving Co., Roseburg, at their bid price of $33,229.

"Construction of a frame dwelling at Austin in Grant County: The Commission awarded the contract to the low bidder, K. L. Clark, Hermiston, at his bid price of $13,982.

"Grading and oiling the Indian Creek-Windmaster Corner Section of the Brookside Drive Road in Hood River County: The Commission elects to accept the bid of Babler Bros., Inc., Portland, in the sum of $27,129 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Hood River County is received and the sum of $7,400 is deposited by the County.

"Torrent Creek Embankment Repair Project on the Pacific Highway about 6 miles south of Ashland in Jackson County: The Commission rejected all bids received on this project as being too high.

"Tiernan-Mapleton Guardrail Project on the Siuslaw Highway in Lane County: The Commission awarded the contract to the low bidder, Vern Hoaglin, Beaverton, at his bid price of $5,083.

"Extension of Jessie M. Honeyman State Park Overnight Camping Area, south of Florence in Lane County: The Commission awarded the contract to the low bidder Schrader Construction Co., Portland, at their bid price of $33,005.

"Grading and oiling the South Unit, Vale-Grand Avenue Section of the Lytle Blvd. Road in Malheur County: The Commission elects to accept the bid of C. E. Leseberg, Nyssa, in the sum of $115,999.50 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Malheur County is received and the sum of $26,150 is deposited by the County.

"Median drainage on the Fairview-Sundial Section of the T. H. Banfield Expressway, east of Portland in Multnomah County: The Commission awarded the contract to Perkins Bros., Portland, at their bid price of $11,812.

"Construction of Grand Avenue Structures on the Banfield Expressway in Portland in Multnomah County: The Commission awarded the contract to the low bidder, Birkemeier Construction Co., Milwaukie, at their bid price of $141,350.50.

"Construction of structures, grading and oiling Luckiamute River Bridge Section of the Independence-Albany Highway in Polk County: The Commission elects to accept the bid of Tom Lillebo, Reedsport, in the sum of $107,240 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Polk County is received and the sum of $24,750 is deposited by the County.

The Commission signed agreements and other papers as follows:

"Cooperative Agreement" covering the 8th Street-14th Street (Coos Bay) Section of the Empire-Coos Bay Highway. (authorized 7-11-55)

"Lease" with US Department of Commerce covering a weather bureau site at the base of Sexton Mountain in Josephine County.

"Grant of Access" with Mr. and Mrs. R. M. Brandhagen covering their property on Tigard-Onion Flat Unit of Tigard-Newberg Section of Pacific Highway West, Washington County.

"Bargain and Sale Deed" re conveyance to Marion County of right of way along Park Lane for addition to county road system. Consideration $1.00.

"Indentures of Access" on the following properties.

a. State Board of Forestry property on Tillamook Section Oregon Coast Highway, Clatsop County.

b. Bowman property on West Unit-Black Bridge-Richland Section of Baker-Homestead Highway, Baker County.

"Quitclaim Deed" to Polk County, 0.2 acre of excess property on Salem-Independence Highway, Polk County. Consideration of $1.00.

"Option for Transmission Line Easement" granting to Bonneville Power Administration an easement to cross 1.69 acres of excess property on the Chenoweth Park-Deady Section of Pacific Highway, Douglas County. Consideration $240.

"Consent to Street Vacation" re request of Henry L. Bauer, Attorney for Mrs. Emma Vahl, that State consent to vacation of a portion of an alley way lying between Lots 17 to 23, inclusive, and Lots 1 to 7, inclusive, in Block 3, Terrace Addition to Estacada, Clackamas County.

"Power of Attorney" to Robert L. Byrum, District Right of Way Supervisor, to act as the Commission's agent in connection therewith.

"Bargain and Sale Deed" with City of Klamath Falls covering conveyance of an additional area for automobile parking adjacent to property conveyed by the State to the City for recreational park purposes on June 14, 1949.

"Agreement" with City of Klamath Falls re above matter.

"Quitclaim Deed" quitclaiming to John and Arleta Fehlen for property on Pelican City South Sixth Street Section of Klamath Falls-Malin Highway, Klamath County.

"Agreement" re approval of standard service agreement with Pacific Telephone & Telegraph Company covering a separate "operation channel" connecting State Police and Maintenance Superintendent's Office in Astoria with remote radio transmitter located on Coxcomb Hill near the Astor Column in Astoria. Installation charge $9.00; monthly charge $12.50.

"Agreements" re approval of two agreements among State Industrial Accident Commission of Oregon, Industrial Accident Board of Idaho, Idaho State Board of Highway Directors and Oregon State Highway Commission outlining jurisdiction and responsibility of both state agencies with regard to contributions or any accident claims on the four interstate bridges crossing Snake River at Weiser, Payette, Ontario, and Nyssa.

"Supplemental Agreement" with O.W.R.& N. covering Willamette River-42nd Avenue Section of Banfield Expressway. (Authorized 9-9-55)

"Finance & Maintenance Agreement" with Malheur County covering South Unit, Vale-Grand Avenue Section of Lytle Blvd. County Road, FAS 515, Malheur County. (Authorized 9-22-55)

"Agreement" with City of Newport covering the traffic signal installation at the intersections of Cape Street (Oregon Coast Highway) and Olive Street, and Sixth Street (Oregon Coast Highway) and Hurbert Street. (Authorized 1-26-56)

"Agreement" with Umatilla County and the Northern Pacific Railway Company relative to the Helix Grade Crossing project on the Helix-Van Sycle County Road.

"Agreement" with O.W.R. & N. and Morrow County covering the widening of the Messner Overcrossing in Morrow County.

"Agreement" with City of Salem, also "Maintenance Agreement" with City of Salem re Union Street-Bellevue Street project.

"Finance & Maintenance Agreement" with Hood River County covering the Indian Creek-Windmaster Corner Section of FAS 356.

"Lease Agreement" with A. J. Sauer for a parcel of land in Section 7, Township 22 South, Range 12 West, W.M., Douglas County, for a period of 10 years, from June 1, 1956 to May 31, 1966. Consideration $1,500.

"Indenture of Access" to A. J. Sauers property in Section 7, Township 22 South, Range 12 West, W.M., Douglas County.

"Agreement" with Idaho Power Company providing for reconstruction of the Baker-Homestead Highway between M.P. 61.70 and 62.94 because of construction of the Brownlee Dam.

"Application for Purchase of Surplus Property" owned by the U.S. General Service Administration along the east side of the Pacific Highway near Roseburg, consisting of property for the Veterans Administration Hospital reservation.

There being no further business to come before the Commission, Chairman Chandler declared the meeting adjourned at 3:15 p. m.

Deputy State Highway Engineer

Chairman

Commissioner

Secretary

Commissioner

June 5, 1956

EXHIBITS "A" through "I"

MINUTES

of the

OREGON STATE HIGHWAY COMMISSION MEETING

held on

June 4 and 5, 1956

EXHIBIT "A"

Minutes of June 4 and 5, 1956

RESOLUTION

WHEREAS, in connection with the future improvement of the highway herein designated, and for the convenience and benefit of the public, it is and has been necessary to acquire property for rights of way, quarry sites, gravel or other material sites, sites for the storage of materials, and properties for other purposes authorized by statute as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the following described properties are hereby declared to be necessary for state highway, park, and other uses under the jurisdiction of the Commission, and that the several options or bases of settlement hereinafter enumerated be, and the same hereby are approved and accepted, and that the attorney for the Commission be, and he hereby is, instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon, by and through its State Highway Commission. The said properties hereby ordered and authorized to be acquired are as follows:

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND-SALEM EXPRESSWAY

20984 Perry, Herbert T. and Virginia (Smith)
Right of Way
Option expires October 18, 1956

13,602 sq. ft. at $0.10-
per sq. ft. $1,360.00

Amount to be paid owners - chrg to Right of Way $1,360.00

Access controlled - none allowed -

22509 Duffy, Charles F. et al (Smith)
Right of Way
Option expires October 24, 1956

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND-SALEM EXPRESSWAY (Cont)

22509 Duffy, Charles F. et al (Cont)

1,199 sq. ft., lump sum $2,500.00

Amount to be paid legal owners-chrg to Right of Way $2,500.00

Access controlled - none allowed -

22542 City of Portland (Black)
Right of Way
City Ordinance

10,000 sq. ft. at $0.35 per sq. ft. $3,500.00

Amount to be paid legal owners-chrg to Right of Way $3,500.00

THINGS TO BE DONE BY THE STATE

Relocate the historical monument as near its present location as possible and to perform such maintenance as is deemed necessary for the proper preservation of said monument.

Entire taking -

23852 City of Portland (Black)
Right of Way
City Ordinance

301,780 sq. ft. at $0.065 per sq. ft. $19,615.70

Amount to be paid owners-chrg to Right of Way $19,615.70

Access controlled - none allowed -

N.E. QUADRANT-S.E. POWELL AND McLOUGHLIN BOULEVARD SECTION - PACIFIC EAST HIGHWAY

23794 Belles, Donald S. and Nadine D. SUPPLEMENTAL REPORT
Electrical Reinstallation (Mayhew)

Readjusting telephone and electrical connections $ 383.11

Amount to be paid owners - chrg to Right of Way $ 383.11

N.E. QUADRANT-S.E. POWELL AND McLOUGHLIN BOULEVARD SECTION - PACIFIC EAST HIGHWAY (Cont)

23794 Belles, Donald S. and Nadine D. (Cont)

Previous approval of 8-11-55, 453 sq. ft. plus allowance to remove trees and shrubs $175.00. Option contained provision that State pay cost of moving underminable amount of electrical and telephone wiring.

KILLINGSWORTH ST. -COLUMBIA RIVER HIGHWAY SECTION-NORTHEAST PORTLAND HIGHWAY

24749 Kruse, Ferdinand M. and Jeannette H. (Grant)
Right of Way
Option expires November 3, 1956

Blacktopped Sandy & Columbia Blvd. Intersection 3136 sq. ft. (portion of Mobilgas Service Sta. grounds)	$5,000.00	
Amount to be paid owners - chrg to Right of Way		$5,000.00

Access not controlled -

DODSON-BONNEVILLE SECTION - COLUMBIA RIVER HIGHWAY

24850 Winfrey, Langdale H. and Bertha R. (Smith)
Right of Way
Deed signed May 17, 1956

1.54 acres at $1,000- per acre	$1,500.00	
House, 3,300 sq. ft. at $2.70+ per sq. ft.	9,000.00	
Amount to be paid owner - chrg to Right of Way		$9,757.50
Amount to be paid A. A. Horsfeldt, Realtor - chrg to Right of Way		742.50
TOTAL AMOUNT - chrg to Right of Way		$10,500.00

Grantors to vacate within 30 days after notice or 5 days after payment, whichever is the later.

Entire taking to eliminate reserved access -

WASHINGTON COUNTY LINE-HILLSDALE SECTION - BEAVERTON-HILLSDALE HIGHWAY

24680 Todd, George M. et al (Smith)
Right of Way
Option expires October 23, 1956

EXHIBIT "A" (Cont)

WASHINGTON COUNTY LINE-HILLSDALE SECTION - BEAVERTON-HILLSDALE HIGHWAY (Cont)

24680 Todd, George M. et al (Cont)

260 sq. ft., lump sum	$ 100.00	
Driveway, lawn, rockery, shrubs, walks, concrete steps	450.00	
Damage	3,850.00	
Amount to be paid Todds - chrg to Right of Way		$3,600.00
Amount to be paid Malones - chrg to Right of Way		800.00
		$4,400.00

THINGS TO BE DONE BY THE STATE

Reconstruct driveway; finished surfaced asphaltic concrete, Est.	125.00
Connect driveway to traveled lanes with asphaltic concrete surface 16' in width.	
GRAND TOTAL (Est.)	$4,525.00

Access not controlled -

23207 City of Portland (Black)
Right of Way and Channel Ch. Easement
City Ordinance

0.11 acre, lump sum (0.07 acre easement)	$ 1.00	
Amount to be paid owners - chrg to Right of Way		$ 1.00

THINGS TO BE DONE BY THE STATE

Construct access at Sta. 47+06 to N. boundary of parcel 1.

Access not controlled -

24754 Wing, Levi F. and Edith R. (Smith)
Right of Way
Option expires October 24, 1956

1,500 sq. ft. plus damages, lump sum	$ 275.00	
Amount to be paid owners - chrg to Right of Way		$ 275.00

EXHIBIT "C" (Cont)

WASHINGTON COUNTY LINE-HILLSDALE SECTION - BEAVERTON-HILLSDALE HIGHWAY (Cont)

24754 Wing, Levi F. and Edith R. (Cont)

Access not controlled -

24818 Bangs, Ketherine (Smith)
Right of Way
Option expires November 3, 1956

500 sq. ft. at $0.10 per sq. ft.	$ 50.00
Amount to be paid owner - chrg to Right of Way	$ 50.00

Access not controlled -

24681 Starr, George W. and Irene M. (Smith)
Right of Way
Option expires October 26, 1956

6,250 sq. ft. at $0.21- per sq. ft.	$1,300.00
House & attached store bldg., 1,000 sq. ft. at $6.50 per sq. ft.	6,500.00
Sidewalks, shrubs, car ramp	200.00
Tax adjustment	42.00
Amount to be paid owners - chrg to Right of Way	$8,042.00

Grantors to remove personal property and trade equip. 30 days from notice, or 5 days from date of final payment, whichever is the later date. Grantor may retain front of building and door.

Entire taking -

HILLSDALE-BARBUR BOULEVARD SECTION - BEAVERTON-HILLSDALE HIGHWAY

23470 Kratz, Maude B. (Black)
Right of Way
Option expires October 24, 1956

1,000 sq. ft. at $1.50 per sq. ft.	$1,500.00
Damage	643.00
Amount to be paid owner - chrg to Right of Way	$2,143.00

Access not controlled -

EXHIBIT "A" (Cont)

CORNELIUS-HILLSBORO UNIT-FOREST GROVE-HILLSBORO SECTION-TUALATIN VALLEY HIGHWAY

24394 Simantel, George and Bertha CORRECTION REPORT (Smith)
Right of Way
Option expires August 26, 1956

3,920 sq. ft. at $0.06+ per sq. ft.	$ 240.00	
Allow. for damages	435.00	
Amount to be paid owners - chrg to Right of Way		$ 675.00

Previous approval April 26, 1956, in error in that the $435 should have been damages and not fencing.

Access not controlled -

24395 Simantel, Harold V. and Frances CORRECTION REPORT (Smith)
Right of Way
Option expires August 26, 1956

3,049 sq. ft. at $0.05+ per sq. ft.	$ 160.00	
Allow. for damages	390.00	
Amount to be paid owners - chrg to Right of Way		$ 550.00

Previous approval April 26, 1956, in error in that the $390 should have been damages and not fencing.

Access not controlled -

24410 Phillips, Edward and Myra L. (Black)
Right of Way
Option expires October 27, 1956

0.43 acre at $5,500 per acre	$2,365.00	
Fruit trees and damage	2,135.00	
Amount to be paid owners - chrg to Right of Way		$4,500.00

Access: 109+15, 110+25 and 111+30, S. side of hwy., unrestricted.

Access controlled -

MOLALLA RIVER (MEADOW BROOK) BRIDGE SECTION - WOODBURN-ESTACADA HIGHWAY

24673 Holman, Rufuc C. et al (Smith)

MOLALLA RIVER (MEADOW BROOK) BRIDGE SECTION - WOODBURN-ESTACADA HIGHWAY (Cont)

24673 Holman, Rufus C. et al (Cont)
Right of Way
Option expires November 7, 1956

0.035 acre, lump sum	$ 125.00

Amount to be paid Rufus C. Holman et ux - chrg to Right of Way $ 125.00

Access not controlled -

24484 Lewis, H. Frank (R.L. May)
Right of Way
Deed signed 5-11-56

0.245 acre	$ 280.00
Shrubs and landscaping	150.00
Fencing allow.	200.00
Damages	5,500.00

Amount paid to owners - chrg to Right of Way $6,130.00

Grantor accepted $6,130.00 condemnation offer authorized by commission, 4-26-56. Consideration paid May 17, 1956.

Access not controlled -

WILLAMETTE RIVER-GERVAIS ROAD SECTION - PORTLAND-SALEM EXPRESSWAY

20346 Mitchell, Emmett D. and Gela M. (Black)
Right of Way
Quitclaim Deed signed 4-26-56

0.96 acre, lump sum	$ 1.00

Amount to be paid owners - chrg to Right of Way $ 1.00
(To clear title on previous condemnation case)

Access controlled - none allowed -

SEASIDE SECTION - OREGON COAST HIGHWAY

23350 Knutsen, Helen G. (Gemmell)
Right of Way
Option expires October 25, 1956

EXHIBIT "A" (Cont)

SEASIDE SECTION - OREGON COAST HIGHWAY (Cont)

23350 Knutsen, Helen G. (Cont)

3,468 sq. ft., lump sum $ 300.00

Amount to be paid owners - chrg to Right of Way $ 300.00

Access not controlled -

23352 Clatsop County (Gemmell)
Right of Way
Three options expire October 25, 1956

7 parcels of land, 24,540 sq. ft. Gratis

Access not controlled -

23365 Moon, Cecil L. and Elizabeth R. (Gemmell)
Right of Way
Option expires September 12, 1956

40 sq. ft., lump sum $ 10.00

Amount to be paid owners - chrg to Right of Way $ 10.00

Access not controlled -

23368 City of Seaside (Gemmell)
Right of Way
Option expires November 3, 1956

12,282 sq. ft. Gratis

Access not controlled -

TILLAMOOK-DONALDSON CREEK SECTION - WILSON RIVER HIGHWAY

24827 Weller, Harry A. and Bernice F. (Benner)
Temporary Detour Easement
Easement signed 5-7-56

Easement 0.13 acre, lump sum $ 50.00

Amount to be paid owners - chrg Right of Way $ 50.00

Access not controlled

TILLAMOOK-DONALDSON CREEK SECTION - WILSON RIVER HIGHWAY (Cont)

23507 Maxwell, Merrill et al SUPPLEMENTAL REPORT (Benner)
Right of Way
Option expires September 27, 1956

Construct cattle guard Sta. 160+50	$ 90.63	
Amount to be paid owners - chrg to Right of Way		$ 90.63

State was obligated to build when fencing new r/w. Owner could not wait for State to construct.

Access controlled - none allowed -

SILETZ BAY-MINER CREEK SECTION - OREGON COAST HIGHWAY

22957 Andreen, Hildegarde and Carl Edward Parks (Landon)
Option expires October 26, 1956

0.9 acre, lump sum	$ 50.00	
Amount to be paid owners - chrg to Parks		$ 50.00

Access not controlled -

VALLEY JUNCTION-SHERIDAN - SALMON RIVER HIGHWAY

24104 Portland General Electric Company (Gemmell)
Right of Way
Bargain and Sale Deed signed 5-1-56

0.34 acre, lump sum	$ 220.00	
Amount to be paid owner - chrg to Right of Way		$ 220.00

Access not controlled -

S.P. OVERCROSSING-LANE COUNTY LINE SECTION - PACIFIC EAST HIGHWAY

24816 Henshaw, C. C. and Velma L. (Norlin)
Right of Way
Option expires November 22, 1956

4.7 acres at $1,275+ per acre	$6,000.00
House foundation, 28' x 84', lump sum	600.00

EXHIBIT "A" (Cont)

S. P. OVERCROSSING-LANE COUNTY LINE SECTION - PACIFIC EAST HIGHWAY (Cont)

24816 Henshaw, C. C. and Velma L. (Cont)

Amount to be paid owners - chrg to Right of Way $6,600.00

Entire taking -

SHADY-BOOTH RANCH UNIT - SHADY-CANYONVILLE SECTION - PACIFIC HIGHWAY

24580 Bounds, Edmund V. and Pauline M. SUPPLEMENTAL REPORT (Holt)
Gravel Bar Haul Road
Option expires October 23, 1956

0.87 acre $ 1.00

Amount to be paid owners - chrg to Gravel Pit $ 1.00

Purchase of road easement which was approved with gravel pit 1-26-56.

24584 Williams, Abe A. and Margaret SUPPLEMENTAL REPORT (Holt)
Gravel Bar Haul Road
Option expires October 24, 1956

0.33 acre, lump sum $ 150.00

Amount to be paid owners - chrg to Gravel Pit $ 150.00

THINGS TO BE DONE BY THE STATE

Re-establish fence along new r/w line.

This supersedes and cancels 1-19-56 $75 option approved 1-26-56.

24583 Tucker, Homer A. et al SUPPLEMENTAL REPORT (Holt)
Gravel Bar Haul Road
Option expires October 29, 1956

.43 acre, lump sum $ 200.00

Amount to be paid owners - chrg to Gravel Pit $ 200.00

This supersedes and cancels 1-18-56 $50 option approved 1-26-56.

MYRTLE CREEK-UMPQUA BEND SECTION - PACIFIC HIGHWAY

24824 Town of Myrtle Creek (Holt)
Right of Way and Construction Easement
Easement signed May 1, 1956

0.16 acre, lump sum	$ 50.00
0.57 acre, construction easement	1.00

Amount to be paid owners - chrg to Right of Way $ 51.00

Access controlled - none allowed -

GLENADA CLIMBING LANE SECTION - OREGON COAST HIGHWAY

24789 Kneaper, Harvey L. and Judith M. (Morgan)
Right of Way
Option expires October 31, 1956

3,300 sq. ft. at $.045+ per sq. ft. $ 150.00

Amount to be paid owners - chrg to Right of Way $ 150.00

Access not controlled -

24790 Niespo, Gazelle (Morgan)
Right of Way
Option expires October 31, 1956

3,330 sq. ft. at $.045+ per sq. ft. $ 150.00

Amount to be paid owners - chrg to Right of Way $ 150.00

Access not controlled -

24783 Titus, Arthur and Inez L. (Morgan)
Right of Way
Option expires October 31, 1956

4,790 sq. ft. Right of way plus
11,100 sq. ft. Excess property,
$0.06- per sq. ft. $ 900.00

Amount to be paid owners - chrg to Right of Way $ 900.00

Entire taking -

24784 Patterson, Walter C. and Ethel M. (Morgan)
Right of Way
Option expires November 6, 1956

EXHIBIT "A" (Cont)

GLENADA CLIMBING LANE SECTION - OREGON COAST HIGHWAY (Cont)

24784 Patterson, Walter C. and Ethel M. (Cont)

4,000 sq. ft.+ at $0.05- per sq. ft. $ 200.00

Amount to be paid owners - chrg to Right of Way $ 200.00

Access not controlled -

24787 Erskine, Beulah V. (Morgan)
Right of Way
Option expires November 3, 1956

3,300 sq. ft., lump sum $ 150.00

Amount to be paid owner - chrg to Right of Way $ 150.00

THINGS TO BE DONE BY THE STATE

Construct road appr. opp. Sta. 50+00 on W. side.

Access not controlled -

HAUSER-NORTH BEND SECTION - OREGON COAST HIGHWAY

18831 Wood, William D. et al SUPPLEMENTAL REPORT (Landon)
Right of Way
Option expires October 29, 1956

1.09 acre at additional $250 per acre $ 272.50

Amount to be paid owners - chrg to Right of Way $ 272.50

Previous approval 7-10-52 was for 1.09 acre at $500 per acre. This additional approval to make payment to grantors at rate of $750 per acre the same as condemnation settlement.

CATCHING SLOUGH-CHANDLER BRIDGE SECTION - COOS RIVER HIGHWAY

24599 Mullen, Harry et al (Reeder)
Right of Way
Option expires October 10, 1956

CATCHING SLOUGH-CHANDLER BRIDGE SECTION - COOS RIVER HIGHWAY (Cont)

24599 Mullen, Harry et al (Cont)

0.04 acre at $1,000 per acre	$ 40.00
Hedge and windbreak	210.00
Severance damage	1,000.00
Plus permit to construct driveway onto Grantors' property	

Amount to be paid owners - chrg to Right of Way $1,250.00

THINGS TO BE DONE BY THE STATE

Reconstruct road approach, 14', 58+20, S., 10' beyond r/w line and Black Top pavement.

Access not controlled -

24605 James, Donald and Hellen (Reeder)
Right of Way
Option expires October 16, 1956

0.7 acre, lump sum	$1,000.00

Amount to be paid owners - chrg to Right of Way $1,000.00

THINGS TO BE DONE BY THE STATE

Construct approaches 74+00 and 78+00, 14' wide, S.; construct necessary fencing S. r/w line and install two 10' gates at said Stations.

Access not controlled -

24607 Noah, William W. and Myrtle (Reeder)
Right of Way
Option expires October 16, 1956

0.42 acre at $1,000 per acre	$ 420.00
Removal of garage	400.00
Replacement of gravel parking area	100.00
Fencing	108.00
Severance damage	472.00

Amount to be paid owners - chrg to Right of Way $1,500.00

THINGS TO BE DONE BY THE STATE

EXHIBIT "A" (Cont)

CATCHING SLOUGH-CHANDLER BRIDGE SECTION - COOS RIVER HIGHWAY (Cont)

24607 Noah, William W. and Myrtle (Cont)

Reconstruct road approach, Sta. 85+30, S., 14' wide.

Access not controlled -

24600 Kronsteiner, Joe and Baylor, Don Peter et al (Reeder)
Right of Way
Option expires October 10, 1956

0.04 acre at $1,000 per acre	$ 40.00
Hedge and windbreak	210.00
Damage	3,750.00

Amount to be paid owners - chrg to Right of Way $4,000.00

Baylors to construct necessary fencing along S. r/w line.

THINGS TO BE DONE BY THE STATE

Reconstruct road approach, S. side, 14' wide, unrestricted, at Sta. 58+82, to begin 2' W. of Baylors' E. property line and 12' E. of Reihers' W. property line, both parties to give construction easement to taper approach 10' S. of r/w line, said approach to be Black Top pavement. State to construct road approach S. side, 14' wide at Sta. 58+34, unrestricted, Baylors to give construction easement to taper approach 10' beyond S. r/w line. State to give encroachment rights for a 30" concrete sidewalk approx. 2' N. of S. r/w line. Baylors may remove same, when home is moved back or southerly.

Access not controlled -

24602 Cooley, Loren D. and Zenia (Reeder)
Right of Way
Option expires October 31, 1956

0.18 acre at $1000 per acre	$ 180.00
96 trees at $14 ea., 14 trees at $30 ea.	1,764.00
23 rods fencing at $4 per rod	92.00
Severance damage	164.00

Amount to be paid owners - chrg to Right of Way $2,200.00

CATCHING SLOUGH-CHANDLER BRIDGE SECTION - COOS RIVER HIGHWAY (Cont)

24602 Cooley, Loren D. and Zenia (Cont)

THINGS TO BE DONE BY THE STATE

Reconstruct road approach Sta. 65+25, 14' wide, S. side of hwy.

Access not controlled -

KLAMATH FALLS WEST SIDE BY-PASS SECTION - THE DALLES-CALIFORNIA HIGHWAY

23122 Hodges, Lewis E. and Esther A. (Bucknum)
Right of Way
Option expires October 18, 1956

4850 sq. ft. at $0.12+ per sq. ft.	$ 600.00	
House, 1120 sq. ft. at $5.50 per sq. ft.	6,160.00	
Metal cabinets	200.00	
Garage, 400 sq. ft. at $1 per sq. ft.	400.00	
8 trees at $10 per tree, 3200 sq. ft. lawn, $0.05/sq. ft.	240.00	
Sidewalk, bulbs, plants, flowers	100.00	
Amount to be paid owners - chrg to Right of Way		$7,700.00

Grantor to give possession 30 days following receipt of notice.

Entire taking -

23140 Ellingson, Rosemary et al (Bucknum)
Right of Way
Option expires October 17, 1956

1250 sq. ft. at $0.16 per sq. ft.	$ 200.00	
Rustic fence	50.00	
Amount to be paid owners - chrg to Right of Way		$ 250.00

Access controlled - none allowed -

24854 Ellingson, Rosemary, Hall, Alice M. (Bucknum)
Right of Way
Option expires October 17, 1956

EXHIBIT "A" (Cont)

KLAMATH FALLS WEST SIDE BY-PASS SECTION - THE DALLES-CALIFORNIA HIGHWAY (Cont)

24854 Ellingson, Rosemary, Hall, Alice M. (Cont)

1250 sq. ft. at $0.16 per sq. ft.	$ 200.00	
Amount to be paid owners - chrg to Right of Way		$ 200.00

Access controlled - none allowed -

23070 Engelking, Pearl G. (Bucknum)
Right of Way
Option expires October 24, 1956

1700 sq. ft. at $0.05 per sq. ft.	$ 85.00	
Plants and bulbs	15.00	
Damage	100.00	
Amount to be paid owner - chrg to Right of Way		$ 200.00

Access controlled - none allowed -

23072 Szopieray, Frank (Bucknum)
Right of Way
Option expires October 24, 1956

5530 sq. ft. at $0.08+ per sq. ft.	$ 445.00	
Trees (3 at $15 ea., 6 at $10 ea.)	105.00	
12 sprinkler heads at $10 ea., Fertilizer & top soil	450.00	
Amount to be paid owner - chrg to Right of Way		$1,000.00

Grantor permitted use of ground for raising fish worms until construction of West Side By-Pass is started.

Access controlled - none allowed -

23129 Hansen, Eldred et al (Bucknum)
Right of Way
Option expires November 1, 1956

8750 sq. ft. at $0.10 per sq. ft.	$ 875.00
House, 1062 sq. ft. at $6.50 per sq. ft.	6,903.00

EXHIBIT "A" (Cont)

KLAMATH FALLS WEST SIDE BY-PASS SECTION - THE DALLES-CALIFORNIA HIGHWAY (Cont)

23129 Hansen, Eldred et al (Cont)

Garage, 300 sq. ft. at $3 per sq. ft.	$ 900.00	
Lawn, 4000 sq. ft. at $0.05 per sq. ft.	200.00	
Walk, retaining wall, trees and shrubs	122.00	
Amount to be paid owners - chrg to Right of Way		$9,000.00

State to have possession 5 days after money is paid Grantor.

Entire taking -

23046 Heiken, Ernest H. and Florence M. (Bucknum)
Right of Way
Option expires November 14, 1956

2790 sq. ft., lump sum	$ 350.00	
Amount to be paid owners - chrg to Right of Way		$ 350.00

Entire taking -

NORTH CITY LIMITS KLAMATH FALLS-GREEN SPRINGS HIGHWAY SECTION - THE DALLES-CALIFORNIA HWY.

24616 Baker, Howard E. and Mary F. (Bucknum)
Right of Way
Option expires October 16, 1956

1.82 acres at $500 per acre	$ 910.00	
Amount to be paid owners - chrg to Right of Way		$ 910.00

Access controlled - none allowed -

LOST RIVER-HATFIELD JUNCTION SECTION - KLAMATH FALLS-MALIN HIGHWAY

24800 City of Merrill (Bucknum)
Drainage Pipe Easement
Easement signed May 3, 1956

4100 sq. ft., easement	Gratis

EXHIBIT "A" (Cont)

LAKEVIEW SECTION - KLAMATH FALLS-LAKEVIEW HIGHWAY

21132 Lake County (Cozad)
Maintenance Headquarters
Bargain and Sale Deed signed April 4, 1956

3375 sq. ft., lump sum	$ 25.00

Amount to be paid owners - chrg to Maintenance Sites $ 25.00

SOUTH UNIT PENDLETON-PILOT ROCK SECTION - PENDLETON-JOHN DAY HIGHWAY

24225 Hemphill, Hemphill & Smith (Brainerd)
Right of Way and Channel Change Easement
Option expires November 8, 1956

8.27 acres at $200 per acre	$1,654.00
1.70 acres at $100 per acre	170.00
188 rods woven wire fencing at $3.50 per rod	658.00
Allow. to re-establish cattle guard	150.00
Allow. to re-establish pole line	50.00

Amount to be paid owners - chrg to Right of Way $2,682.00

Grantors retain right to harvest 1956 wheat crop. Grantors to re-establish cattle guard and private pole line.

Access: 553+20, 50' E. and W., 570+62, 35' E. & W., 567+00, 25' E., 565+20, 25' W., operation of ranching and private residential use only.

Access controlled -

24226 Bensel, Margot Foster (Brainerd)
Right of Way
Option expires November 13, 1956

3.6 acres at $200 per acre	$ 720.00
107 rods fencing at $3 per rod	321.00
Allow. for cultivation, 3.6 A. at $10 per acre	36.00

Amount to be paid owner - chrg to Right of Way $1,077.00

Lessee, Thomas Gilliland to re-establish fencing.

EXHIBIT "A" (Cont)

SOUTH UNIT PENDLETON-PILOT ROCK SECTION - PENDLETON-JOHN DAY HIGHWAY (Cont)

24226 Bensel, Margot Foster (Cont)

Access: 582+25, 40' E. & W., 580+10, 25' E., operation of ranching and private residential use, only.

Access controlled -

BURRELL-VALE SECTION - CENTRAL OREGON HIGHWAY

24851 Thompson, Soren and Edna M. (Brainerd)
Gravel Pit
Option expires November 7, 1956

1.36 acres at $100 per acre	$ 136.00	
31 rods fencing at $3 per rod	93.00	
Amount to be paid owners - chrg to Gravel Site		$ 229.00

24852 Kapp, Jacob, Jr. and Ruth S. (Brainerd)
Gravel Pit
Option expires November 7, 1956

1.14 acres at $100 per acre	$ 114.00	
Amount to be paid owners - chrg to Gravel Site		$ 114.00

WASHINGTON COUNTY LINE-HILLSDALE SECTION - BEAVERTON-HILLSDALE HIGHWAY

24719 Blachly, Ralph L. (Smith)
Right of Way
Option expires June 7, 1956

0.045 A., R/W, 0.42 A., Excess at $4,300+/A.	$2,000.00	
House, 1,197 sq. ft. at $11- per sq. ft.	13,100.00	
Car port, 407 sq. ft. at $2- per sq. ft.	800.00	
Amount to be paid owner - chrg to Right of Way		$15,900.00

Grantor to vacate 30 days after notice or 5 days after final payment.

Entire taking -

EXHIBIT "A" (Cont)

DIVIDE-ANLAUF SECTION - PACIFIC HIGHWAY

17997 Ream, Joyce et al (Holt)
Release of Access
Release signed April 12, 1956

Waiver of right of access at Sta. 253+00, East	$ 250.00	
Amount to be paid owners - chrg to Right of Way		$ 250.00

SALEM-STOUT CREEK SECTION - NORTH SANTIAM HIGHWAY

24929 Pepperling, Alvin L. and Jeannette Jane (Gemmell)
Right of Way
Option expires November 23, 1956

0.21 acre, lump sum	$ 75.00	
Amount to be paid owners - chrg to Right of Way		$ 75.00

Access controlled - none allowed -

22218 Meredith, R. E. and Eleanor K. (Gemmell)
Right of Way
Option expires November 27, 1956

5.27 acres at $300 per acre (1.34 A. Excess)	$1,581.00	
Damage	419.00	
Amount to be paid owners - chrg to Right of Way		$2,000.00

THINGS TO BE DONE BY THE STATE

Fence right of way.

Access controlled - none allowed -

WASHINGTON COUNTY LINE-HILLSDALE SECTION - BEAVERTON-HILLSDALE HIGHWAY

24721 Symank, O. Bill and Claudine M. (Smith)
Right of Way
Option expires November 22, 1956

1186 sq. ft. at $0.20+ per sq. ft.	$ 250.00	
Graveled driveway and excavation for basement	250.00	
Damages	700.00	

WASHINGTON COUNTY LINE-HILLSDALE SECTION - BEAVERTON-HILLSDALE HIGHWAY (Cont)

24721 Symank, O. Bill and Claudine M. (Cont)

Amount to be paid owners - chrg to Right of Way $1,200.00

Grantor to remove personal property from premises before May 28, 1956.

THINGS TO BE DONE BY THE STATE

Permit of entry, May 28, 1956. State to construct and blacktop approach to r/w line, approach to be 16' in width, at 91+75. Grantor shall be permitted to fill against hwy. embankment if his lot elevation is raised.

Access not controlled -

SOUTH UNIT FOREST BOUNDARY-BURNS SECTION - JOHN DAY-BURNS HIGHWAY

24485 Clemens, C. W. and Bessie (Bucknum)
Lease for Gravel Pit
Option expires November 23, 1956

80 acres, lease for 5 yrs. $2,500.00

Amount to be paid owners - chrg to Gravel Pit $2,500.00

CHENOWETH PARK-DEADY SECTION - PACIFIC HIGHWAY

24932 Spencer, Delbert P. and Marjorie M. (Morgan)
Right of Way
Option expires November 24, 1956

0.1 acre, lump sum $ 100.00

Amount to be paid owners - chrg to Right of Way $ 100.00

THINGS TO BE DONE BY THE STATE

Reconstruct fence.

Access controlled - none allowed -

SUNSET JUNCTION SECTION - FISHHAWK FALLS HIGHWAY

24815 Meeker, Charles M. and William H. (Friess)

EXHIBIT "A" (Cont)

SUNSET JUNCTION SECTION - FISHHAWK FALLS HIGHWAY (Cont)

24815 Meeker, Charles M. and William H. (Cont)
Right of Way and Ch. Change
Option expires November 24, 1956

0.335 acre, lump sum	$ 241.00	
Amount to be paid owners - chrg to Right of Way		$ 241.00

Grantors to re-establish all necessary fencing.

Access not controlled -

GLENADA CLIMBING LANE SECTION - OREGON COAST HIGHWAY

24786 Gray, Charles B., Chapman, R.E. and Ruby (Morgan)
Right of Way
Option expires November 1, 1956

11,200 sq. ft. at $0.031+ per sq. ft.	$ 350.00	
5060 B.F. timber at $30- per M	150.00	
Amount to be paid Gray - chrg to Right of Way		$ 350.00
Amount to be paid Chapman-chrg to Right of Way		150.00
GRAND TOTAL		$ 500.00

THINGS TO BE DONE BY THE STATE

Move gate to new right of way line.
Reconstruct grantors' road approach.

Access not controlled -

CATCHING SLOUGH-CHANDLER BRIDGE SECTION - COOS RIVER HIGHWAY

24592 Foster, Joseph F. et al (Hill)
Right of Way
Option expires October 5, 1956

0.74 acre at $1000+ per acre	$1,000.00
House, approx. 1200 sq. ft. at approx. $6/sq. ft.	7,000.00
Fencing	150.00
Damage	500.00

EXHIBIT "A" (Cont)

CATCHING SLOUGH-CHANDLER BRIDGE SECTION - COOS RIVER HIGHWAY (Cont)

24592 Foster, Joseph F. et al (Cont)

Amount to be paid owners - chrg to Right of Way $8,650.00

Grantors to give possession 5 days after receipt of payment. Grantors reserve right to remove shrubs and flowers within r/w if same does not interfere with State.

THINGS TO BE DONE BY THE STATE

Construct and replace approach Sta. 33+40. Approach to be 20' wide and blacktopped.

Access not controlled -

WILLAMETTE RIVER-HAYESVILLE SECTION - PORTLAND-SALEM EXPRESSWAY

24884 DeArmond, T. H. and Wilhelmina (Gemmell)
Fill counter-balance and Excess
Option expires November 15, 1956

12 acres at $100 per acre $1,200.00

Amount to be paid owners - chrg to Right of Way $1,200.00

Access controlled - none allowed -

WASHINGTON COUNTY LINE-HILLSDALE SECTION - BEAVERTON-HILLSDALE HIGHWAY

23215 Wardin, Albert W. and Anna S. (Black)
Right of Way
Option expires June 14, 1956

12,500 sq. ft. at $2 per sq. ft.	$25,000.00
1650 sq. ft. at $1 per sq. ft.	1,650.00
Severance damage	9,350.00

Amount to be paid owners - chrg to Right of Way $36,000.00

Access not controlled -

SOUTH UNIT, FOREST BOUNDARY-BURNS SECTION - JOHN DAY-BURNS HIGHWAY

EXHIBIT "A" (Cont)

SOUTH UNIT, FOREST BOUNDARY-BURNS SECTION - JOHN DAY-BURNS HIGHWAY (Cont)

24987 Brown, Ruby M. (Bucknum)
Easement for Haul Road
Option expires November 23, 1956

5 yr. haul road easement, lump sum $ 50.00

Amount to be paid owner - chrg to Gravel Pit $ 50.00

THINGS TO BE DONE BY THE STATE

Construct a stock guard where haul road enters John Day-Burns Hwy. State agrees not to fence haul road.

LANCASTER DRIVE-STOUT CREEK SECTION - NORTH SANTIAM HIGHWAY

22217 State of Oregon, Board of Control (Porter)
Right of Way

14.27 acres R/W plus 10.5 acres Excess in exchange for all of that property lying westerly of a line which is 100' westerly from the center line of the relocated Santiam Hwy. and which was acquired under files 22218, 22219, 22220 containing approximately 27.6 acres.

50' unrestricted access at proposed future interchange Sta. 298, approx.

Convey to Grantors 27.6 acres as an exchange part of the settlement upon the grounds and for the reason that the said property, in the opinion of the commission, is no longer needed, required, or useful for highway purposes, and the value of the property to be acquired by the State is not less than the value of the property to be relinquished by the State.

Access controlled -

Approved by Board of Control on May 29, 1956.

CORNELIUS-HILLSBORO UNIT-FOREST GROVE-HILLSBORO SECTION-TUALATIN VALLEY HIGHWAY

24003 Emmott, L. F. et al SUPPLEMENTAL REPORT (Stuntz)
Right of Way
Option expires November 23, 1956

CORNELIUS-HILLSBORO UNIT-FOREST GROVE-HILLSBORO SECTION-TUALATIN VALLEY HIGHWAY (Cont)

24003 Emmott, L. F. et al (Cont)

1 acre± $ 100.00

Amount to be paid owners - chrg to Right of Way $ 100.00

Additional payment. Previous option of March 7, 1956, for 0.98 acre approved by highway commission April 26, 1956, for $650 did not take into consideration Oak tree and 8" drain tile.

Grantors waive all claims for damage and permission is granted State to enter on property.

THINGS TO BE DONE BY THE STATE

Construct new drop inlet outside of r/w line.
Access 50+35 N., unrestricted.

Access controlled -

NORTH UNIT PENDLETON-PILOT ROCK SECTION - PENDLETON-JOHN DAY HIGHWAY

24237 Elder, Morton and Jeanette (Brainerd)
Right of Way
Option expires November 22, 1956

12.15 acres at $300 per acre	$3,645.00
320 rods fencing at $3.50 per rod	1,120.00
Severance damage	4,417.20

Amount to be paid owners - chrg to Right of Way $9,182.20

THINGS TO BE DONE BY THE STATE

Install 78" underpass at Sta. 165+00. 18" pipe to be installed at Sta. 179+50. Pipes at Stas. 177+00 and 186+82 can be eliminated.

Access: Stas. 161+50 and 177+40, E. and W., for ranching and private residential use.

Access controlled -

EXHIBIT "A" (Cont)

EAST UNIT, EAGLE ROCK-POST SECTION - PAULINA SECONDARY HIGHWAY

24986 Herin, D. Jewel and Pearl (Bucknum)
Right of Way
Option expires November 20, 1956

0.28 acre at $100 per acre	$ 28.00
33 rods fencing at $3 per rod	99.00

Exchange only - Value of taking, not to be paid- $ 127.00

State to convey to Grantors gravel pit of 4.311 acres in exchange, File No. 9174, Cost $198.50 April, 1941, as an exchange part of the settlement upon the grounds and for the reason that the said property, in the opinion of the commission, is no longer needed, required, or useful for highway purposes, and the value of the property to be acquired by the State is not less than the value of the property to be relinquished by the State.

Access not controlled -

JUDKINS POINT-GOSHEN SECTION - PACIFIC HIGHWAY

19920 Sprague, Maud (Reeder)
Bridge Interchange
Option expires November 14, 1956

0.55 acre at $1000 per acre	$ 550.00
480 sq. ft. at $2.50 per sq. ft. (House)	1,200.00
House, 460 sq. ft. at $4.35- per sq. ft.	2,000.00
Garage, 300 sq. ft. at $1 per sq. ft.	300.00
Shed, 80 sq. ft. at $0.50 per sq.ft.	40.00
Severance damage	2,410.00

Amount to be paid owners - chrg to Right of Way $6,500.00

Grantors to vacate 30 days after receiving check.

THINGS TO BE DONE BY THE STATE

Reconstruct 20' wide approach, blacktopped, opposite Sta. 308+10. Construct 20' road approach, blacktopped, opposite Sta. 309+26 and Sta. 310+62.

Access controlled - none allowed except on Frontage Road-

CATCHING SLOUGH-CHANDLER BRIDGE SECTION - COOS RIVER HIGHWAY

24590 Bergen, John D. (Hill)
Right of Way
Option expires November 20, 1956

0.20 acre, lump sum	$ 500.00
0.45 acre at $1000+ per acre	500.00
Lawn, shrubs, windbreak	1,000.00
Fencing	200.00
Damage	3,000.00

Amount to be paid owner - chrg to Right of Way $5,200.00

Grantor reserves right to remove top soil to depth of 6" if same does not interfere with State; also to remove rhododendrons in nursery rows.

THINGS TO BE DONE BY THE STATE

Reconstruct approach S. side of center line at Sta. 52+90, 20' wide and blacktopped to r/w line. Also construct two 20' approaches to be selected by Grantor.

Access not controlled -

NORTH BROOKINGS SECTION - OREGON COAST HIGHWAY

24690 Smith, Warren T. et al (Morgan)
Slope Easement
Easement signed May 24, 1956

.01 acre, slope easement	$ 10.00

Amount to be paid owners - chrg to Right of Way $ 10.00

Access not controlled -

LITTLE CREEK-ESTACADA SECTION - WOODBURN-ESTACADA HIGHWAY

24924 Sullivan, Gene W. et al (Black)
Right of Way - Slide
Option expires November 28, 1956

0.32 acre at $150 per acre	$ 48.00
36 rods fencing at $4 per rod	144.00

EXHIBIT "A" (Cont)

LITTLE CREEK-ESTACADA SECTION - WOODBURN-ESTACADA HIGHWAY (Cont)

24924 Sullivan, Géne W. et al (Cont)

Amount to be paid owners - chrg to Right of Way $ 192.00

Access not controlled -

GLENADA CLIMBING LANE SECTION - OREGON COAST HIGHWAY

24981 Adams, E. S. and Elizabeth A. (Morgan)
Right of Way
Option expires November 23, 1956

4000 sq. ft. at $0.075 per sq. ft.	$ 300.00
Moving sign	25.00

Amount to be paid owners - chrg to Right of Way $ 325.00

Grantor to move sign within 30 days.

THINGS TO BE DONE BY THE STATE

Place approx. 300 cu. yds. of fill material on grantors' remaining property.

Access not controlled -

SOUTH 6TH STREET OVERCROSSING-KLAMATH FALLS SECTION - KLAMATH FALLS-LAKEVIEW HIGHWAY

9727 Central Pacific Railway Company (S.P. Co. Lessee) (Porter)
Right of Way

1786 sq. ft. at $1.50 per sq. ft.	$2,679.00
13,721 sq. ft. at $0.35 per sq. ft.	4,802.35
47,088 sq. ft. at $0.15 per sq. ft.	7,063.20
3833 sq. ft. at $0.75 per sq. ft. for ½ interest	2,874.75

Amount to be paid Southern Pacific Co. - chrg to Right of Way $17,419.30

S.P. Co. reserves access road on Parcels 2 and 3 above.
S.P. Co. also reserves oil and mineral rights on all parcels they are conveying.

EXHIBIT "A" (Cont)

SOUTH 6TH STREET OVERCROSSING-KLAMATH FALLS SECTION - KLAMATH FALLS-LAKEVIEW HIGHWAY (Cont)

9727 Central Pacific Railway Company (S. P. Co. Lessee) (Cont)

Plus exchange of property: S. P. Co. to State 15,345 sq. ft.
State to S. P. Co. 14,425 sq. ft., reserving mineral and oil rights. Exchange parcels estimated to be worth $6,500 each by S. P. Co.

This is in accordance with the S. P. Co. -O. S. H. C. agreement of January 27, 1956, which did not state any prices for property to be conveyed.

Access not controlled -

LANCASTER DRIVE-STOUT CREEK SECTION - NORTH SANTIAM HIGHWAY

22450 Erpelding, A. P. and Louise CORRECTION REPORT (Gemmell)
Right of Way
Correction Deed signed May 31, 1956

1.35 acres at $100 per acre	$ 135.00
17½ rods fencing at $4 per rod	70.00

Amount to be paid owners - chrg to Right of Way $ 205.00

Access: Sta. 1025+00, S. for farming and private residential use.

Previous report approved 1-19-55 for $135 did not include fencing payment.

Access controlled -

B. P. R. PROJECT

NESKOWIN-SALMON RIVER SECTION - OREGON COAST HIGHWAY

24131 Sutton, Ralph Lee and Mildred M. (Benner)
Right of Way
Option expires November 8, 1956

4.75 acres at $500 per acre	$2,375.00
7.0 acres at $50 per acre	350.00
Severance damage	4,775.00
	$7,500.00

EXHIBIT "A" (Cont)

B.P.R. PROJECT (Cont)

NESKOWIN-SALMON RIVER SECTION - OREGON COAST HIGHWAY (Cont)

24131 Sutton, Ralph Lee and Mildred M. (Cont) $7,500.00

Plus moving barn between 10-15-56 and 12-15-56, Not over 5,916.00

TOTAL (Estimate) to be paid owners - chrg to Right of Way $13,416.00

THINGS TO BE DONE BY THE STATE

Provide farm crossing at Sta. 307+20. Present farm road at Sta. 315+00 to Sta. 311+00 shall be relocated within r/w. Provide 8" conduit pipe Sta. 331+00. Fence right of way. Provide 5' x 6½' underpass at Sta. 305+00, or understructure at 304.
Fill area and concrete slab for barn and milkhouse.
Construct and rock farm road lane at Sta. 314+25 to barn in its new position.

Access controlled -

CENTRAL AVENUE SECTION - EMPIRE-COOS BAY HIGHWAY

24934 Cordes, Josephine T. (Holt)
Right of Way
Option expires November 27, 1956

200 sq. ft., lump sum $ 250.00

Amount to be paid owner - chrg to Right of Way $ 250.00

THINGS TO BE DONE BY THE STATE

Reconstruct concrete steps if necessary.

Access not controlled -

NORTH BROOKINGS SECTION - OREGON COAST HIGHWAY

24692 Taylor, Paul and Adelaide C. (Morgan)
Slope Easement
Easement signed May 15, 1956

Slope easement only $ 10.00

EXHIBIT "A" (Cont)

NORTH BROOKINGS SECTION - OREGON COAST HIGHWAY (Cont)

24692 Taylor, Paul and Adelaide C. (Cont)

Amount to be paid owners - chrg to Right of Way $ 10.00

Access not controlled -

KLAMATH FALLS WEST SIDE BY-PASS SECTION - THE DALLES-CALIFORNIA HIGHWAY

23104 Pedersen, Oscar and Rosa (Bucknum)
Right of Way
Option expires November 27, 1956

*14,000 sq. ft. at $0.07½ per sq. ft.	$1,050.00
House, 896 sq. ft. at $8.50 per sq. ft.	7,616.00
Garage, 288 sq. ft. at $1.50 per sq. ft.	432.00
19 trees at $10 ea.	190.00
Hedge, sidewalk, ret. wall, shrubs, plants & bulbs	212.00
3,000 sq. ft. of lawn at $0.05 per sq. ft.	150.00

Amount to be paid owners - chrg to Right of Way $9,650.00

Grantor to have possession of premises free of rent for 30 days following receipt of notice.

*3,450 sq. ft. Excess

Entire taking -

B.P.R. PROJECT

NESKOWIN-SALMON RIVER SECTION - OREGON COAST HIGHWAY

24131
24132 Oregon Pulp & Paper Company (Benner)
Right of Way
Option expires November 30, 1956

29.0 acres at $30 per acre	$ 870.00
2,024 MBF timber at $19-per MBF	38,270.00

Amount to be paid owner - chrg to Right of Way $39,140.00

EXHIBIT "A" (Cont)

B. P. R. PROJECT (Cont)

NESKOWIN-SALMON RIVER SECTION - OREGON COAST HIGHWAY (Cont)

24131
24132 Oregon Pulp & Paper Company (Cont)

Oregon Pulp & Paper Co. timber on Sutton r/w parcel, 24131 included in above.
Access: Sta. 317+80, 25' in width, W. side of hwy., for care of forest lands.

Access controlled -

SOUTH 6TH STREET OVERCROSSING (KLAMATH FALLS) SECTION - KLAMATH FALLS-LAKEVIEW HWY.

9727 Great Northern Railway Company (Porter)
Right of Way

Approx. 3847.2 sq. ft. at $0.75 per sq. ft. for ½ interest $2,885.40

Amount to be paid Great Northern Railway Co. - chrg to Right of Way $2,885.40

Access not controlled -

SANDY-FOREST BOUNDARY SECTION - MT. HOOD HIGHWAY

24807 Blossom, Ward A. and Wilhelmina (Stuntz)
Right of Way
Option expires November 27, 1956

0.91 acre at $500 per acre $ 455.00
3 room cabin, with ½ basement and outbuildings 3,045.00

Amount to be paid owners - chrg to Right of Way $3,500.00

Grantors to vacate 30 days from notice or 5 days after receipt of consideration, or enter into a rental agreement with State.

Entire taking -

SUNSET JUNCTION SECTION - FISHHAWK FALLS HIGHWAY

24813 Dichter, Theo. and Blanche (Friess)
Repair of Slide Area
Option expires November 23, 1956

EXHIBIT "A" (Cont)

SUNSET JUNCTION SECTION - FISHHAWK FALLS HIGHWAY (Cont)

24813 Dichter, Theo. and Blanche (Cont)

0.42 A., lump sum	$ 40.00	
10 M. B. F. timber at $26 per MBF	260.00	
Amount to be paid owners - chrg to Right of Way		$ 300.00

Access not controlled -

24814 Van Vleet, G. R., Jr. and Doris Z. (Friess)
Repair of Slide Area
Option expires November 30, 1956

1.1 acre, lump sum	$ 130.00	
Amount to be paid owners - chrg to Right of Way		$ 130.00

Access not controlled -

EAGLE ROCK-POST SECTION - PAULINA SECONDARY HIGHWAY

25049 Knox, Roscoe R. and Emma (Bucknum)
Right of Way and Borrow Pit
Option expires November 20, 1956

1.0 acre	$ 250.00	
52 rods fencing at $3 per rod	156.00	
Amount to be paid owners - chrg to Right of Way		$ 406.00

Oil rights reserved to Grantor. They will not warrant title.

Access not controlled -

CATCHING SLOUGH-CHANDLER BRIDGE SECTION - COOS RIVER HIGHWAY

24588 Sengstacken, M. G., Brinkman, Doris L. (Holt)
Right of Way and Borrow Pit
Option expires December 1, 1956

2.05 acres at $600+ per acre	$1,250.00	
Amount to be paid owners - chrg to Right of Way		$1,250.00

Access not controlled -

EXHIBIT "A" (Cont)

LOUSE CREEK-GRANTS PASS SECTION - PACIFIC HIGHWAY

23328 Forrest, Karl R. et al (Morgan)
Right of Way
Option expires November 30, 1956

0.51 acre at $2000-per acre	$1,000.00
85 sq. ft. at $1.50- per sq. ft., chicken house	125.00
300 sq. ft. barn at $1.50 per sq. ft.	450.00
Septic tank, drain field, lawn and trees	425.00
Damage	500.00

Amount to be paid owners - chrg to Right of Way $2,500.00

Grantor to vacate within 30 days.

Access controlled - none allowed -

SHADY-CANYONVILLE SECTION - PACIFIC HIGHWAY

24582 Moon, Sam C., Brister, Herbert D. and Viola (Holt)
Right of Way for haul road
Option expires October 24, 1956

.63 acre, lump sum $ 250.00

Amount to be paid owners - chrg to Gravel Pit $ 250.00

THINGS TO BE DONE BY THE STATE

Re-establish fence along r/w line and install gate at suitable location to grantor.

Access not controlled -

CHENOWETH PARK-DEADY SECTION - PACIFIC HIGHWAY

24931 Vasche, Francis A. et al (Morgan)
Right of Way
Option expires November 27, 1956

1.77 acres at $100 per acre $ 177.00

Amount to be paid owners - chrg to Right of Way $ 177.00

EXHIBIT "A" (Cont)

CHENOWETH PARK-DEADY SECTION - PACIFIC HIGHWAY (Cont)

24931 Vasche, Francis A. et al (Cont)

THINGS TO BE DONE BY THE STATE

Fence right of way.

Access controlled - none allowed -

S. UNIT; KELLOG BRIDGE-TYEE BRIDGE SECTION - ELKTON-SUTHERLIN HIGHWAY

24797 McHugill, George W. and Ada (Holt)
Right of Way
Option expires November 30, 1956

5 acres at $50 per acre	$ 250.00
6.1 acres at $500 per acre	3,050.00
24.0 acres at $100 per acre	2,400.00
Allow. to re-est. pens, shed, cl. site & gr. rd.	800.00

Amount to be paid McHugills - chrg to Right of Way $6,500.00
(3.5 acres Excess)
187 M. B. F. timber at $28/M. B. F. payable to Leiken - chrg to Right of Way 5,236.00

GRAND TOTAL $11,736.00

THINGS TO BE DONE BY THE STATE

Fence new r/w; reconstruct existing road approaches, eliminating one at 619+10 and substituting therefor 583+00. Protect grantors' water line and gravel a roadway with 3" of rejects or gravel. Fence old r/w easterly side.

Access not controlled -

EXHIBIT "B-1"

Minutes of June 4 and 5, 1956

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in Goshen-Divide Section of the Pacific Highway described as follows:

A parcel of land lying in the Marion Martin D. L. C. No. 41, Township 21 South, Range 3 West, W. M., Lane County, Oregon, and being a portion of that tract of land described in that certain deed to State of Oregon by and through its State Highway Commission, recorded on Reel 34-54 D Instrument #24925 of Lane County Records of Deeds; the said parcel being described as follows: Beginning at the Southwest corner of that tract described in that deed to Roscoe and Nora E. Yearous, recorded in Book 187, Page 578, Lane County Deed Records, said corner being 43.34 chains North and 40.59 chains East of the Southeast corner of the Charles W. Boran D. L. C. No. 37 and running thence North 89° 37' East 6.5 chains to the West line of that tract described in that deed to Roscoe and Nora E. Yearous recorded in Book 183, Page 480, Lane County Deed Records, thence South along said West line 8 feet, more or less, to a line which is parallel to and 100 feet Northerly of the relocated centerline of the Pacific Highway, which centerline is described in said State of Oregon Deed; thence Northeasterly parallel to said centerline 470 feet, more or less, to the North line of said Yearous tract as described in that deed recorded in Book 183, Page 480; thence South 89° 37' West along said North line 415 feet, more or less, to the East line of said Yearous tract described in that deed recorded in Book 187, Page 578; thence along the boundaries of said last mentioned Yearous tract as follows: North 0° 05' West 230 feet, more or less, to a point in or near the center of the channel of Martin Creek, in a Southwesterly course following the said center of said creek to a point 3.3 chains North 0° 05' West of said beginning point; and South 0° 05' East 3.3 chains to the place of beginning.

The parcel of land to which this description applies contains 4.2 acres.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes,

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $1.640.00, and the Commission is

desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission, be and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et Seq. The conveyance of such property shall provide that there is reserved to the State, and waived and relinquished by the purchaser, all rights of ingress and egress to, from and between said real property and the right of way of the Pacific Highway.

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 8 be entered in the minutes and records of the Commission as of the 4th day of June, 1956.

EXHIBIT "B-2"

Minutes of June 4 and 5, 1956

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in Forest Grove-Hillsboro Section of the Tualatin Valley Highway described as follows:

> A parcel of land lying in Lot 9 Cornelius Environs situated in Section 33, Township 1 North, Range 3 West, W.M., Washington County, Oregon, and being a portion of that tract of land described in that certain deed to State of Oregon by and through its State Highway Commission, recorded in Book 379, Page 571 of Washington County Records of Deeds; the said parcel being described as follows: Beginning at the Northeast corner of said Lot 9; thence South along the East line of said Lot 9 a distance of 68 feet, more or less, to the Northerly right of way line of West bound lane of the relocated Tualatin Valley Highway; thence South 89° 52' West along said Northerly right of way line 211 feet to the West line of said property 68 feet, more or less, to the Northwest corner of said property; thence East along the Northerly line of said property 211 feet to the place of beginning.
>
> The parcel of land to which this description applies contains 0.33 acres.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes,

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $7500.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission, be and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et Seq.

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 9 be entered in the minutes and records of the Commission as of the 4th day of June, 1956.

June 4, 1956

EXHIBIT "B-3"

Minutes of June 4 and 5, 1956

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in Unit 5 of the T. H. Banfield Expressway described as follows:

> A parcel of land lying in the Milton Frazer D. L. C., Section 30, Township 1 North, Range 3 East, W. M., Multnomah County, Oregon. The said parcel being described as follows: Beginning at a point in centerline of Wilkes Road, North 87° 17' West, 637.2 feet from the Southwest corner of George B. Pullen Donation Land Claim; running thence North 87° 17' West along the center line of said Wilkes Road 491.4 feet; thence North 63° 27' West 18.75 feet; thence North 0° 10' West parallel to West line of said Pullen D. L. C., 650.11 feet to an iron pipe in the Southerly line of the right of way of the O. W. R. & N. Co.; thence Easterly along said right of way 540.2 feet, more or less, to an iron pipe which bears North 1° 34' East from the point of beginning; thence South 1° 34' West 562.3 feet to the place of beginning; EXCEPTING that portion of above described property lying Northerly of a line which is parallel to and 100 feet Southerly of the centerline of the T. H. Banfield Expressway, and EXCEPTING that portion occupied by said Wilkes Road.
>
> The parcel of land to be sold contains 3.71 acres, more or less.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes,

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $5565.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission, be and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et Seq. The conveyance of such property shall provide that there is reserved to the State, and waived and relinquished by the purchaser, all rights of ingress and egress to, from and between said real property and the right of way of the Pacific Highway.

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 10 be entered in the minutes and records of the Commission as of the 4th day of June, 1956.

June 4, 1956

26621

EXHIBIT "C"

Minutes of June 4 and 5, 1956

RESOLUTION

WHEREAS, the General Services Administration, United States of America, has advertised for sale certain property that is a portion of the Veterans' Administration Hospital Reservation, Roseburg, Oregon, which said property lies easterly of and adjacent to the Pacific Highway and is described as follows, to wit:

The Government's interest in that certain surplus real property known as a portion of the Veterans Administration Hospital Reservation, Douglas County, Oregon, and having GSA Control No. V-ORS-451. The premises are more particularly described as:

Beginning at a point in a northerly boundary of a parcel of land conveyed to the United States of America as described in Volume 94, Page 157 of Deeds of Record of Douglas County, Oregon, said point being at the intersection of the easterly Right of Way line of the relocated Pacific Highway (U. S. 99) as described in Deed of Easement, U. S. A. to Oregon State Highway, Volume 219, page 119 of said Records and said northerly boundary, said point being also the southeasterly corner of a parcel of land conveyed by Laurel Lodge No. 13, A. F. & A. M. to the Oregon Highway Commission described in Volume 226, page 627 of said Records, and also the southwest corner of a parcel of land conveyed by said Laurel Lodge to Roseburg Memorial Gardens, Inc., described in Volume 226, page 766 of said Records, from which the northwest corner of the J. Huntley D. L. C. No. 56, T. 27 S., R. 6 W., W.M., bears N 4° 44' 30" W., 2096.7 feet; thence east 1151.05 feet, along the said north boundary of parcel to its intersection with the west Right of Way line of the Southern Pacific Railroad; thence along said Right of Way line in a 5° curve to the left, the chords of which are as follows: S 20° 21' E., 212.7 feet, S 30° 32' E., 199.8 feet, S 42° 47' E., 299.3 feet, and S 56° 25' E., 259.65 feet, to its intersection with the meander line of the right bank of the South Umpqua River; thence following said Meander line, N 79° 04' W., 994.3 feet, N. 88° 50' W., 389.15 feet and S. 87° 52' W., 183.1 feet to its intersection with said easterly Right of Way line of Highway; thence N. 19° 56' 30" W., 579.9 feet along said Right of Way line to the place of beginning, containing 16.34 acres, more or less, in Section 13, T 27 S., R 6 W., W.M., Douglas County, Oregon.

Together with right of access to the above described property as reserved in Deed of Easement granted by United States of America to Oregon State Highway Department and recorded in Volume 219, Page 119, of Deed Records, Douglas County, Oregon; and,

WHEREAS, the General Services Administration has advertised and proposes to sell together with said property rights of access as

reserved in the Deed of Easement granted by the United States of America to the Oregon State Highway Department, recorded in Volume 219, page 119, of Deed Records of Douglas County, Oregon; and,

WHEREAS, the State of Oregon, by and through its State Highway Commission, is desirous of purchasing said property.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, as follows:

1. That Robert L. Byrum, District Right of Way Supervisor, Oregon State Highway Department, is hereby authorized, empowered and directed to bid for the cash purchase of the above-described property in the name of and for the State of Oregon, by and through its State Highway Commission, whenever said property is offered for sale by the General Services Administration during the calendar year of 1956.

2. That said Robert L. Byrum is hereby authorized, empowered and directed to accompany said bid with a bid deposit in the form of a certified check, cashier's check, or postal money order payable to the General Services Administration in the amount of $2,000.00, and is further authorized, empowered and directed to execute in behalf of the State of Oregon, by and through its State Highway Commission, a written memorandum of offer to purchase said property for cash, which memorandum may incorporate therein the terms and conditions of the sale, together with the legal description of said property.

3. That said Robert L. Byrum is further authorized, empowered and directed to do all other things required by the General Services Administration for the purchase of said property.

4. That attached hereto, and by this reference made a part hereof, is a form of Power of Attorney to be executed by the Commission in favor of said Robert L. Byrum for delivery to representatives of the General Services Administration at the auction sale of said property.

5. That this Resolution be entered in full in the minutes and records of the Commission this 4th day of June, 1956, as Miscellaneous Resolution No. 192.

(See next page for form of Power of Attorney referred to in paragraph 4 of the above resolution.)

EXHIBIT "C" (Cont)

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS, that the STATE OF OREGON, by and through its State Highway Commission, by Ben R. Chandler, Chairman, and Charles H. Reynolds and M. K. McIver, Commissioners, in pursuance of a certain resolution duly adopted by the Oregon State Highway Commission at a regular meeting on June 4, 1956, a copy of which is attached, does hereby nominate, constitute and appoint Robert L. Byrum, District Right of Way Supervisor, Oregon State Highway Department, its true and lawful agent and attorney-in-fact to submit bids accompanied by a bid deposit, to execute a written memorandum of offer to purchase, and to do all other things required by the General Services Administration of the United States of America, for and on behalf of the State of Oregon, by and through its State Highway Commission, for purchase, when offered for sale by the General Services Administration, of the following described real property, to wit:

Beginning at a point in a northerly boundary of a parcel of land conveyed to the United States of America as described in Volume 94, page 157 of Deeds of Record of Douglas County, Oregon, said point being at the intersection of the easterly Right of Way line of the relocated Pacific Highway (U.S. 99) as described in Deed of Easement, U. S. A. to Oregon State Highway, Volume 219, page 119 of said Records and said northerly boundary, said point being also the southeasterly corner of a parcel of land conveyed by Laurel Lodge No. 13, A. F. & A. M. to the Oregon Highway Commission described in Volume 226, page 627 of said Records, and also the southwest corner of a parcel of land conveyed by said Laurel Lodge to Roseburg Memorial Gardens, Inc., described in Volume 226, page 766 of said Records, from which the northwest corner of the J. Huntley D. L. C. Nl. 56, T. 27 S., R. 6 W., W. M., bears N 4° 44' 30" W., 2096.7 feet; thence east 1151.05 feet, along the said north boundary of parcel to its intersection with the west Right of Way line of the Southern Pacific Railroad; thence along said Right of Way line in a 5° curve to the left, the chords of which are as follows: S 20° 21' E., 212.7 feet, S 30° 32' E., 199.8 feet, S 42° 47' E., 299.3 feet, and S 56° 25' E., 259.65 feet, to its intersection with the meander line of the right bank of the South Umpqua River; thence following said Meander line, N 79° 04' W., 994.3 feet, N. 88° 50' W., 389.15 feet and S. 87° 52' W., 183.1 feet to its intersection with said easterly Right of Way line of Highway; thence N. 19° 56' 30" W., 579.9 feet along said Right of Way line to the place of beginning, containing 16.34 acres, more or less, in Section 13, T 27 S., R 6 W., W. M., Douglas County, Oregon.

Together with right of access to the above described property as reserved in Deed of Easement granted by United States of America to Oregon State Highway Department and recorded in Volume 219, Page 119, of Deed Records, Douglas County, Oregon.

EXHIBIT "C" (Cont)

POWER OF ATTORNEY (Cont)

The submission of bids and the execution of a written memorandum of offer to purchase said property in pursuance of these presents shall be as binding upon the State of Oregon, by and through its State Highway Commission, as fully and amply to all intents and purposes as if made and executed by the Oregon State Highway Commissioners in their own proper persons.

IN WITNESS WHEREOF, the said Ben R. Chandler, Chairman, and Charles H. Reynolds and M. K. McIver, Commissioners, have hereunto subscribed their names and have caused the seal of said Commission to be affixed hereunto on this the 4th day of June, 1956.

ATTEST:

/s/ H. B. Glaisyer
Secretary

STATE OF OREGON, by and through its State Highway Commission

By /s/ Ben R. Chandler
Chairman

By /s/ Chas. H. Reynolds
Commissioner

By /s/ M. K. McIver
Commissioner

EXHIBIT "D"

Minutes of June 4 and 5, 1956

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of State Highway projects have been completed according to the terms and provisions of said contracts and that said jobs are now ready for acceptance:

"Contract No. 4223 with Berke Bros. & C. R. O'Neil for grading on the Booth Ranch Unit, Shady-Canyonville Section of the Pacific Highway in Douglas County, completed February 20, 1956.

"Contract No. 4249 with Parker-Schram Co. for paving on the Concomley Road-Hayesville Unit, Willamette River-Hayesville Section of the Portland-Salem Expressway in Marion County, completed October 31, 1955.

"Contract No. 4266 with Warren Northwest, Inc. for paving on the Jackson Creek-Tenmile Creek Section of the I. O. N. Highway in Malheur County, completed April 21, 1956.

"Contract No. 4350 with Rogers Construction, Inc., for grading and paving on the West Unit, Weston-Weston Mountain Section of the Weston-Elgin Highway in Umatilla County, completed October 6, 1955.

"Contract No. 4394 with E. H. Itschner Co. for furnishing crushed materials in stock piles on the Burns Section of the Central Oregon, John Day-Burns and Burns-Crane Highways in Harney County, completed November 28, 1955.

"Contract No. 4438 with George E. Berry for constructing guard rail and snow fence on the Emigrant Hill Section of the Old Oregon Trail Highways in Umatilla County, completed April 30, 1956.

"Contract No. 4445 with Parker-Schram Co. for grading and paving on the Killingsworth-Sandy Boulevard Section of the Cascade Highway in Multnomah County, completed April 19, 1956.

"Contract No. 4462 with Tom Lillebo for constructing Mill Creek and Penitentiary Annex Section of the Salem-Turner-Aumsville County Road in Marion County, completed May 7, 1956.

"Contract No. 4477 with F. L. Somers for grading and surfacing on the Wrights Point Section of the Frenchglen Highway in Harney County, completed May 16, 1956.

"Contract No. 4515 with Walt M. Young for constructing Hat Rock Park buildings in Umatilla County, completed May 8, 1956.

EXHIBIT "D" (Cont)

"Contract No. 4516 with Babler Bros., Inc., for reconstruction of Bakers Bridge Approaches on Market Road No. 39 in Clackamas County, completed May 3, 1956.

"Contract No. 4525 with Mann Construction Co. for constructing Tumalo State Park latrine in Deschutes County, completed May 1, 1956.

"Contract No. 4528 with Lloyd G. Sperling for constructing Newport Maintenance building in Lincoln County, completed May 22, 1956.

"Contract No. 4530 with T. W. Thomas for constructing guard rail on the Divide-Rice Hill Section of the Pacific Highway in Douglas County, completed April 9, 1956.

Contract No. 4533 with Enoch I. Maerz for constructing Helmick Park Shelter at Helmick Park in Polk County, completed May 10, 1956.

Contract No. 4534 with Enoch I. Maerz for constructing Holman State Park latrine in Polk County, completed April 27, 1956.

"Contract No. 4535 with Babler Bros., Inc., for grading and oiling on the Odell-Dukes Valley Junction Section of the Straight County Road in Hood River County, completed May 23, 1956.

"Contract No. 4553 with Steeck Electric Co. for constructing traffic signals on the Santiam Highway in Linn County, completed April 28, 1956.

"Contract No. 4595 with Arthur Simonsen & Co. for grading and pavement widening on the Umatilla Bridge Junction-Hermiston Junction of the Columbia River Highway in Umatilla County, completed May 28, 1956.

"Contract No. 4596 with E. C. Hall Co. for furnishing crushed materials in stock piles on the Alsea Section of the Alsea and Alsea-Deadwood Highways in Benton County, completed April 10, 1956.

"Contract No. 4606 with Rogue River Paving Co. for grading and pavement widening on the Reese Creek Section of the Crater Lake Highway in Jackson County, completed May 22, 1956.

"Contract No. 4608 with Stanton W. Payne for dike construction on the Hell Gate-Oakridge Section of the Willamette Highway in Lane County, completed March 30, 1956.

"Contract No. 4637 with Warren Northwest, Inc., for paving on the Mill City (S. E. Fairview St.) City Street Section in Linn County, completed May 22, 1956.

"Contract No. 4688 with R & W Construction Co. for constructing guard

EXHIBIT "D" (Cont)

rail on the Beaver Butte Creek and Butte Creek Section of the Warm Springs Highway in Wasco County, completed May 25, 1956.

THEREFORE BE IT RESOLVED that the work covered by State Highway Contracts for the construction of said State Highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

BE IT FURTHER RESOLVED that this Contracts Completed Resolution No. 52 shall be entered in the minutes and records of the Commission as of the 4th day of June, 1956.

EXHIBIT "E"

Minutes of June 4 and 5, 1956

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: OLD OREGON TRAIL

Highway number 6 Route number US30

Location of Termini				Established Speed
M.P. 418.148	(east city limits of Ontario)	to M.P. 418.448	(0.30 mile east of east city limits of Ontario)	35 M.P.H.
M.P. 418.448	(0.30 mile east of city limits of Ontario)	to M.P. 419.043	(west end of the Snake River Bridge)	40 M.P.H.

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 227 be entered in the minutes and records of the Commission as of the 4th day of June, 1956.

EXHIBIT "F-1"

Minutes of June 4 and 5, 1956

RESOLUTION

WHEREAS, the Oregon Coast Highway is a primary highway and likewise a Federal-aid Highway and under the control and jurisdiction of the State Highway Commission; and

WHEREAS, it appears that on said Oregon Coast Highway in the vicinity of Flanagan Avenue in Bunker Hill, parallel parking is permitted on both sides of the highway; and

WHEREAS, Flanagan Avenue intersects US101 from the south forming a T-type intersection with US101; and

WHEREAS, there is a service station in the southwest quadrant and a motel in the southeast quadrant of said intersection; and

WHEREAS, fire trucks frequently are required to enter US101 from Flanagan Avenue; and

WHEREAS, parked vehicles in front of the previously-mentioned service station tend to restrict sight distance for motorists entering US101, thereby causing a dangerous situation,

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. The Commission does hereby find and declare, based upon recommendations by members of its staff, that the parking of vehicles on the south side of said Oregon Coast Highway from M. P. 239. 34 (Engineer's Station 44+20) to M. P. 239. 37 (Engineer's Station 45+70) creates a hazard to the traveling public.

2. That in the opinion of this Commission, the right of way of said highway at said location is not of sufficient width to permit parking of vehicles thereon and at the same time provide the degree of safety and convenience which, in the opinion of the Commission, should be provided the motoring public.

3. That the Commission does further find and declare that the parking of vehicles on the south side of said Oregon Coast Highway within said termini should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points between said termini as in his judgment are necessary to accomplish the purpose of this resolution and the action of the Commission as herein declared on which signs shall

EXHIBIT "F-1" (Cont)

be printed in plain letters, the words, "NO PARKING".

5. That a certified copy of this resolution be sent to the Superintendent of the Department of State Police.

6. That this No Parking Resolution No. 143 be entered in the minutes and records of the State Highway Commission as of the 4th day of June, 1956.

EXHIBIT "F-2"

Minutes of June 4 and 5, 1956

RESOLUTION

WHEREAS, the Wilsonville-Hubbard Highway No. 51 is one of the major state primary highways and is likewise a federal-aid highway, which highway throughout its entire length carries a large volume of traffic; and

WHEREAS, it appears that the parking of vehicles on the shoulders of said highway while "hotrod" races are in progress on the airplane landing field strip, approximately 3.50 miles north of the junction with the Pacific Highway East, creates a hazard to the traveling public; and

WHEREAS, the parking of said vehicles on the shoulders of said highway in said location tends to restrict and impair the use of the traveled portion of the highway to such an extent that in the opinion of the Highway Commission a hazard is created not only to through traffic but to the owners and drivers of said parked vehicles; and

WHEREAS, in the opinion of this Commission public travel and public safety require that the use of the shoulders of said highway within said area for the parking of vehicles should be prohibited.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission, all members being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare, based upon investigation, reports and recommendations by members of its staff, that the parking of vehicles along either side of the Wilsonville-Hubbard Highway between M.P. 2.04 (Highway Engineer's Station 725+00) and M.P. 2.90 (Highway Engineer's Station 770+00) creates a hazard not only to through traffic but to persons owning and using said parked vehicles.

2. That in the opinion of this Commission the right of way of said highway at said location is not of sufficient width to permit parking of vehicles and at the same time to provide the degree of safety and convenience which, in the opinion of the Commission, should be provided the motoring public.

3. That the Commission does further find and declare that the parking of vehicles on either side of the right of way of said highway within said termini should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points between said termini as in his

EXHIBIT "F-2" (Cont)

judgment are necessary to accomplish the purpose of this resolution and the action of the Commission as herein declared, on which signs shall be printed in plain letters the words "NO PARKING ON HIGHWAY SHOULDERS".

5. That a certified copy of this resolution be sent to the Superintendent of the Department of State Police.

6. That this No Parking Resolution No. 144 be entered in the minutes and records of the State Highway Commission as of the 4th day of June, 1956.

EXHIBIT "G-1"

Minutes of June 4 and 5, 1956

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make complete and final survey of the route and location of the Klamath Falls-Green Springs Highway Junction Section of The Dalles-California Highway in Klamath County; and, in connection therewith, to prepare maps showing the route and location of said section and to file said maps, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said survey and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That the survey of the Klamath Falls-Green Springs Highway Junction Section of The Dalles-California Highway beginning at Highway Engineer's Station 138+00 just south of Link River in Klamath Falls and extending in a southerly direction to Highway Engineer's Station 253+71.82, a short distance south of the junction with the Green Springs Highway, together with the map, which, for identification purposes, bears Map File No. 7B-36-16 and the date January, 1955, (Drawing No. 1R5-888), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That when said highway section is permanently constructed, the same shall be done in accordance with said survey and location, unless otherwise directed or ordered by the Commission.

3. That the approval and adoption of said survey shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the construction, reconstruction, or improvement of the highways along and over said survey. Said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right of Way Department to proceed promptly with the acquisition of rights of way pursuant to the normal and approved method.

EXHIBIT "G-1" (Cont)

4. That heretofore by resolution of this Commission dated November 3, 1948, said section of said highway as mentioned above was designated as a throughway within the meaning and purpose of ORS 374.005, commonly known as the "Throughway Law", and, for the reasons stated therein, the above-described highway section should be, and it is hereby directed that the construction of the same shall be, accomplished pursuant to and within the meaning and scope of said law except any portion of said section which had more than ten commercial businesses abutting thereon catering to the motoring public in any one mile as of the date said section of highway was designated as a throughway.

5. That this resolution be entered in the minutes and records of the Commission as of the 4th day of June, 1956, as Survey Resolution No. 140.

EXHIBIT "G-2"

Minutes of June 4 and 5, 1956

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make complete and final survey of the route and location of the Albany-Judkins Point Section of the Pacific Highway East in Linn and Lane Counties; and, in connection therewith, to prepare maps showing the route and location of said section and to file said maps, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said survey and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That the survey of the Albany-Judkins Point Section of the Pacific Highway East beginning at Highway Engineer's Station 1141+00, a short distance south of the Santiam Highway Junction east of Albany, and extending in a southerly direction to Judkins Point on the Pacific Highway a short distance south of the Willamette River east of the city of Eugene, Highway Engineer's Station 208+00, together with the map which, for identification purposes, bears Map File Nos. 8B-2-3 to 8B-2-15, inclusive (Drawing No. 10C-27-9), and the date June, 1956, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That when said highway section is permanently constructed, the same shall be done in accordance with said survey and location, unless otherwise directed or ordered by the Commission.

3. Tnat the approval and adoption of said survey shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properti4s needed for and in connection with the construction, reconstruction, or improvement of the highways along and over said survey. Said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right of Way Depart ment to proceed promptly with the acquisition of rights of way pursuant to the normal and approved method.

EXHIBIT "G-2" (Cont)

4. That heretofore by resolution of this Commission dated November 3, 1948, said section of said highway as mentioned above was designated as a throughway within the meaning and purpose of ORS 374.005, commonly known as the "Throughway Law", and, for the reasons stated therein, the above-described highway section should be, and it is hereby directed that the construction of the same shall be, accomplished pursuant to and within the meaning and scope of said law except any portion of said section which had more than ten commercial businesses abutting thereon catering to the motoring public in any one mile as of the date said section of highway was designated as a throughway.

5. That this resolution be entered in the minutes and records of the Commission as of the 4th day of June, 1956, as Survey Resolution No. 141.

EXHIBIT "H-1"

Minutes of June 4 and 5, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the mainenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part, relocate in part, construct, improve and maintain the Catching Slough-Chandler Bridge Section of the Coos River Secondary Highway; and

WHEREAS, for the purpose of widening in part, relocating in part, constructing improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The State Highway Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening in part, relocation in part, construction, improvement and maintenance of the said Catching Slough-Chandler Bridge Section of the Coos River Secondary Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list marked Exhibit "A" under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

EXHIBIT "H-1" (Cont)

2. That the widening in part, relocation in part, construction, improvement and maintenance of the said Catching Slough-Chandler Bridge Section of the Coos River Secondary Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interest of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 4th day of June, 1956, as Condemnation Resolution No. 621.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 621, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "H-2"

Minutes of June 4 and 5, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the mainenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and purposes to widen, improve and maintain the Florence - Douglas County Line Section of the Oregon Coast Highway; and,

WHEREAS, for the purpose of widening, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said Florence - Douglas County Line Section of the Oregon Coast Highway, certain interest in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interest of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

EXHIBIT "H-2" (Cont)

2. That the widening, improvement and maintenance of the said Florence-Douglas County Line Section of the Oregon Coast Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 4th day of June, 1956, as Condemnation Resolution No. 622.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 622, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "H-3"

Minutes of June 4 and 5, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the State Highway Commission plans and proposes to relocate, construct, improve and maintain the Dodson-Bonneville Section of the Columbia River Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions of, and within the meaning and for the accomplishment of the purposes declared and provided under, the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property

hereinafter described is necessary, and that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state Highway system, and the relocation, construction, improvement and maintenance of the said Dodson-Bonneville Section of the Columbia River Highway as a throughway, certain interests in or fee simple title to a certain parcel of real property. The said parcel of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, is more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Dodson-Bonneville Section of the Columbia River Highway and all of the contiguous real property of the owners remaining after the appropriation of the said real property; except that there shall be reserved unto the owners, their heirs and assigns, for service of their remaining land, such access reservations as are noted to the said parcel on the attached list marked Exhibit "A".*

3. That the relocation, construction, improvement and maintenance of the said Dodson-Bonneville Section of the Columbia River Highway and the highway facilities for which the said parcel of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcel of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcel of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interest of the State of Oregon.

EXHIBIT "H-3" (Cont)

6. That this resolution be entered in full in the minutes and records of the Commission this 4th day of June, 1956.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 625, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "H-4"

Minutes of June 4 and 5, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access deemed by the Highway Commission necessary for highway purposes, to wit: for rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and purposes to relocate, construct, improve and maintain the Neskowin - Salmon River Section of the Oregon Coast Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the "Throughway Law"; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement, and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners

and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving, and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The State Highway Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Neskowin - Salmon River Section of the Oregon Coast Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Neskowin - Salmon River Section of the Oregon Coast Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A".*

3. That the relocation, construction, improvement and maintenance of the said Neskowin - Salmon River Section of the Oregon Coast Highway and the highway facilities for which each of the said parcels or property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed

and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels or real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 4th day of June, 1956, as Condemnation Resolution No. 626.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 626, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "H-5"

Minutes of June 4 and 5, 1956

RESOLUTION

WHEREAS, the State Highway Commission on the 22nd day of September, 1955, by resolution declared the necessity for the acquisition of a parcel of real property owned by Isaac Reimer, et al., File No. R-18159, situated in Section 15, Township 7 South, Range 5 West, W.M., Polk County, Oregon, for right of way purposes, for the construction, improvement and maintenance of the Dolph Corner-Rickreall Section of the Willamina-Salem Highway; and

WHEREAS, the said resolution further declared that it is necessary that there shall be no rights of access of any nature between the right of way of the said Willamina-Salem Highway and all of the contiguous real property of the owners remaining after the appropriation of the real property described in said resolution; and

WHEREAS, the said State Highway Commission, after further investigation, has found that the parcel of land described in said resolution is not large enough to complete the said construction, improvement and maintenance of the said section of the said Willamina-Salem Highway, and that in order to properly construct, improve and maintain said highway it is necessary to increase the area sought to be acquired in said resolution, and in addition the said State Highway Commission has further found that it will be to the best interests of the State of Oregon and the owners, for the State Highway Commission to grant a farm crossing to serve the said owners' remaining contiguous real property which abuts on the said Willamina-Salem Highway;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That page 4, Exhibit "A", referring to the necessity for acquiring for right of way purposes a parcel of real property as described in that certain resolution duly made and entered in full in the minutes and records of the Commission on the 22nd day of September, 1955, and also insofar as said resolution pertains to the rights of access to the remaining property owned by the said Isaac Reimer, et al., File No. 18159, be and the same hereby is amended to read as follows:

> The following described real property is necessary for right of way purposes, for the construction, improvement and maintenance of the Dolph Corner-Rickreall Section of the Willamina-Salem Highway, to wit:
>
> A parcel of land lying in Section 15, Township 7 South, Range 5 West, W.M., Polk County, Oregon, and being a portion of that property described in that deed to Isaac and Marie Reimer, husband and

EXHIBIT "H-5" (Cont)

wife, recorded in Book 146, Page 701, of Polk County Records of Deeds. The said parcel being that portion of said property lying Easterly of that tract described in that deed to Ernest Reimer, et ux, recorded in Book 138, Page 75, Polk County Deed Records, and included in a strip of land variable in width, lying on each side of the center line of the Willamina-Salem Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 680+00, said Station being 2197.83 feet North and 541.66 feet East of the Southeast corner of the John Waymire Donation Land Claim No. 47, Township 7 South, Range 5 West, W.M.; thence South 51° 12' East 2500 feet to Station 705+00, said center line crossing the East line of said Ernest Reimer tract and the South line of said property approximately at Stations 684+60 and 698+90, respectively.

The widths in feet of the strip of land above referred to are as follows:

Station to Station		Width on Northerly Side of Center Line	Width on Southerly Side of Center Line
680+00	689+00	60'	60'
689+00	691+00	60' taper to 100'	60' taper to 90'
691+00	693+00	100' taper to 80'	90' taper to 80'
693+00	703+00	80'	80'

The parcel of land to which this description applies contains 4.9 acres.

It is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Willamina-Salem Highway and all of the contiguous real property of the owners which abuts thereon remaining after the appropriation of the above-described real property, providing, however, that there shall be reserved unto the owners, their heirs and assigns, for service of the said remaining land, the following:

A right, so long as any portions of the remaining property on both sides of the said Willamina-Salem Highway and served by such crossing are held by a common ownership, to establish, maintain and use a crossing of a width of 30 feet at Highway Engineer's center line Station 694+80, such right to continue only so long as the crossing shall be used for farm purposes only.

2. That this resolution be entered in full in the minutes and records of the Commission this 4th day of June, 1956, as Condemnation Resolution No. 560-a.

EXHIBIT "H-6"

Minutes of June 4 and 5, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part and relocate in part, construct, improve and maintain the Pendleton-Pilot Rock Section of the Pendleton-John Day Highway; and

WHEREAS, for the purpose of widening in part and relocating in part, constructing, improving, and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that accesss to and from the said highway should be controlled southerly from Highway Engineer's centerline Station 163+50;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The State Highway Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening in part, relocation in part, construction, improvement and maintenance of the said Pendleton-Pilot Rock Section of the Pendleton-John Day Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be no rights of access of any nature on the Pendleton-John Day Highway south of Highway Engineer's centerline Station 163+50 thereon, between the right of way of the widened and improved or relocated Pendleton-John Day Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property, provided, however, that there shall be reserved unto the respective owners, their heirs and assigns, for service of the respective remaining lands, such access reservations as are noted as to each parcel or parcels on the said attached list marked Exhibit "A".*

3. That the widening in part, relocation in part, construction, improvement and maintenance of the said Pendleton-Pilot Rock Section of the Pendleton-John Day Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 4th day of June, 1956, as Condemnation Resolution No. 627.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 627, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "H-7"

Minutes of June 4 and 5, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of roadbuilding materials, approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen and improve the route of the Empire-Coos Bay Highway through the City of Coos Bay; and

WHEREAS, for the purpose of widening and improving the route of the Empire-Coos Bay Highway through the City of Coos Bay, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The State Highway Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening and improvement of the route of the said Empire-Coos Bay Highway through the City of Coos Bay, certain interests in or fee simple title to a certain parcel of real property. The said parcel of real property, or particular interest therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, is more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

EXHIBIT "H-7" (Cont)

2. That the widening and improvement of the route of the said Empire-Coos Bay Highway through the City of Coos Bay and the facilities for which the said parcel of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcel of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcel of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 4th day of June, 1956, as Condemnation Resolution No. 628.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 628, under the heading "Real" Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "H-8" (Cont)

2. That the widening, construction, improvement and maintenance of the said Mt. Hood Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 4th day of June, 1956, as Condemnation Resolution No. 630.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No 630, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "H-8"

Minutes of June 4 and 5, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, construct, improve and maintain the Mt. Hood Highway; and

WHEREAS, for the purpose of widening, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, construction, improvement and maintenance of the said Mt. Hood Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

EXHIBIT "H-9"

Mintues of June 4 and 5, 1956

RESOLUTION

WHEREAS, the State Highway Commission on the 1st day of March, 1956, by resolution declared the necessity for the acquisition of certain real property situated in Lot 1 and the Northeast quarter (NE¼) of the Northeast quarter (NE¼) of Section 25, Township 1 North, Range 3 East, Willamette Meridian, Multnomah County, Oregon, for right of way purposes, for the construction, reconstruction, improvement and maintenance of the Columbia River Highway; and

WHEREAS, the said Highway Commission subsequently discovered that a certain farm structure is located partially upon the real property described as Parcel No. 2 in the resolution hereinabove mentioned and partially upon the owner's remaining real property; and

WHEREAS, the said Highway Commission has found it necessary that said farm structure be acquired and removed, and a right of entry is needed and required to go upon the owner's remaining real property for the purpose of removing said structure.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That it is necessary to acquire and remove all of that certain farm structure located partially upon the real property hereinafter described and partially upon the owner's remaining real property approximately opposite Highway Engineer's centerline Station 534+00 and northerly of the said Columbia River Highway, and in connection therewith, it is necessary to acquire a right of entry to go upon the owner's remaining real property contiguous to the real property hereinafter described for the purpose of removing, dismantling, or otherwise disposing of said structure. The real property hereinafter referred to is described as follows, to wit:

Parcel No. 2:

A parcel of land lying in the Northeast quarter (NE¼) of the Northeast quarter (NE¼) of Section 25, Township 1 North, Range 3 East, Willamette Meridian, Multnomah County, Oregon, the said parcel being described as follows:

Beginning at the Southwest corner of said Northeast quarter (NE¼) of the Northeast quarter(NE¼); thence North 40°40' East 153.5 feet; thence North 3.72 feet to the Southeast corner of that tract conveyed to Paul Martin and Verla Martin by deed recorded in Book 1523, Page 418 of Multnomah County Deed Records, said corner being the true point of beginning of the parcel herein described; thence South 84° 17' East parallel

EXHIBIT "H-9" (Cont)

to and 200 feet northerly from the relocated center line of the Columbia River Highway 535.1 feet to a point opposite Station 537+00 on said relocated highway center line; thence North 62° 28' 55" West 538.52 feet to a point opposite and 400 feet northerly from Engineer's centerline Station 532+00; thence North 84° 17' West parallel to and 400 feet northerly from said relocated highway centerline 55.1 feet to the East line of said Martin tract; thence South along said East line 201 feet to the point of beginning.

The parcel of land to which this description applies contains 1.4 acres.

2. That this resolution be entered in full in the minutes and records of the Commission this 4th day of June, 1956, as Condemnation Resolution No. 597-a.

EXHIBIT "H-10"

Minutes of June 4 and 5, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, construct, improve and maintain the Oakland-Deady Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chaper 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, for the purpose of widening, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled;

EXHIBIT "H-10" (Cont)

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, construction, improvement and maintenance of the said Oakland-Deady Section of the Pacific Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner, or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as through set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said widened and improved Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property.

3. That the widening, construction, improvement and maintenance of the said Oakland-Deady Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 4th day of June, 1956, as Condemnation Resolution No. 645.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 645, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "I"

Minutes of June 4 and 5, 1956

RESOLUTION

WHEREAS, the Baker-Homestead Highway is a primary state highway under the control and jurisdiction of the State Highway Commission; and

WHEREAS, the Idaho Power Company is engaged in the construction of the Brownlee Dam, which, when completed, will encroach upon the right of way of the Baker-Homestead Highway; and

WHEREAS, the route of the present Baker-Homestead Highway must be changed to pass around the end of the Brownlee Dam; and

WHEREAS, the Highway Commission deems it necessary and in the best interests of the travelling public that the route of the Baker-Homestead Highway be changed so as to pass around the Brownlee Dam.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission that:

1. The route of the Baker-Homestead Highway is changed to a course which follows around the Brownlee Dam.

2. That this resolution be entered in the minutes and records of the Highway Commission on this 5th day of June, 1956, as Primary Highway Designation Resolution No. 23.

VOLUME 41

PART II

PART II

OF

VOLUME XLI

MINUTES OF OREGON STATE HIGHWAY COMMISSION

COVERING PERIOD

F R O M

JULY 1, 1956

TO

AUGUST 31, 1956

- - - -

OREGON STATE HIGHWAY COMMISSION

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner

- - - -

HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT

LOCATED AT SALEM, OREGON

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26662	July 12	BIDS received on construction projects.
26667		COMMISSION MEETING MINUTES approved for April 26-27, 1956, and June 4-5, 1956.
		PARKS SUPT. reports on following matters:
		Jackson County. Medford. Prescott Park. Roxy Anne Butte. Offer by City of land for park purposes declined.
		State Parks Advisory Committee. Report on State Parks. Expenditure of $750 for 1,000 copies of report approved.
		Collier State Park. Klamath County. 1-mile fence construction and cattle guard installation approved.
		Emigrant Springs State Park. Umatilla County. Request to use for archery range approved. Agreement to cover.
26668		Wallowa Lake State Park. Wallowa County. Horses not to be used in picnic and camping areas. See EXHIBIT "I".
		Depoe Bay State Park. Lincoln County. Concession Building. Expenditure for building improvements approved.
		Nehalem Sand Spit State Park. Tillamook County. Request for construction of airplane landing strip deferred.
		Parks Supt. and Asst. Parks Supt. to Grand Teton National Park, Wyoming, September 7-11, 1956, for National Conference.
26669		Cape Lookout State Park. Tillamook County. Request of Pacific Tel. & Tel. Co. for installation of 2 phone booths approved.
		Silver Falls State Park. Marion County. North Falls Youth Camp. State construction of recreation building approved.
26670		REAL PROPERTY. Acquisition approved. See EXHIBIT "A".
		DOUGLAS COUNTY. Pacific Hwy. Chenoweth Park-Deady Section. Garrett property. Condemnation authorized if options rescinded.
		YAMHILL COUNTY. McMinnville. Adams Street. Status report re acquisition of r/w given.
		LANE COUNTY. Eugene-Springfield. "Q" Street Route. Status report re acquisition of r/w given.
		LINN COUNTY. Sweet Home. Maintenance Headquarters. Authority granted to negotiate acquisition of 3 properties.
26671		SALE OF MISCELLANEOUS PROPERTIES report approved.
		SUPPLEMENTAL RENTAL REPORT accepted.
		ACCESS CHANGES on four properties approved.
		LINCOLN COUNTY. Corvallis-Newport Hwy. Newport-Toledo Section. Turner property. $750 compensation for well damage approved.
26672		KLAMATH COUNTY. Willamette Hwy. National Forest Section. Payment to US Forest Service for timber approved.
		MARION COUNTY. Portland-Salem Expressway. Gervais-Hayesville Section. Franklin property. Settlement of bridge damage approved.

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26672	July 12	POLK-YAMHILL COUNTIES. Salmon River Hwy. Valley Jct.-Sheridan Section. Sale of excess land authorized. See EXHIBIT "B-1".
		DOUGLAS COUNTY. Pacific Hwy. Deady-Shady Section. Sale of excess land to County for $1,200 approved.
		MARION COUNTY. Pacific Hwy. East. Salem By-pass Section. Sale of excess property authorized. See EXHIBIT "B-2".
26673		TILLAMOOK COUNTY. Oregon Coast Hwy. Tillamook-Hebo Section. Conveyance of 0.67 acre of land to County approved.
		DOUGLAS COUNTY. Pacific Hwy. Shady-Canyonville Section. Relinquishment of haul road to County approved.
		COOS COUNTY. Coos Bay-Roseburg Hwy. Coquille-Rink Creek Section. Encroachment agreement with SP RR Company approved.
		LANE COUNTY. Willamette Hwy. Lookout Point Dam. Revised grant of access to Army Engineers approved.
		JOSEPHINE COUNTY. Grants Pass area. Robertson Bridge. Game Commission. Request for r/a across gravel bar approved.
		DOUGLAS COUNTY. Reedsport. 7th Street-Oregon Coast Hwy. Jct. Relinquishment of property to City approved.
26674		DESCHUTES COUNTY. Bend. Stockpile site. Transfer of site to County approved.
		CONDEMNATION OF REAL PROPERTY approved. See EXHIBITS "C-1" through "C-13".
26677		CONDEMNATION CASES tried. Counsel's report approved.
26678		CONDEMNATION CASES settled. Counsel's report approved.
26679		CONDEMNATION CASES. Offers for property approved.
26681		PUC MATTERS re Hwy. Commission. Counsel reports: Washington County. Hillsboro Crossing Signal Project. Marion County. Salem north. Oregon Electric Rwy. Co.-Claxter Road Jct. Signal protection. Lane County. Eugene. Railway train speeds within city limits. Marion County. Salem. Industrial Way grade crossing. Oregon Electric Rwy. Co. to bear cost of improvement.
		MALHEUR COUNTY. Juntura. Alley bisecting State Hwy. property. Petition requesting vacation of portion of alley approved.
		CLAIMS. Abandonment of two damage claims approved.
26682		DAMAGES TO STATE HWY. FACILITIES. Counsel authorized to institute proceedings for collection in 7 cases.
		LEGAL DEPARTMENT. Employment of Donald R. Stark as chief attorney in Title Section authorized.
		LAKE COUNTY. Klamath Falls-Lakeview Hwy. Lakeview. Blocks 128-145-176. Petition of City to vacate alley approved.
		AWARD OF CONTRACTS. Engineer reports satisfaction of conditions.
26684		LOAD LIMITS REMOVED on 2 hwy. sections.
		USED EQUIPMENT AND SCRAP MATERIALS. Sale approved.
		HOOD RIVER COUNTY. Columbia River Hwy. Hood River east. Conveyance of property to County approved. See EXHIBIT "J".
		HOOD RIVER COUNTY. Brookside Drive County Road. Indian Creek-Windmaster Corner Section. Project cancelled by County Court.

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26684	July 12	HARNEY COUNTY. Frenchglen Secdy. Hwy. Wright Point Section. Designation of section to Group I status approved.
26685		CLACKAMAS COUNTY. Pacific Hwy. East. Milwaukie Section. Engineer to contact City officials re: Harvester Frontage Road extension. North River Road-Hwy. intersection.
		TILLAMOOK COUNTY. Dolph-Boyer Cut-off. Construction of new hwy. discussed and denied.
		LANE COUNTY. Pacific Hwy. Goshen-Creswell Section. Hawley Riverside County Road Jct. Overcrossing construction denied.
26686		WASCO COUNTY. The Dalles-California Hwy. The Dalles-Eightmile Creek Section. Hwy. relocation requested. No action.
		COMMISSION MEETING RECESSED at 12:00 noon and reconvened at 2:00 p.m.
		WASCO COUNTY. The Dalles-California Hwy. The Dalles-Eightmile Creek Section. Further discussion re hwy. relocation.
		SPEED ZONE. Tillamook County. Wilson River Hwy. MP 27.60 - MP 28.68. Establishment of speed zone during construction.
26687		LOG HAULING. PUC. Revised recommendations re transportation of logs, poles or piling adopted and forwarded to PUC Comm.
		HWY. CENTER-LINE STRIPING. Engineer's progress report presented. Change from white back to yellow for striping approved.
		BENTON COUNTY. Alsea Hwy. Alsea Mt. Section. Report on economic survey given. Improvement deferred.
		UNFINISHED BUSINESS MATTERS discussed:
26688		BENTON COUNTY. Alsea Hwy. Alsea Mt. Section.
		CURRY COUNTY. Brookings. Mill Creek. Request for state park on beach denied.
		HARNEY COUNTY. Burns vicinity. Diamond-Crater recreational area. Report not complete.
		COOS COUNTY. Cape Arago Secdy. Hwy. South Slough Bridge. Installation of electrically operated gates and barriers deferred.
		MARION COUNTY. Salem. Installation of 9 new-type traffic controllers approved on 50-50 basis.
		WASHINGTON COUNTY. Farmington Secdy. Hwy. Beaverton. Request for hwy. widening within City approved conditionally.
		DOUGLAS COUNTY. Tiller-Trail Secdy. Hwy. Milo-Corn Creek Section. Angell Bros., contractors. Proposal bond forfeited.
26689		KLAMATH COUNTY. Klamath Falls. South 6th St.-SP RR tracks jct. Agreement with SP Company for installation of signals approved.
		DOUGLAS COUNTY. Oregon Coast Hwy. Gardiner-Elbow Lake Section. Construction of concrete curb approved.
		AERIAL PHOTOGRAPHY. Engineer authorized to advertise for bids on blanket contract for 1-year duration.
		EMERGENCY RELIEF COUNTY PROJECTS. Method of procedure in handling these projects discussed and adopted.

Page	Date 1956	Subject
26689	July 12	LANE COUNTY. Pacific Hwy. Goshen-Cottage Grove Section. Expenditure for pavement sealing confirmed. Bids to be received.
26690		WASHINGTON COUNTY. Tualatin Valley Hwy. Beaverton-Reedsville Section. Aloha-Huber Water District pipe line. Payment of additional costs in moving and replacing facilities approved.
		POLK COUNTY. Salem-Willamina Hwy. Rickreall-Dolph Corner Section. Surfacing and paving project. Increase in funds authorized. Postponement of award of contract to August meeting approved.
		COOS COUNTY. Oregon Coast Hwy. Coos Bay. Front Street connection. Bids to be received at August meeting.
		MORROW COUNTY. County Court delegation requests:
		Heppner-Spray Secdy. Hwy. Chapin Creek-Wheeler County Line Section. Improvement to be considered in next Forest Hwy. Program.
26691		Heppner Hwy. Heppner. School-Fairgrounds Section. Footpath construction referred to Engineer for investigation.
		COLUMBIA COUNTY. FAS Projects as follows:
		FAS Hwy. 609. North Fork Scappoose Creek Bridge. Bridge construction approved.
		FAS Hwy. 567. Oak Ranch Creek Bridge. Project to be cancelled.
		EQUIPMENT. Engineering equipment for 12 new survey crews approved.
		LOCATION SURVEYS adopted for:
26692		Jackson County. Medford-Provolt Secdy. Hwy. China Gulch-Copper Road Section. See EXHIBIT "H-1".
		Yamhill County. Pacific Hwy. West. South Yamhill River-Amity Section. Whiteson Unit. See EXHIBIT "H-2".
		Lane County. McKenzie Hwy. Finn Rock-Elk Creek Section. See EXHIBIT "H-1".
		Josephine County. Rogue River Loop Secdy. Hwy. River Banks Farm Section. See EXHIBIT "H-1".
		Jefferson County. The Dalles-California Hwy. Willowdale-Madras Section. Willowdale-Lyle Gap Unit. See EXHIBIT "H-2".
		Lane County. Richardson-Eugene Secdy. Hwy. Walton-Noti Section. See EXHIBIT "H-1".
		Curry County. Oregon Coast Hwy. Gold Beach-Cape Sebastian Section. See EXHIBIT "H-2".
		LANE COUNTY. Richardson-Eugene Secdy. Hwy. Walton-Noti Section.
26693		Increase in project authorization approved.
		CURRY COUNTY. Oregon Coast Hwy. Brookings. Pacific Ave.-Oak St. Section. Request for hwy. improvement approved.
		COOS-DOUGLAS COUNTIES. Pacific Hwy. Jct.-Oregon Coast Hwy. Jct. Route. (proposed). Request for early construction denied.
		EXTENSIONS OF TIME to complete contracts granted.
26695		CONTRACTS completed and accepted. See EXHIBIT "D".
		WASHINGTON COUNTY. Wilson River Hwy. Glenwood-North Plains Section. Contract #4311, Rogers Const. Co. Progress report.
		FOREST HIGHWAY PROGRAM. Elimination of 2 projects due to overrun:
		Linn County. Belknap Springs Hwy. North end. Grading.
		Douglas County. Diamond Lake Hwy. Grading-surfacing-paving.

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26696	July 12	CLATSOP COUNTY. Oregon Coast Hwy. Seaside. Roosevelt Drive. Relocation project to be considered later.
		MARION COUNTY. Salem. State Hwy. Building. Expenditure of $3,500 for improvements in basement of building approved.
		LAKE COUNTY. Fremont Hwy. Jct.-Willamette Hwy. Jct. Route. (proposed). Request for survey to determine best route denied.
		LAKE COUNTY. Warner Secdy. Hwy. Adel-Plush Section. Camas Creek-McDowell Creek-Plush County Road. Exchange of roads denied.
		COOS COUNTY. Coos Bay. Central Avenue. 8th St.-14th St. Section. Extension of improvement to 7th Street denied.
26697		SPECIAL STATE TAX STREET FUND. January 1-June 30, 1956. Allocation of funds to cities approved. See EXHIBIT "E".
		TILLAMOOK COUNTY. Oregon Coast Hwy. Tillamook north. "Juno Inn". Parking on shoulders prohibited. See EXHIBIT "G-1".
		WASHINGTON COUNTY. Beaverton-Hillsdale Hwy. Multnomah County Line-Beaverton Section. Parking prohibited. See EXHIBIT "G-2".
		LANE COUNTY. Richardson-Eugene Secdy. Hwy. MP 39.51 - MP 41.63 Section. Parking prohibited. See EXHIBIT "G-3".
26698		TRAVEL - OUT OF STATE approved for: R. C. Blensley to Cheyenne, Wyo., August 2-3, 1956 for WASHO. J. Al Head to Lafayette, Indiana, August 11-12, 1956. Roy C. Edgerton To San Francisco, September 19-20, 1956. F. B. Crandall, J. Al Head, Val P. Johnson to San Francisco, September 24-28, 1956. Forrest Cooper to Chicago, July 12-13, 1956.
		TILLAMOOK COUNTY. Neskowin. Ocean beach area. Closure of beach for vehicular traffic and landing of aircraft approved.
		TRAVEL INFORMATION BUREAU. Travel Advisory Committee vacancy. Request from Brookings to appoint person from area.
26699		LOG HAULING. Hauling hours extended to 9:00 p.m. until Oct. 1, 1956. No hauling on Saturday afternoons.
		CLACKAMAS COUNTY. Timberline Jct. Maintenance Headquarters. US Forest Service lease extended to June 30, 1957.
		LINCOLN COUNTY. Corvallis-Newport Hwy. Toledo. Georgia-Pacific Plywood Co. Placing pipe-line on hwy. r/w denied.
		HIGHWAY RESEARCH BOARD CORRELATION SERVICE. Renewal of subscription to June 30, 1957, for $2,339 authorized.
		CLATSOP COUNTY. Oregon Coast Hwy. Cannon Beach north. Erection of textboard re historical cannon approved.
26700		SECRETARY'S REPORT on papers signed from June 1, 1956, through July 9, 1956, approved.
		COMMISSION MEETING DATES set for August 16-17, regular, and tentatively for September 27-28, 1956.
		DOUGLAS COUNTY. Oregon Coast Hwy. Siuslaw River Bridge. Request for additional drawbridge operators denied.
26701		CLATSOP COUNTY. Nehalem Secdy. Hwy. Astoria area. Reduced speed zones established outside city limits. See EXHIBIT "F-1".

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26701	July 12	MARION COUNTY. North Santiam Secdy. Hwy. Stayton area. Reduced
26702		speed zones established outside city. See EXHIBIT "F-2".
		BAKER COUNTY. Baker-Homestead Hwy. Brownlee Dam. Preparation of agreement with Idaho Power Company authorized.
		MULTNOMAH COUNTY. Interstate Bridge. Insurance. Equal participation of Oregon-Washington Ass'n. of Insurance Agents discussed. Letter to Washington Toll Bridge Authority authorized.
		FEDERAL-AID MONEY. $1,500,000 additional available. Projects
26703		selected authorized for bids.
		CONTRACTS. Award of contracts publicly announced.
26706		TRAVEL INFORMATION BUREAU. Advisory Committee. George Weyerhaeuser to be asked to fill vacancy of Arch Sanders.
		GRANT COUNTY. John Day-Burns Hwy. John Day. Request for hwy. widening deferred.
		CENTER STRIPING. Crooked center stripes preceding stop signs. States using this method to be contacted re their experience.
26707		JACKSON COUNTY. Pacific Hwy. Medford By-pass. Hearing to be held in early October.
		COOS COUNTY. Oregon Coast Hwy. Coos Bay. Standard Oil Plant. Report of hazardous traffic condition to be investigated.
		MULTNOMAH COUNTY. Columbia River Hwy. Multnomah Falls-Bridal Veil Section. Request for temporary car storage garage denied. Acquisition of remaining access rights authorized.
		COMMISSION MEETING adjourned at 5:00 p.m.
	July 13	COMMISSION MEETING reconvened at 9:00 a.m.
26708		BIDS received on construction projects.
26711		MULTNOMAH COUNTY. Banfield Expressway. Howard Cooper Corporation. Request for improvements to state-owned property denied.
26712		WEIGHT VIOLATIONS. Inquiry re present status of problem. Counsel reports writing to 4 district attorneys.
		DOUGLAS COUNTY. Elkton-Sutherlin Secdy. Hwy. Kellogg Bridge-Yellow Creek Section. South Unit. Contractor's bid bond forfeited.
		WHEELER-GRANT COUNTIES. John Day Hwy. Fossil-Dayville Section.
26713		Request for hwy. improvement urged.
		MARION COUNTY. Silver Falls State Park. Recreational building to be constructed by State.
26714		CROOK COUNTY. Ochoco Hwy.(old). Mill Creek Bridge. Repair of bridge and amending abandonment agreement discussed.
		CLACKAMAS COUNTY. Pacific Hwy. East. Milwaukie Section. Extension of frontage road and other improvements discussed.
26715		WASHINGTON COUNTY. Delegation requests following:
		Hillsboro-Sunset Hwy. Connection Road. Engineer authorized to study project.
		10th Street. Oak-Baseline Section. Request for extension of contract to be investigated.
		COMMISSION MEETING recessed at 12:00 noon to reconvene at 2:00 p.m.

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26716	July 13	LANE COUNTY. Pacific Hwy. Goshen-Creswell Section. Hawley Riverside Road. Request for additional access denied.
		LANE COUNTY. Richardson-Eugene Secdy. Hwy. Requests for: Noti footpath construction discussed. No action. Route "F". Completion of hwy. Cost study authorized.
26717		WASCO COUNTY. The Dalles-California Hwy. The Dalles-Eightmile Creek Section. Hwy. improvement urged. No action.
		OREGON COAST ASSOCIATION. Hwy. improvement discussed for: Lincoln County. Cascade Head Section. Coos-Curry Counties.
26718		WASCO-SHERMAN-GILLIAM COUNTIES. Hwy. improvements requested: Wasco-Heppner Secdy. Hwy. Wasco-Condon Section. The Dalles-California Hwy. Grass Valley-Kent Section and Moro-Wasco Section.
26719		TILLAMOOK COUNTY. Nehalem Bay Sand Spit Air Strip (proposed). Use of hwy. property for air-strip discussed.
		COOS COUNTY. Cape Arago Secdy. Hwy. North Bend. Broadway Avenue. Monroe Ave.-16th St. Increased contract approved.
26720		BAKER COUNTY. Delegation requests following improvements: Baker-Homestead Hwy. Hwy. completion into Richland. Haines-Anthony Lake Secdy. Hwy. Hwy. improvement. Old Oregon Trail. Baker-Pleasant Valley Section.
		CLATSOP COUNTY. Oregon Coast Hwy. Request for following: Fort Stevens Park. Access road to beach. Smith Point. Youngs Bay Bridge construction. Priority.
26721		KLAMATH COUNTY. Chiloquin. Delegation requests projects: Second Avenue improvement discussed and denied. Sprague River Road maintenance. Indian Agency road.
		CONTRACTS. Award of contracts publicly announced.
26723		LOWER COLUMBIA HWY. ASSOCIATION. Columbia River Hwy. Portland-
26724		Astoria Section. Delegation requests improvement.
		DOUGLAS COUNTY. Roseburg. Delegation requests improvements: One-way couplet. Rose and Stephen Streets. Oak Street Bridge replacement. North Umpqua Hwy. Apple Creek-Dry Creek Section.
26725		MALHEUR COUNTY. Old Oregon Trail. Spur hwy. connection at Fairwell Bend. Construction urged. No action.
		LINCOLN COUNTY. Wecoma Beach. Indian land tract. Parks Supt. authorized to bid $18,000 for 58-acre tract.
		LEGAL DEPARTMENT. Salary schedule. Letter to Attorney General approved.
		AGREEMENTS and other papers signed.
26727		COMMISSION MEETING ADJOURNED at 5:00 p.m.
26728		EXHIBIT "A". Real property acquisition.
26779		EXHIBITS "B-1" - "B-2". Sale of excess property.
26783		EXHIBITS "C-1" through "C-13". Condemnations.
26816		EXHIBIT "D". Contracts completed and accepted.

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26819	July 13	EXHIBIT "E". Special State Tax Street Fund.
26831		EXHIBITS "F-1" - "F-2". Speed zones established.
26835		EXHIBITS "G-1" through "G-3". No parking on shoulders zones establish
26841		EXHIBITS "H-1" - "H-2". Surveys adopted.
26845		EXHIBIT "I". Wallowa Lake State Park. Wallowa County. Horses not t be used in picnic and camping areas.
26846		EXHIBIT "J". Hood River County. Columbia River Hwy. Hood River eas Conveyance of property to County.
26850	July 26	SPECIAL MEETING re resignation of Mr. R. H. Baldock, State Highway Engineer. Resolution adopted.
26852		STATE HIGHWAY ENGINEER vacancy. Appointment of W. C. Williams for 4-year term approved. Resolution adopted.
26853		LETTER to Hon. Earl T. Newbry, Secretary of State, notifying him of Mr. Williams' appointment. Approved by Gov. Elmo Smith.
26854		DEPUTY STATE HIGHWAY ENGINEER vacancy. Appointment of Forrest Cooper approved. Resolution adopted.
26856		CONSTRUCTION ENGINEER vacancy. Appointment of Mr. Tom Edwards approved.
		NEW APPOINTMENTS discussed. Public announcement to press authorized.
		ADVERTISING RIGHTS on owners' remaining property. Resolution adopted.
26857		PORTLAND-SALEM EXPRESSWAY. Hayesville Interchange-Harbor Drive Section named "R. H. Baldock Freeway" as memorial. Resolution adopted.
26858		AASHO. Adminstrative Heads meeting. Chicago, July 12-13, 1956. Copies of Mr. Cooper's report furnished each commissioner.
		FEDERAL FUNDS authorized by Congress for hwy. construction. Press releases explaining use of the funds approved.
		CLATSOP COUNTY. Trans-Columbia Bridge at Astoria. Construction and additional ferries discussed.
26859		FEDERAL FUNDS. 2-year program and tentative 5-year program discussed.
		COMMISSION MEETING recessed at 12:00 noon to reconvene at 1:30 p.m.
		POLK COUNTY. Willamina-Salem Hwy. Dolph Corner-Rickreall Section. Paving contract awarded to Central Paving Company.
26860		FEDERAL FUNDS. Two-year construction program tentatively adopted. Five-year construction program deferred for consideration.
		TILLAMOOK COUNTY. Oregon Coast Hwy. Neskowin-Salmon River Section. Bodding property. Condemnation resolution amended re 2 accesses.
26862		COMMISSION MEETING adjourned at 3:30 p.m.

Page	Date 1956	Subject
26863	Aug. 16	COMMISSION discussed following matters: R. H. Baldock's resignation. New 13-year construction program. Two-year program to be adopted. W. C. Williams remarks on work ahead.
		BIDS received on construction projects.
26866		BAKER COUNTY. Baker-Homestead Hwy. Brownlee and Oxbow Dams. Idaho Power Company agreement discussed. Meeting with Company officials approved.
26867		PARKS SUPT. reports on following matters: Travel Advisory Committee. Appointment of George H. Weyerhaeuser. Cove-Palisades State Park. Jefferson County. Request from BPA to install transmission line approved. Shore Acres State Park. Coos County. Purchase of Indian-owned land and negotiation for Keizer property approved.
26868		Fogarty Creek State Park. Lincoln County. Utility District. Agreement to furnish electric power to park approved. Cove-Palisades State Park. Jefferson County. Bureau of Land Management. Permission granted to issue oil leases. Wallowa Lake State Park and Honeyman State Park. Newspaper vending machines approved on trial basis. Jackson County. Reservoir sites. Emigrant Springs, Howard Prairie, and Hyatt Prairie. Suggested park sites. Lincoln County. Oregon Coast Hwy. Oceanlake north. Indian land. Report on competitive bidding. No bids accepted.
26869		Grant County. John Day Hwy. Dayville west. Marcall Overlook. Conveyance of entrance road to County approved.
		PARKS. Overnight camping facilities. Parks Supt. reported large increase in use of areas.
		REAL PROPERTY. Acquisition approved. See EXHIBIT "A".
26870		REAL PROPERTY. Acquisition of property not previously authorized. SALE OF MISCELLANEOUS PROPERTIES report approved. SUPPLEMENTAL RENTAL REPORT accepted. SALE OF MISCELLANEOUS PROPERTIES. Multnomah County. Banfield Expressway. Superbilt factory. $21,000 received from machinery and tools.
26871		ACCESS CHANGES on seven properties approved. LINN COUNTY. Santiam Hwy. Noble Slough-Foster Section. Morris property. Access granted to property. MALHEUR COUNTY. Central Oregon Hwy. Vale-Cairo Jct. Section. Fukiage gravel pit. Settlement for use of pit approved. HOOD RIVER COUNTY. Columbia River Hwy. Cascade Locks-Viento Section. Exchange of Forest Service & RR property approved. DOUGLAS COUNTY. Umpqua Hwy. Hinsdale Slough-Luder Creek Section. Payment to Douglas Electric Coop. for moving power line approved. DOUGLAS COUNTY. Pacific Hwy. Divide-Rice Hill Section. Sale of 9.3 acres of excess property authorized. See EXHIBIT "B". BENTON COUNTY. Alsea-Deadwood Secdy. Hwy. Reckon Quarry Site. Sale of timber authorized.

Page	Date 1956	Subject
26872	Aug. 16	CLACKAMAS COUNTY. Pacific Hwy. East. East Portland Division Headquarters. Purchase of land for expansion authorized. See EXHIBIT "L".
		UMATILLA COUNTY. Pendleton-John Day Hwy. Pendleton-Pilot Rock Section. Payment to PP&L Co. for moving lines approved.
		TILLAMOOK COUNTY. Oregon Coast Hwy. Kilchis River-Bay City Section. Sale of 0.15 acre to Mr. Illingsworth approved.
		MARION COUNTY. Baldock Freeway. Request of BPA for power line easement granted.
26873		KLAMATH COUNTY. The Dalles-California Hwy. Mazama Jct.-Lobert Section. Release of Klamath Indian Reservation haul road approved.
		COOS COUNTY. Coos River Secdy. Hwy. Catching Slough-Chandler Bridge Section. Payment to West Coast Tel. Co. for moving line approved.
		YAMHILL COUNTY. Salmon River Hwy. Valley Jct.-Sheridan Section. Conveyance of 9.86 acres to Lux approved.
		UMATILLA COUNTY. Old Oregon Trail. Emigrant Hill-Deadman's Pass Section. Request for r/w across Indian lands approved.
		CONDEMNATION OF REAL PROPERTY approved. See EXHIBITS "C-1" through
26877		"C-16".
		DOUGLAS COUNTY. Pacific Hwy. Johns-Glendale Section. Stumbo property. Counsel explains why r/w was not acquired.
		CONDEMNATION CASES tried. Counsel's report approved.
		CONDEMNATION CASES settled. Counsel's report approved.
26878		CONDEMNATION CASES. Offers for property approved.
26879		PUC MATTERS re Hwy. Commission. Counsel reports:
		Yamhill County. Hillsboro-Silverton Hwy. Newberg. RR crossing signals.
26880		Douglas County. Pacific Hwy. Weaver County Road Overcrossing.
		Klamath County. Klamath Falls. South 6th Street signals.
		Lane County. Richardson area. SP RR Grade Crossing.
		Baker County. Baker-Homestead Hwy. Robinette. RR Grade Crossing.
		LEGISLATIVE MATTERS. Proposed Legislative Bills approved and to be presented to Hwy. Interim Committee.
26881		LEGAL DEPARTMENT. Legislative action re control of hwy. legal staff. Brief to be prepared.
		Increase in attorney's salaries discussed.
		Increase for Mr. Winslow and Mr. Morgan approved.
		CROOK COUNTY. Ochoco Hwy. Powell Butte-Prineville Section. Agreement re cinder pit and haul road approved.
		COOS COUNTY. Oregon Coast Hwy. Coaledo. Lumber Street. Request for vacation of Street approved.
		LAKE COUNTY. Lakeview. O.V.L. Plat. Corrected petition to County Court re vacation of certain alleys approved.
26882		CLAIMS. Abandonment of four damage claims approved.
		DAMAGE CASES. Counsel authorized to institute legal proceedings in 11 cases for collection of damages to state property.
26883		CLACKAMAS COUNTY. Pacific Hwy. East. Milwaukie. Kellogg Lake south. Joe Schmidhamer. Start of legal proceedings granted for ditch damage.

Page	Date 1956	Subject
26883	Aug. 16	CROOK COUNTY. Ochoco Hwy.(old). Marks Creek-Prineville Section. Abandonment agreement amended to allow County to close road.
		CLATSOP COUNTY. Astoria. Columbia River Bridge (proposed). Status report presented.
26884		AWARD OF CONTRACTS. Engineer reports awards.
26885		LANE COUNTY. Eugene. University of Oregon. 13th Avenue closure. Engineer to discuss plan with University and City.
		WEIGHMASTER RECORDS. April through June. 1952-1956. Engineer submitted tabulation of statistics.
		HARNEY COUNTY. Frenchglen-Denio proposed hwy. Report on reconnaissance survey given. Construction denied.
		LANE COUNTY. Siuslaw Hwy. Triangle Lake area. Report on reconnaissance survey given. Project deferred.
26886		LOAD LIMITS. R. H. Baldock Freeway. MP 19.07 - MP 43.17. Load limits removed.
		MORROW COUNTY. Heppner Hwy. Heppner. High School-County Fairgrounds. Footpath construction approved. See EXHIBIT "K-1".
		UNFINISHED BUSINESS MATTERS discussed.
		HARNEY COUNTY. Burns. Diamond-Crater area. Recreational development. Report not complete.
		MORROW COUNTY. Heppner Hwy. Heppner. High School-County Fairgrounds footpath construction.
26887		CROOK COUNTY. Ochoco Hwy.(old). Marks Creek-Prineville Section. Abandonment agreement amended.
		CLACKAMAS COUNTY. Pacific Hwy. East. Milwaukie Section. Frontage road extension to Main St. denied. Other problems discussed.
		WASHINGTON COUNTY. Hillsboro. 10th Street. Oak St.-Base Line St. Contract expanded one-half block.
		COOS COUNTY. Oregon Coast Hwy. Coos Bay. Standard Oil Co. Elimination of bad curve. Engineer to investigate.
26888		PROJECT AUTHORIZATION INCREASES approved for: Contracts #4422, #4576, #4298, #4338, and #4311.
		SURVEYS adopted for: (See EXHIBIT "J").
		Malheur County. Central Oregon Hwy. Horseshoe Bend-Peach Section.
		Coos County. Oregon Coast Hwy. Davis Slough-Bandon Section.
		GRANT COUNTY. John Day-Burns Hwy. John Day. Catholic Church-south City limits. Project approved for early 1957.
26889		DOUGLAS COUNTY. Pacific Hwy. Booth Ranch Unit. Contract #4223. Assessment for contract time overrun rescinded.
		US COAST AND GEODETIC SURVEY. Establishment of geodetic control in conjunction with hwy. projects for 1956 approved.
		YAMHILL COUNTY. Salmon River Hwy. Willamina access road construction deferred.
26890		Delegation to secure Yamhill County commitment.
		COUNTY FEDERAL-AID SECDY. HWYS. Financing procedure discussed. Extension of policy for 2-year period approved.

Page	Date 1956	Subject
26890	Aug. 16	FEDERAL-AID FUNDS ALLOCATION TO COUNTIES. 1957. Discussion of additional funds. Allocation of funds approved.
26891		MALHEUR COUNTY. I.O.N. Secdy. Hwy. Improvement with Federal Land funds authorized.
26892		FEDERAL FUNDS CONSTRUCTION PROGRAM. Two-year program 1957-58-59. Formulation of program discussed briefly.
		HOOD RIVER COUNTY. Mt. Hood Hwy. Parkdale-Wapinitia Jct. Section. Project to be discussed with BPR and Forest Service.
		DOUGLAS COUNTY. Pacific Hwy. Roseburg. One-way street couplet. Construction approved conditionally. Agreement to be prepared.
26893		COMMISSION MEETING RECESSED at 12:00 noon and reconvened at 2:00 p.m.
		FRED T. FOWLER. Hwy. Coordinator for Portland introduced to the Commission.
		UNION COUNTY. Elgin. Wallowa Lake Hwy.-Weston-Elgin Hwy. Jct. Intersection to be widened.
		EXTENSIONS OF TIME to complete contracts granted.
26895		CONTRACTS completed and accepted. See EXHIBIT "D".
		WHEELER COUNTY. Ochoco Hwy. Mitchell. Contract for emergency hwy. repairs due to flooding confirmed.
26896		JACKSON COUNTY. Medford-Provolt Secdy. Hwy. Medford. 8th St. and Main St. one-way couplet requested. Construction approved.
		STATE TAX STREET FUNDS. Plans approved. See EXHIBIT "E".
		COOS COUNTY. Oregon Coast Hwy. Coquille north. Coquille Plywood Co. road jct. Channelization project approved.
		UNION COUNTY. Weston-Elgin Secdy. Hwy. Spout Springs access road. Blue Mt. Ski Club. Expansion of parking area approved.
26897		JACKSON COUNTY. Crater Lake Hwy. Trail-Cascade Gorge Section. Improvement deferred pending 2-year program study.
		LANE COUNTY. Richardson-Eugene Secdy. Hwy. Noti School Dist. #88. Footpath construction approved. See EXHIBIT "K-2".
		COLUMBIA COUNTY. Columbia River Hwy. Scappoose north. Extension of speed zone northerly approved. See EXHIBIT "H".
26898		KLAMATH COUNTY. Klamath Lake Secdy. Hwy. Klamath Falls west. Request for establishment of speed zone denied.
		TRAVEL - OUT OF STATE authorized for:
		Carl W. Jordan to Glacier Park, Montana, September 8-9, 1956.
		David Garrett to U of California, August 27-31, 1956.
		W. C. Williams to LaSalle, Illinois, September 10-11, 1956, for AASHO Test Road Advisory Committee.
		Ben R. Chandler, Chas. H. Reynolds, M. K. McIver, W. C. Williams, Forrest Cooper, G. S. Paxson and C. W. Enfield to Atlantic City, November 27-30, 1956, for AASHO.
		R. B. Sipprell to Santa Fe, New Mexico, September 26-27, 1956.
		PLANS CREDIT CERTIFICATES issued to contractors as refund. Secretary authorized to sign them.
		HOOD RIVER COUNTY. Columbia River Hwy. Hood River. 2nd St. Interchange. State to pay for irrigating landscaped area.
		OSEA. Increase of per diem allowance to employees on construction crews approved.

Page	Date 1956	Subject
26899	Aug. 16	WHEELER COUNTY. Ochoco Hwy. Mitchell. Brookshire and Harnden claims for flood damage denied.
		VOUCHER LISTS. Secretary's report of lists signed from July 10 to August 13, 1956, approved.
		COMMISSION MEETING DATES set for September 27-28, and tentatively for November 8-9, 1956.
		WASCO COUNTY. Columbia River Hwy. Seufert east. Storage site. Renewal of lease from Army Engineers approved.
		JEFFERSON COUNTY. The Dalles-California Hwy. Madras. One-way couplet for 5th St. and 4th St. denied.
		LINCOLN COUNTY. Oregon Coast Hwy. Yaquina Bay State Park. Parks Supt. to represent Commission at dedication of marker.
26900		MULTNOMAH COUNTY. Mt. Hood Hwy. Portland. SE 87th Avenue area. No parking area established. See EXHIBIT "I".
		BENTON COUNTY. Corvallis-Newport Hwy. Blodgett Overcrossing Section. Abandonment agreement for old section approved. See EXHIBIT "F".
		UMATILLA COUNTY. Old Oregon Trail. Pendleton. Lease agreement with Cascade Natural Gas Corp. approved.
26901		WALLOWA COUNTY. Little Sheep Creek Secdy. Hwy. Reclassified to Group I status.
		GILLIAM COUNTY. John Day Hwy. Condon north. Speece area. Storage sites. Extension of lease with UP RR Co. approved.
		LAKE COUNTY. Lakeview-Burns Hwy. Alkali Lake Flight Strip. Transfer of title to State Board of Aeronautics approved.
		DELEGATION PROBLEMS discussed. No action taken.
		CONSTRUCTION PROGRAM. Two-year program approved. Contracting to start with September letting.
26912		Press release authorized.
		CONTRACTS. Award of contracts publicly announced.
26913		CLATSOP COUNTY. Astoria. Columbia River Bridge (proposed). Delegation presents plan. Study to be made.
26915		LANE COUNTY. Pacific Hwy. Eugene. Conger property. Conveyance of strip of land to City approved. See EXHIBIT "G".
		COMMISSION MEETING ADJOURNED at 4:55 p.m.
26916	Aug. 17	COMMISSION MEETING RECONVENED at 9:00 a.m.
		BIDS received on construction projects.
26919		YAMHILL COUNTY. Salmon River Hwy. Willamina. Delegation's request for new access road to hwy. to be considered.
26920		MULTNOMAH COUNTY. Interstate Bridge Insurance. Equal participation of Oregon and Washington Insurance Agents reported.
		R. H. BALDOCK FREEWAY. Portland-Salem. Control of speed on freeway discussed. 70 MPH suggested.
		CONSTRUCTION PROJECTS. 2-year program. Match money for next 2 or 3 years discussed. Engineer and Counsel to report.
26921		MULTNOMAH COUNTY. Sunset Hwy. (Canyon Road). Zoological Gardens. Request for overcrossing construction approved.

Page	Date 1956	Subject
26921	Aug. 17	CLACKAMAS COUNTY. Cascade Secdy. Hwy.(82nd Ave.). Clackamas-Gladstone Section. Delegation requests improvement.
26922		MULTNOMAH COUNTY. Mt. Hood Hwy. Portland. Foster Road extension. Delegation request for extension. Action deferred.
		COMMISSION MEETING RECESSED at 12:00 noon to reconvene at 2:00 p.m.
		CLATSOP COUNTY. Oregon Coast Hwy. Seaside-Astoria Section. Delegation inquires re bridge over Youngs Bay and Seaside By-pass.
26923		WASHINGTON COUNTY. Tualatin Valley Hwy. Cornelius-Forest Grove Section. Delegation requests hwy. improvement. No action.
26924		HOOD RIVER COUNTY. Mt. Hood Hwy. Parkdale-Wapinitia Hwy. Jct. Request for hwy. improvement to be considered.
26925		DOUGLAS COUNTY. South Douglas County Hwy. Ass'n. Proposals as follows: Coos Bay-Roseburg Hwy. Improvement. North Umpqua Hwy. Improvement.
		HARNEY COUNTY. Delegation requests following projects: John Day-Burns Hwy. Poison Creek Section. Early completion requested. Central Oregon Hwy. improvement requested. Additional sign at Vale requested.
		CONTRACTS. Award of contracts publicly announced.
26927		YAMHILL COUNTY. Yamhill-Newberg Secdy. Hwy. Request for completion of improvement. No action.
		BAKER COUNTY. John Day Hwy. Austin area. Request for State to take over Forest Service camp to be investigated.
26928		CONDEMNATION OF REAL PROPERTY approved. See EXHIBITS "C-17" and "C-18".
26929		POLK COUNTY. Salem-Dallas Hwy. Salem Bridges west approaches. Contract #3756. Settlement with contractor approved.
		FOREST HIGHWAY FUNDS. BPR, Forest Service and Hwy. officials to arrange tentative program.
26930		MORROW COUNTY. County Court resolution expressing appreciation for service rendered by Mr. R. H. Baldock.
		AGREEMENTS and other papers signed.
26932		COMMISSION MEETING ADJOURNED at 3:45 p.m.

26933	EXHIBIT "A".	Real property acquisition.
26985	EXHIBIT "B".	Sale of excess property.
26986	EXHIBITS "C-1"	through "C-18". Condemnations.
27031	EXHIBIT "D".	Contracts completed and accepted.
27034	EXHIBIT "E".	State Tax Street Funds.
27035	EXHIBIT "F".	Abandonment agreement. Benton County. Corvallis-Newport Hwy. Blodgett Overcrossing Section.
27038	EXHIBIT "G".	Lane County. Pacific Hwy. Eugene. Conger property. Conveyance of strip of land.
27039	EXHIBIT "H".	Columbia County. Columbia River Hwy. Scappoose north. Extension of speed zone.
27041	EXHIBIT "I".	Multnomah County. Mt. Hood Hwy. Portland. SE 87th Ave. area. No parking zone established.

Page	Date 1956	Subject
27043	Aug. 17	EXHIBIT "J". Surveys adopted.
27045		EXHIBIT "K-1". Morrow County. Heppner Hwy. Heppner. High School-County Fairgrounds. Footpath construction.
27046		EXHIBIT "K-2". Lane County. Richardson-Eugene Secdy. Hwy. Noti School Dist. #88. Footpath construction.
27047		EXHIBIT "L". Clackamas County. Pacific Hwy. East. East Portland Div. Headquarters. Purchase of land.

Portland, Oregon
July 12, 1956

The Oregon State Highway Commission met in regular session at 9:00 a.m. in the Queens Room of the Imperial Hotel. Present were:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
W. C. Williams, Deputy State Highway Engineer
W. W. Stiffler, Assistant State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
R. L. May, Jr., Assistant Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

R. H. Baldock, State Highway Engineer, was excused because of illness.

Bids for highway construction, as follows, were opened and read aloud by the Secretary who then announced that the Commission would award contracts at 4:00 p.m. in the same room.

BENTON COUNTY
GREASY CREEK BRIDGE ON BENTON COUNTY ROUTE NO. 46

Babler Bros., Inc., Portland	$ 24,612.00
Concrete Structures, Inc., Portland	24,618.00
C. J. Eldon, Contractor, Portland	30,336.80
Roger E. Holmes, Olympia, Wn.*	34,430.80

*Bidder will not accept award of more than one project.

CLATSOP COUNTY
GRADING AND OILING SUNSET JUNCTION SLIDE SECTION OF THE FISHHAWK FALLS HIGHWAY

J. N. Conley, Portland	$ 27,174.00
O & K Constr. Co., Gresham	27,185.50
C. J. Eldon, Contractor, Portland	28,313.50
Q. L. Rufener, Inc., Portland	29,242.00
J. Bacaloff Co., Portland	34,787.00

CROOK AND DESCHUTES COUNTIES
DIVISION NO. 4 SANDING MATERIAL PROJECT ON 3 STATE HIGHWAYS

Babler Bros., Inc., Portland	$ 29,400.00
C. C. Meisel, McMinnville	33,480.00

Division No. 4 Sanding Material Project-Cont.

J. N. Conley, Portland	$ 34,800.00
F. L. Somers, Medford	43,800.00

DESCHUTES COUNTY
BEND SAND SHED

R. H. Jones, Hillsboro	$ 9,278.16
C. P. Patterson, Redmond	9,581.00
DeGree Constr. Co., Bend	9,693.45
J. L. Ross, Bend	9,795.90
Rohde Constr. Co., Pendleton	10,440.00
George E. Berry, Beaverton	12,620.00

DOUGLAS COUNTY
SLIDE CORRECTION ON ELKHEAD ROAD UNIT, DIVIDE-RICE HILL SECTION OF PACIFIC HIGHWAY

Henry H. Miller, Contractor, Roseburg	$ 11,837.92
F. L. Somers, Medford	12,270.00
Glen Ousley Constr. Co., Eugene	12,954.00

DOUGLAS COUNTY
SLIDE CORRECTION ON WEST UNIT, REEDSPORT-DEAN CREEK SECTION UMQUA HIGHWAY

Henry H. Miller, Contractor, Roseburg	$ 39,733.00
C. J. Eldon, Contractor, Portland	42,604.00
Walter Goodat, Portland	45,513.50
Fred H. Slate Co. & E. C. Hall Co., Portland	45,861.00
J. Bacaloff Co., Portland	46,962.50

DOUGLAS COUNTY
GUARDRAIL CONSTRUCTION ON SHADY-BOOTH RANCH UNIT, SHADY-CANYONVILLE SECTION OF PACIFIC HIGHWAY

Vern Hoaglin, Beaverton	$ 46,935.00
George E. Berry, Beaverton	49,390.00
R & W Constr. Co., Auburn, Washington	52,177.50

JACKSON COUNTY
GRADING AND PAVING JOSEPHINE CO. LINE-ROGUE RIVER ROAD SECTION OF PACIFIC HIGHWAY

Fred H. Slate Co. & E. C. Hall Co., Portland	$258,593.50
A. H. Saxton & Sons, Portland	269,912.00
F. L. Somers, Medford	288,461.00

KLAMATH COUNTY
KLAMATH SAND SHED

A. E. Fitzgerald, Klamath Falls	$ 8,590.00
R. H. Jones, Hillsboro	9,982.00
Rohde Constr. Co., Pendleton	9,990.00
Tom Lillebo, Reedsport	11,480.00

LANE COUNTY
GRADING AND PAVEMENT WIDENING GLENADA HILL SECTION OF THE OREGON COAST HIGHWAY

Umpqua River Navigation Co., Reedsport	$63,043.00
The United Contracting Co., Portland	65,939.00

LINN COUNTY
SWEET HOME MAINTENANCE BUILDING

Lloyd G. Sperling, Tillamook	$14,730.00
Gilbert Roberts, Hood River	15,982.00
Starr Builders, Lebanon	17,474.00
Marvin L. Johnson, Albany	17,537.00
Raymond W. Lillie, Albany	18,830.00

LINN AND JEFFERSON COUNTIES
SANTIAM JUNCTION ROCK PRODUCTION PROJECT ON SANTIAM AND N. SANTIAM HIGHWAYS

No Bids Received

MARION COUNTY
GRADING AND PAVING MACLAREN SCHOOL PROJECT, NORTH OF WOODBURN

Central Paving Co., Independence	$16,315.50
Warren Northwest, Inc., Portland	17,494.50

UMATILLA COUNTY
MISSION ROAD JUNCTION SAND SHED

Bechtel Bros., LaGrande	$12,585.00
Rohde Constr. Co., Pendleton	12,886.20
Gilbert Roberts, Hood River	13,900.00
Geo. E. Berry, Beaverton	14,900.00
Jackson & Ray, Hermiston	15,783.60

CLACKAMAS COUNTY
GRADING AND PAVING OSWEGO SECTION OF COUNTRY CLUB ROAD AND "A" AVENUE

Perkins Bros., Portland	$106,366.00

Grading and Paving Oswego Section-Cont.

Portland Road & Driveway Constr. Co., Portland	$117,079.00
K. F. Jacobsen & Co., Inc., Portland	143,039.00

CLATSOP COUNTY
MEGLER FERRY TERMINAL

General Construction Co., Portland	$ 14,875.00
Palmberg Constr. Co., Astoria	23,660.00
Roger E. Holmes, Olympia, Washington *	29,860.00

*Bidder will not accept award of more than one project.

DOUGLAS COUNTY
ROADSIDE IMPROVEMENT GARDEN VALLEY ROAD INTERCHANGE, DEADY-SHADY SECTION PACIFIC HIGHWAY

Ernest Ferrante & Co., Portland	$ 22,236.20
Knight Pearcy, Salem	22,833.70
E. P. Baltz & Son, Portland	22,869.81
Evergreen Landscaping Service, Eugene	38,918.00

HOOD RIVER COUNTY
SLIDE CORRECTION ON RUTHTON HILL SECTION OF COLUMBIA RIVER HIGHWAY

Kelley Constr. Co., The Dalles	$ 13,658.08
D. C. Toye Co., Inc., Portland	15,008.00
Fred H. Slate Co., Ore. Ltd., Portland	17,020.00
J. Bacaloff Co., Portland	23,652.00

JOSEPHINE COUNTY
GRADING AND PAVING SEXTON MOUNTAIN, N. SLOPE SLIDE SECTION PACIFIC HIGHWAY

C. R. O'Neil, Creswell	$170,311.50
Fred H. Slate Co. & E. C. Hall Co., Portland	173,777.00
Harbert Bros., Estacada	189,075.00
J. Bacaloff Co., Portland	189,701.00
Somers & Stacy, Klamath Falls	195,500.00
Earl L. McNutt Co., Eugene	201,372.50
Durbin Bros., Eugene	220,062.00
Funderburk Constr. Corp.	221,081.00
Erland & Blickle, Portland	273,098.50

MARION COUNTY
GRADING AND PAVING HOPMERE ROAD INTERCHANGE AND BATTLE CREEK JCT. NORTH CONNECTION ON PORTLAND-SALEM EXPRESSWAY

Central Paving Co., Independence	$ 71,630.00

Hopmere Road Interchange-Cont.

Warren Northwest, Inc.	$ 77,919.00
Fred H. Slate & E. C. Hall Co., Portland	83,940.00

MARION COUNTY
PREPARATION OF SLOPE AND CONSTRUCTION OF PNEUMATICALLY-APPLIED SLOPE PAVEMENT AT CHEMAWA OVERCROSSING OF S. P. RAILROAD

Gun-Crete Cement Co., Portland	$ 8,871.20
H. A. Starr Concrete, Portland	14,382.00
Fred H. Slate Co., Ore. Ltd., Portland	15,920.00

MARION COUNTY
CHAMPOEG CREEK BRIDGE ON NEWBERG-YERGENS CORNER ROAD

United Builders, Inc., Beaverton	$ 35,684.10
Johnston & Bryant, Newberg	37,039.00
Babler Bros., Inc., Portland	44,120.00
C. J. Eldon, Contractor	44,611.00
Roger E. Holmes, Olympia, Washington *	45,442.00
Gaylord Constr. Co., Portland	45,621.50
Hannan Bros. Co., Portland	45,926.00

*Bidder will accept award of only one project.

POLK COUNTY
PAVING DOLPH CORNER-RICKREALL SECTION OF WILLAMINA-SALEM HIGHWAY

Central Paving Co., Independence	$307,503.00
Parker-Schram Co., Portland	319,915.00
Warren Northwest, Inc., Portland	325,602.50
J. N. Conley, Portland	325,997.00
J. C. Compton Co., McMinnville	332,451.00
The Central Heating Co., Ore. Ltd., Eugene	353,897.10
E. C. Hall Co., Portland	355,203.50

UMATILLA COUNTY
GRADING AND PAVING S. UNIT, PENDLETON-PILOT ROCK SECTION PENDLETON-JOHN DAY HIGHWAY

Roy L. Houck & Sons, Salem	$221,422.00
Rogers Constr. Co., Portland	224,570.50
Fred H. Slate Co. & E. C. Hall Co., Portland	246,979.50
C. C. Meisel, McMinnville	252,545.00
Vernie Jarl, Gresham	252,750.00

The Commission approved the minutes of the meetings held on April 26 and 27, 1956, and on June 4 and 5, 1956.

The State Parks Superintendent reported on the following park matters:

1. Offer of the City of Medford to convey to the State as a gift, for park purposes, an area known as Prescott Park on Roxy Anne Butte: The Parks Superintendent stated that a study previously authorized by the Commission reveals that the area contains 1,740 acres of land and that some improvements were made during the CCC days; also, that excellent views of the surrounding country can be had from the property. He estimated that it would cost approximately $110,000 to repair the existing park facilities and to place the park in a satisfactory condition. He predicted that approximately 40,000 persons would visit the area annually, most of whom would be local people, and he estimated the annual maintenance cost at about $4,000. He pointed out that the cost to develop and maintain the park would be high in relation to its use, in view of which he recommended that the area not be accepted as a state park. The Commission adopted the recommendation.

2. Proposed expenditure for publication of a report on state parks, prepared by the State Parks Advisory Committee: The Parks Superintendent recommended that 1,000 copies of this report be prepared at an expenditure of $750. The Commission approved the expenditure.

3. Request for fencing along the west side of Collier State Park to keep cattle off the highway and out of the park: The problem of cattle in the park, the Parks Superintendent stated, has reached serious proportions, it being necessary to drive from 100 to 200 cattle out of the park daily. The cattle belong to the Indians and inasmuch as there is no herd law, the only way to control them is to drive them out of the park or to build a fence along the west side of the highway and the park so they cannot enter. He recommended construction of approximately one mile of fence and the installation of a cattle guard across the county road west of the park, at an estimated cost of $900. The Commission approved the expenditure.

4. Request of Happy Cat Bowmen Archery Club, Pendleton, for use of an area approximately one mile west of the developed section of Emigrant Springs State Park as an archery range: This matter, the Parks Superintendent stated, has been checked thoroughly by his department and the Division Engineer. The club, he stated, has agreed to preserve the area in its natural state and will abide by rules and regulations which the State may establish. The Deputy Engineer commented that he could see no objection to such use of the area which is parallel to and north of the Old Oregon Trail, if proper precautions are taken to protect the public. Commissioner Reynolds observed that it does not appear necessary to erect a special fence to keep pedestrians out of the area but if such a fence is required the club should be required to in-

stall it. The Commission approved the request and ordered the matter covered by an appropriate written agreement to be prepared by the Chief Counsel.

5. Restriction on the use of horses in Wallowa Lake State Park: The Parks Superintendent reported that numerous complaints have been received from picnickers and overnight campers that horseback riders are permitted to use the roads and the camping area in the park. Many people who are not interested in horses, he said, have a hard time reconciling the presence of horses in the area that they use. He recommended that horses be prohibited from the picnic and camping areas in the north part of Wallowa Lake State Park. The Commission accepted his recommendation by adopting the attached resolution relative thereto marked EXHIBIT " I " which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

6. Consider additional expenditure of $500 for improvements in the new concession building at Depoe Bay: The Parks Superintendent stated that the concessionaire has requested the following: Installation of a door in the opening between the storage bay and the furnace room; the installation of doors or gates to shut off a portion of the main lobby to permit only one person to operate the concession in slack times; and, a change in the entrance from a low step to a sloping ramp. These improvements, he stated, will be beneficial to the operator and to the State and he recommended that they be installed at an estimated cost of $500. The Commission approved the expenditure.

7. Request of the State Board of Aeronautics and the Nehalem Bay Expansion Association for permission to construct an aeroplane landing strip on the Nehalem Bay Sand Spit: The Parks Superintendent stated that there is little objection to the air strip from the Park viewpoint but there is involved the new location of the Oregon Coast Highway which has not been determined. He further stated that it is proposed to locate the flight strip on the east edge of the state park land and 500 feet from the center line of the proposed new highway. It was his thought that permission to construct the flight strip should not be granted until the location of the highway is definitely known. The Commission decided to defer action for future consideration.

(A delegation which appeared before the Commission on the following day was so informed.)

8. Attendance of the Parks Superintendent and the Assistant Parks Superintendent at the National Conference on State Parks in Grand Teton National Park, Wyoming, during September 7-11, 1956: The Commission authorized the Parks Superintendent and the Assistant Parks Superintendent to attend this conference at an estimated total cost of $400.

9. Request of The Pacific Telephone and Telegraph Company for permission to install two telephone booths in Cape Lookout State Park: The Parks Superintendent advised that the Company proposes to install one booth in the overnight camping area and one in the day-use area at locations to be determined by the Parks Superintendent; also, that the Company has agreed to pay all installation and maintenance costs and to pay to the Highway Department 15 per cent of all receipts. He recommended approval of the Company's request on the basis outlined. The Commission approved his recommendation.

10. Request of the Conservative Baptist Association of Oregon for permission to construct a recreation hall in the North Falls Youth Camp area in Silver Falls State Park: The Parks Superintendent reported that the Association which is managing this area proposes to construct a new steel building designed for recreational use, at a cost of approximately $18,000, and is asking the State to contribute one-half the expense but not to exceed $9,000, the building to become the property of the State. The use of this area, he continued, is very heavy during the summer months and the Association has arranged to run the camp at full capacity from the forepart of June to Labor Day. The present recreation building is needed now for living quarters for park personnel and for the staff who operate the camp. If the new building is constructed it is planned to convert the old one for living quarters.

He also pointed out that it will be necessary in the next few years to reconstruct the buildings which are being used for youth camp purposes as they are of timber construction and approximately 20 years old.

He called attention to a previous agreement with the Association in which the Association agrees to finance and construct a swimming pool in the area, for which they are to receive free use of the pool for a period of 10 years. They have not proposed any extension of this time in their request for the building construction. He recommended that the request be approved, the State's share to be included in the 1957 budget.

The Deputy Engineer pointed out that under such an arrangement there is a possibility of adverse criticism for granting exclusive use of the building to the Baptist Association. He suggested that if the Commission approves of the building that it be paid for entirely with State money. The Parks Superintendent explained that, in order to operate the youth camp at maximum efficiency and to provide that the facilities be used by the largest number of youth, it is necessary that the camp be operated by one group for the entire season. He pointed out that the operation of a youth camp requires a considerable staff, including cooks, nurses, doctors, and laborers, and it is not feasible for groups to organize for a very short period of time. The Commission deferred action on the matter until later in the session.

(On the following day this matter was again discussed. The Parks Superintendent pointed out that, although the youth camp is under the

management of the Baptist Association, other youth groups use the camp but their use is scheduled by the Baptist Association. As a result of the discussion motion was made by Commissioner Reynolds that the building be constructed by the State at an estimated cost of $18,000, funds for the same to be provided in the 1957 budget, and that the State keep control of the building. Commissioner McIver seconded the motion and it was declared unanimous by Chairman Chandler).

The Right of Way Engineer presented for consideration options secured for acquisition of real property needed for highway right of way and for other purposes. After careful consideration the Commission unanimously approved closing the options at the prices mentioned therein by adopting the attached resolution relative thereto, marked EXHIBIT "A", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

In this connection the Right of Way Engineer called attention to an option received from Charles S. and Myrtle Garrett for property on the Chenoweth Park-Deady Section of the Pacific Highway in Douglas County. He pointed out that this land is needed for the Oakland Interchange and that Mr. Garrett now wants to rescind the option because, he alleges, the right of way line is not as he understood it to be. The Right of Way Engineer recommended that the Commission accept the option as presented and, if Mr. Garrett fails to go through with the deal, that the Chief Counsel be authorized to condemn the property and to make an offer of $6,500 for the same. The Commission adopted the recommendation. The Chief Counsel was authorized to condemn Mr. Garrett's land if he will not deal in conformity with the terms of the option.

Commissioner McIver inquired as to the status of right of way acquisition on Adams Street in McMinnville. The Right of Way Engineer replied that only three parcels are not acquired and that two of them probably will have to be condemned.

Commissioner McIver also inquired as to property acquisition on the "Q" Street route between Eugene and Springfield. The Right of Way Engineer stated that the only properties acquired so far have been those which the owners wanted to sell or where building construction was contemplated. The Deputy Engineer commented that a portion of the "Q" Street route between Ferry Street Bridge and the proposed interchange has been declared part of the Interstate System and, as such, it is now possible to acquire right of way which will be paid for 90 per cent with Federal funds and 10 per cent with State funds.

The Commission granted the Right of Way Engineer's request for authority to negotiate acquisition of three properties that are needed for enlargement of the maintenance headquarters in Sweet Home, as follows:

COUNTY AND SECTION	FILE NO. AND NAME	PURPOSE	AREA	HIGHWAY
Linn Sweet Home Section	24885-Randolph	Maintenance	.28 ac.	Santiam
	24886-Wells	"	"	"
	24887-Koenon	"	"	"

The Commission accepted a report presented by the Right of Way Engineer showing sales of miscellaneous properties since the last Commission meeting.

(For details see Miscellaneous Sales Report, dated July 12, 1956, signed by W. H. Haskin, in the General Files).

The Commission also accepted a supplemental rental report presented by the Right of Way Engineer showing new rentals of State-owned properties and rental terminations during the period May 25, 1956 to July 1, 1956.

(For details, see supplemental rental report signed by Mr. W. H. Haskin, in the General Files).

The Right of Way Engineer presented for the Commission's approval four indentures of access. He explained that these indentures provide only for a change in existing points of access and that in no instance is additional access being granted. He recommended and the Commission approved changes in access on the following properties:

1. Arthur James and Ethel Mae Sherman, File No. 17936, on the Lapine-Diamond Lake Section of The Dalles-California Highway in Klamath County.

2. Edgar N. and Fauna Delores Roberts, File No. 20569, on the Deception Creek-Oakridge Section of the Willamette Highway in Lane County.

3. Columbia Hospital District, File No. 22132, on the Goble-St. Helens Section of the Columbia River Highway in Columbia County.

4. Central Oregon Irrigation District, File No. 22950, on the Deschutes River Section of the McKenzie Highway in Deschutes County.

The matter of compensating Nola Foss Turner for damages to a well on her property on the Newport-Toledo Section of the Corvallis-Newport Highway in Lincoln County was discussed. The Right of Way Engineer stated that the well deteriorated and the State Geologist who investigated it gave as his opinion that a deep highway cut near the well was a

contributing factor. Inasmuch as the State had agreed to inflict no damage to the property owner's water supply, he recommended that she be paid the sum of $750 provided that she will give a complete release of all obligations of the State in connection with preservation of the well. The Commission approved the payment.

Presented by the Right of Way Engineer was the matter of compensating the U. S. Forest Service in the sum of $2,222.98 for timber removed from the right of way of the Willamette Highway through the National Forest between Odell Lake and The Dalles-California Highway Junction, in Klamath County. He explained that it is standard practice for the State to pay for timber removed from right of way through National Forest lands. He recommended that the payment be made and that he be authorized to sign the contract coverirg the payment. The Commission approved his recommendation.

The Commission gave attention to the payment of damages inflicted to a bridge owned by O. F. Franklin caused by flood water diverted through a drainage ditch across his property on the Gervais-Hayesville Section on the Portland-Salem Expressway in Marion County. The Right of Way Engineer stated that because of extremely heavy rains of the preceding winter a much greater volume of water than was anticipated was diverted through a drainage ditch across Mr. Franklin's property and as a result thereof the abutments to his bridge were washed away. The State, he said, is responsible for the damage and Mr. Franklin has agreed to accept the sum of $200 as payment in full for a complete release. He recommended settlement on such basis. The Commission approved the payment

Authority was requested by the Right of Way Engineer to advertise for public sale 9.86 acres of excess land acquired with the Eden property, File No. 24145, on the Valley Junction-Sheridan Section of the Salmon River Highway in Polk and Yamhill Counties, for a minimum price of $4,000. The Commission granted the authority by adopting the attached resolution relative thereto, marked EXHIBIT "B-1", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The Commission considered selling to Douglas County 5.85 acres of land on the Deady-Shady Section of the Pacific Highway in Douglas County. The Right of Way Engineer explained that the land is excess property no longer needed for highway purposes and is desired by Douglas County. The County has agreed to pay the sum of $1,200 for the property which is the same amount that the State paid for the property. Following his favorable recommendation, the Commission approved the sale.

The Right of Way Engineer requested authority to offer for public sale approximately 1.5 acres of excess property secured from a Mr. Gronke, File No. 17363, on the Salem By-Pass Section of the Pacific Highway East in Marion County, at a minimum price of $2,000 per acre. The Commission authorized the sale by adopting the attached resolution relative thereto, marked EXHIBIT "B-2", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

Conveyance to Tillamook County of 0.67 on the Tillamook-Hebo Section of the Oregon Coast Highway was discussed. This property, the Right of Way Engineer explained, was originally acquired as a stock pile site from a Mr. Schau, and Tillamook County now desires to relocate a county road across it. The County, he added, intends to vacate a portion of its existing road which will be available to the State. He recommended and the Commission approved conveyance of the property to Tillamook County.

Relinquishment of title to a haul road acquired on the Shady-Canyonville Section of the Pacific Highway in Douglas County was presented by the Right of Way Engineer. He stated that the haul road which was acquired to provide access to a gravel source is no longer needed for this purpose and the County wants to use it as a county road, and will petition the Public Utilities Commissioner for a public crossing where said road intersects the Southern Pacific Railroad right of way. Upon the Right of Way Engineer's favorable recommendation the Commission approved relinquishment of title to Douglas County.

Consideration was given to a form of agreement with the Southern Pacific Company covering a longitudinal encroachment on railroad property on the Coquille-Rink Creek Section of the Coos Bay-Roseburg Highway in Coos County. The Right of Way Engineer explained that such encroachment is necessary in order to avoid greatly increased highway construction costs which would result were no encroachment provided. He presented a form of agreement covering the matter and recommended its approval. The Commission approved the agreement.

The Right of Way Engineer presented for the Commission's consideration a revised grant of access in favor of the U. S. Army Engineers from the Willamette Highway to Lookout Point Dam. He explained that in a previous right of access granted June 26, 1953, the access had been limited to use by the U. S. Army Engineers. The revised access provides that it may be used for public parking, recreational and boat-landing purposes, provided that no commercial use is made thereof. The Commission approved the revised access.

Also considered was a right of access requested by the Game Commission across a gravel bar owned by the State Highway Department at Robertson Bridge over the Rogue River near Grants Pass. This access, the Right of Way Engineer explained, is to provide access from the highway to the river for recreational and boating purposes. Upon his favorable recommendation, the Commission approved the access.

Relinquishment of title from the State to the City of Reedsport on a parcel of property located at the intersection of 7th Street and the Oregon Coast Highway in the City of Reedsport was presented by the Right of Way Engineer. He explained that the City is vacating a street adjoining the State's property and a portion of the vacated street will revert to the State. To widen the nearby intersection, the City has requested the use of a small piece of land. As the transfer of properties is advantageous to both the

City and the State, he recommended approval of the relinquishment without monetary consideration. The Commission accepted his recommendation.

Transfer to Deschutes County of a stock pile site in the city of Bend was brought up by the Right of Way Engineer. He advised that about 20 years ago the County deeded three or four lots to the State without cost. These lots, he said, have not been used for 10 years and he recommended that they be reconveyed to Deschutes County. The Commission approved such transfer.

The Chief Counsel requested authority to institute condemnation proceedings to acquire a number of properties needed for highway improvements or for other purposes, and to tender offers for the same in conformity with instructions given him by the Commission in its resolution dated December 20, 1951.

Pendleton-Pilot Rock Section of the Pendleton-John Day Highway

R-24223- Anna E. Hawke, Everett J. Hawke and Luella Hawke
Right of Way (Umatilla County)
9.83 acres

R-24231- Wayne Chapman and Ethel Chapman
Right of Way (Umatilla County)
2.5 acres

Neskowin-Salmon River Section of the Oregon Coast Highway

R-24654- Lynn Goyne and Josephine Goyne
Right of Way (Tillamook County)
Parcel No. 1: 9.6 acres
Parcel No. 2: 0.79 acre (Excess Taking)

R-24657- Elmer Wallace and Naomi Ruth Wallace
Right of Way (Tillamook County)
0.13 acre

R-24652- E. G. Calkins, also known as Elmer G. Calkins
Right of Way (Tillamook County)
19.3 acres

R-24658- Leola Church
Right of Way (Tillamook County)
6.40 acres

R-24653- Lawrence Gnos and Hattie L. Gnos
Right of Way (Tillamook County)
Parcel No. 1: 9.97 acres
Parcel No. 2: 8.72 acres

Neskowin-Salmon River Section of the Oregon Coast Highway (Cont)

R-24656- Lloyd Wallace and Rose M. Wallace
Right of Way (Tillamook County)
Parcel No. 1: 3.23 acres
Parcel No. 2: 0.25 acre

R-24659- Elden Church
Right of Way (Tillamook County)
2.18 acres

Finn Rock-Elk Creek Section of the McKenzie Highway

R-25136- Edna Lee Glines, Geraldine F. Burr, Betta E. Harris, Gloria Gene Adams
Right of Way (Lane County)
Parcel No. 1: 0.37 acre
Parcel No. 2: 0.01 acre

R-25132- Arthur S. Dustan and Winifred F. Dustan, husband and wife
Right of Way (Lane County)
Parcel No. 1: 0.2 acre
Parcel No. 2: 0.04 acre

R-25131- Frank W. Scobert and Pearl V. Scobert, husband and wife
Right of Way (Lane County)
0.04 acre

R-25130- Walter D. Boren and Mayme C. Boren
Right of Way (Lane County)
0.30 acre

R-25127- Ernest A. Smith and Beatress M. Smith, husband and wife
Right of Way (Lane County)
2.36 acres

R-25126- D. C. Brown
Right of Way (Lane County)
0.87 acre

Josephine County Line-Rogue River Section of the Pacific Highway

R-24971- Helen P. Gross
Right of Way (Jackson County)
0.24 acre

R-24978- H. E. Nightingale, Jr. and Evelyn Nightingale, husband and wife
Right of Way (Jackson County)
0.08 acre

Willamette River-Hayesville Section of the Portland-Salem Expressway

R-25124- William W. Cottew and Martha O. Cottew, husband and wife
Right of Way (Marion County)
1.63 acres

Beaverton-Hillsdale Highway

R-23472- City of Portland, et al.
Right of Way (Multnomah County)
25,300 square feet

Pacific Highway West

R-23476- Larry Hilaire and Kathryn Hilaire
Right of Way (Multnomah County)
0.84 acre

Dolph Corner-Rickreall Section of the Willamina-Salem Highway

L-2426- Mary Burch, et al.
New resolution for change in location of access

L-2421- Elsie M. Monson, et al.
New resolution for change in location of access

Dolph Corner-Rickreall Section of the Willamina-Salem Highway

L-2419- Isaac Reimer, et al.
New resolution to grant a farm crossing and to reduce its width

L-24160 Ross A. Simpson, et ux.
New resolution to change the location of one farm crossing

L-2405- Joseph H. Harland, et ux.
New resolution to change the location of four of the rights of access and two of the farm crossings

Ashland Section of Pacific Highway

L-2465- Edith B. Mars, et al.
New resolution to add parcel No. 3 which is a taking for right of way, containing 263 square feet more or less, to change the description of part one of the slope easement, and to grant and locate accesses.

Unit No. 2 of the T. H. Banfield Expressway

R-24650- J. C. Anderson and Kathryn Anderson (Multnomah County)
Parcel No. 1: 982 square feet for Right of Way
Parcel No. 2: 596 square feet for Construction Easement

Right of way maps, construction plans and other data were submitted to the Commission and the Deputy Engineer advised that the acquisition of the properties listed is required in order to carry out plans for highway improvements and other projects heretofore authorized by the Commission. After considering the matter in the light of the information and advice submitted, together with the general knowledge of the members of the Commission concerning the various projects and the properties involved, the Commission approved the Chief Counsel's request by adopting the attached resolutions, marked EXHIBITS "C-1" through "C-19", which resolutions by this reference are made part hereof, with like effect as though extended in full herein.

The Commission accepted the Chief Counsel's report of condemnation cases tried in courts since the last Commission meeting, as follows:

REPORT OF CONDEMNATION CASES TRIED MAY 30, 1956 TO JUNE 30, 1956

Case	County	Highway	Section	State's Offer	Defendant's Demands	Verdict
Kruschke R-21576	Clackamas	Clackamas Secondary	Clackamas Overcrossing	$1,850	$10,000	$ 2,250
Buffington R-21086	Curry	Oregon Coast	Euchre Creek-Wedderburn	$10,500	19,000	16,000
Wecks R-21646	Douglas	Pacific	Shady Point-Booth Ranch	400	4,850	1,500
McCall R-23239	Jackson	Pacific	Ashland	3,238	12,500	3,750
Algesheimer (2 cases) R-20651 R-20866	Multnomah	Sunset	Sylvan	3,900	12,953.30	4,350
Rushlights R-20598	Multnomah	Banfield Expressway	Unit No. 3	7,060	32,000	10,435
Skovbo R-24042	Umatilla	Hermiston Secondary	Hinkle Underpass Umatilla River	1,000	2,500	1,200

REPORT OF CONDEMNATION CASES TRIED MAY 30, 1956 TO JUNE 30, 1956 - Cont.

Case	County	Highway	Section	State's Offer	Defendant's Demands	Verdict
Mathis R-22862	Washington	Tualatin Valley	Reedville-Beaverton	$26,625	$70,000	$36,000
Alderman R-23437	Yamhill	Three Mile Lane	McMinnville Airport-Dayton Jct.	2,850	4,850	3,803
Coburn R-23439	Yamhill	Three Mile Lane	McMinnville Airport-Dayton Jct.	17,000	54,000	29,200
Gray R-23438	Yamhill	Three Mile Lane	McMinnville Airport-Dayton Jct.	3,500	6,000	5,750
Lorett R-23414	Yamhill	Three Mile Lane	McMinnville Airport-Dayton Jct.	7,500	12,000	10,155
Phelps R-23435	Yamhill	Three Mile Lane	McMinnville Airport-Dayton Jct.	15,450	33,450	23,400
Proffitt R-23428	Yamhill	Three Mile Lane	McMinnville Airport-Dayton Jct.	4,500	10,000	5,975

The Commission also accepted the Chief Counsel's report of condemnation cases settled since the last Commission meeting, as follows:

REPORT OF CONDEMNATION CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
Holder R-23739	Douglas	Pacific	Myrtle Creek-Canyonville	$17,000	$30,700
Holmgreen R-24703	Douglas	Pacific	Shady Point-Booth Ranch	100	250
Black R-24107	Polk	Salmon River	Valley Jct.-Sheridan	7,264	7,264
Garrard R-18160	Polk	Willamina-Salem	Dolph Corner-Rickreall	3,500	3,850

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REPORT OF CONDEMNATION CASES SETTLED - Cont.

Case	County	Highway	Section	State's Offer	Amount of Settlement
Baker R-23326	Josephine	Pacific	Jump Off Joe Creek-Grants Pass	$ 8,400	$ 8,400
Craven R-24193	Tillamook	Little Nestucca Sec.	Media Bridge	300	700
Hadley R-24422	Washington	Tualatin Valley	Forest Grove-Hillsboro	2,115	2,115
Early R-24155	Yamhill	Salmon River	Valley Jct. - Sheridan	6,500 for 2.73A.	21,890 for 13 A.
Nissen R-23887	Yamhill	Three Mile Lane	McMinnville Airport-Dayton Junction	2,182	3,000
Louis R-23425	Yamhill	Three Mile Lane	McMinnville Airport-Dayton Junction	1,400	2,200
Read	Jackson	Pacific	Medford County Farm		400

The Chief Counsel presented a list of offers that were tendered to property owners for acquisition of real property prior to the institution of condemnation proceedings as authorized by the Commission in its resolution adopted December 20, 1951. The Commission approved the offers as follows:

Myrtle Creek-Canyonville Section of the Pacific Highway:

R-21013 - Adeline Weaver, et vir. 7.72 acres for right of way purposes. Offer of $4,450.00 approved by Mr. McIver June 19, 1956.

R-21031 - Alton E. Alspaugh, et ux. 1.21 acres for right of way purposes and 0.23 acre for excess taking. Offer of $400.00 approved by Mr. McIver June 19, 1956.

R-24581 - Gerald Moore, et al. 0.4 acre for a haul road. Offer of $200.00 approved by Mr. McIver June 19, 1956.

Catching Slough-Chandler Bridge Section of the Coos River Highway:

R-24589 - Henry Wills, et al. 1.5 acres for right of way purposes. Offer of $750.00 approved by Mr. McIver June 27, 1956.

Catching Slough-Chandler Bridge Section of the Coos River Highway- Cont.

R-24606 - Fred Brunell, et al. 1.26 acres for right of way purposes. Offer of $1,745.00 approved by Mr. McIver June 27, 1956.

Mt. Hood Highway:

R-24666 - Robert T. Morris, et ux. 0.3 acre for right of way purposes. Offer of $1,650.00 approved by Mr. McIver June 27, 1956.

R-24667 - Robert T. Morris, Jr., et al. 0.3 acre for right of way purposes. Offer of $1,050.00 approved by Mr. McIver June 27, 1956.

Columbia River Highway:

R-24183 - Paul R. Martin, et ux. 1.21 acres for right of way purposes. Offer of $35,000.00 approved by Mr. McIver June 27, 1956.

Dodson-Bonneville Section of the Columbia River Highway:

R-23911 - Erick Enquist, et ux. 0.045 acre for right of way purposes. Offer of $50.00 approved by Mr. McIver June 11, 1956.

Washington County Line-Hillsdale Section of the Beaverton-Hillsdale Highway:

R-24718 - Glenn E. Park, et al. 0.025 acre for right of way purposes. Offer of $800.00 approved by Mr. McIver June 6, 1956.

Florence-Douglas County Line Section of the Oregon Coast Highway:

R-24785 - Arthur W. Gudge, et ux. 0.08 acre for right of way purposes. Offer of $100.00 approved by Mr. Chandler July 6, 1956.

R-24788 - George H. Coulsey, et ux. 0.08 acre for right of way purposes. Offer of $100.00 approved by Mr. Chandler July 6, 1956.

Havana Section of the Havana-Helix Secondary Highway:

R-24200 - Andrew C. Rothrock, et al. 0.7 acre for right of way purposes. Offer of $70.00 approved by Mr. Reynolds July 10, 1956.

Ukiah-West Forest Boundary Section of the Ukiah-Hilgard Highway:

R-24460 - Gearold Hilbert, et al. 0.50 acre for right of way purposes. Offer of $50.00 approved by Mr. Reynolds July 10, 1956.

Old Oregon Trail Highway:

R-24806 - James S. Payne, et al. 3.96 acres for the acquisition of roadbuilding materials. Offer of $800.00 approved by Mr. Reynolds July 10, 1956.

Coos Bay Secondary Highway:

R-24933 - Ada May Reinertson, et vir. 1540 square feet for right of way purposes. Offer of $2,500.00 approved by Mr. Chandler July 6, 1956.

The Commission also accepted a report by the Chief Counsel concerning matters that have been before the Public Utilities Commissioner as follows:

PUX 143: Hillsboro Crossing Signal Project. The Highway Commission is to reimburse Southern Pacific Company for 50 per cent of the cost of the signals and the cost of removing and reinstalling certain crossing signs on West Baseline Street and West Oak Street in the city of Hillsboro.

PUX 174: Signal protection at the intersection of the tracks of Oregon Electric Railway Company and the Claxter Road north of Salem. The PUC order provides for equal division of cost between Marion County and the Railway Company.

PUX 179: Railway train speeds within the limits of the city of Eugene. The City had requested speed limits not to exceed 30 miles per hour at all street grade crossings. On May 11, 1956 the City filed its motion to dismiss without prejudice and cost.

PUX 180: Grade crossing of street known as Industrial Way in the city of Salem. Oregon Electric Railway Company is to bear the cost of construction of the crossing and the installation and maintenance of signs at the crossing.

Consideration was given to a petition requesting vacation of a portion of an alley in the city of Juntura which bisects State Highway property. The Chief Counsel explained that the petition was requested by the Engineer so as to join maintenance areas on each side of the alley. The City of Juntura, he said, is agreeable to the vacation of the alley, and he recommended that the petition be approved. The Commission approved the petition.

Abandonment of two damage claims on which there appears to be very little chance of recovery were presented by the Chief Counsel, as follows:

CAO-156-185, Vera Martin: Mrs. Martin was inadvertently billed for damages in the amount of $61.20, which her car did not inflict. Measures have been taken to prevent recurrence of such an error.

CAO-155-110, Tress McClintock: The claim of $23.14 is for damage to the highway surface caused by the burning of McClintock's

hay truck and trailer. His insurance company has denied the claim. As it will be difficult to establish negligence on Mr. McClintock's part he recommends abandonment of the claim.

The Commission approved abandonment of both claims.

The Chief Counsel requested and the Commission granted authority to institute legal proceedings for the collection of damages to State Highway facilities, as follows:

1. CAO-54-43, Oscar W. Francis, Jr., damage to Johnson Creek Bridge, $399.16.

2. CAO-54-76, William Junior Posey, damage to State vehicle, $79.82.

3. CAO-55-37, Robert S. McMahon, damage to State vehicles, $50.00.

4. CAO-55-65, Edward C. Koski, damage to gatepost and gate at The Dalles Maintenance Yard, $53.52.

5. CAO-55-101, Dale Snowden, damage to guard fence, $84.65.

6. CAO-56-203, P. R. Carpenter, et al., timber trespass, $453.90.

7. CAO-56-260, Orville Lock, et al., timber trespass, $651.00.

Following the favorable recommendation of the Chief Counsel, the Commission authorized the employment of Mr. Donald R. Stark as an attorney to fill the position of Chief of the Title Section, at a beginning salary of $426 per month. The Chief Counsel explained that he plans to employ Mr. Stark as Acting Chief of the Title Section for a period long enough to determine if he can competently handle the duties and, if he can, he plans to promote him to Chief of the Title Section. The Commission approved the employment of Mr. Stark.

The Commission gave attention to a petition for vacation of an alley in the city of Lakeview. The Chief Counsel explained that the Highway Commission is the owner of three parcels of property in blocks 128, 145, and 176, adjacent to and southerly from the Klamath Falls-Lakeview Highway. Each of the blocks is bisected by an alley, and as the property is used as a maintenance site it will be of considerable advantage to fence and use the entire area. Upon his favorable recommendation, the Commission approved the petition.

The Deputy Engineer reported that under authority previously granted by the Commission, he has awarded contracts which were referred to the Engineer to award when certain conditions had been satisfied, as follows:

(1) Grading and paving on Gallagher Street in Florence, Lane County. Bids received June 5, 1956. Conditions of award satisfied June 7, 1956. Contract awarded to Umpqua River Navigation Company, Reedsport, low bidder.

(2) Grading and oiling on Clackamas River Park Interchange Section of Pacific Highway East, Clackamas County. Bids received April 26, 1956. Conditions of award satisfied June 7, 1956. Contract awarded to Parker & Fuhrman, Portland, low bidder.

(3) Paving on Orchard Avenue in Hermiston, Umatilla County. Bids received June 4, 1956. Conditions of award satisfied June 11, 1956. Contract awarded to Russell Olson Constr. Co., Inc., Pendleton, low bidder.

(4) Grading and oiling the Van Sycle-Helix Section of Helix-Van Sycle County Road, Umatilla County. Bids received April 27, 1956. Conditions of award satisfied June 13, 1956. Contract awarded to Vernie Jarl, Gresham, low bidder.

(5) Paving Nachez and "F" Streets in Vale, Malheur County. Bids received June 5, 1956. Conditions of award satisfied June 13, 1956. Contract awarded to T. W. Thomas, Portland, low bidder.

(6) Grading, oiling and structures on Luckiamute River Bridge Section of Independence-Albany Highway, Polk County. Bids received June 5, 1956. Conditions of award satisfied June 15, 1956. Contract awarded to Tom Lillebo, Reedsport, low bidder.

(7) Paving "E" Street in Culver, Jefferson County. Bids received June 5, 1956. Conditions of award satisfied June 15, 1956. Contract awarded to Babler Bros., Inc., Portland, low bidder.

(8) Grading and paving Pioneer Road and Easy Street in Brookings, Curry County. Bids received June 4, 1956. Conditions of award satisfied June 19, 1956. Contract awarded to Warren Northwest, Inc., Portland, low bidder.

(9) Grading and paving South Oakland Interchange, Chenoweth Park-Deady Section of Pacific Highway, Douglas County. Bids received June 5, 1956. Conditions of award satisfied June 25, 1956. Contract awarded to Roseburg Paving Co., Roseburg, low bidder.

(10) Paving Hayhurst Road in Yoncalla, Douglas County. Bids received June 4, 1956. Conditions of award satisfied June 28, 1956. Contract awarded to Roseburg Paving Co., Roseburg, low bidder.

The Deputy Engineer also reported that under authority previously granted by the Commission he has ordered the removal of the existing load restrictions on the Weston-Elgin Highway, as follows, since they no longer are needed:

1. From M.P. 32.00 to M.P. 37.90, effective at 8:00 a.m., June 19, 1956.

2. From M.P. 15.75 to M.P. 32.00, effective at 8:00 a.m., June 28, 1956.

A tabulation of the high bids that were received in Salem on June 12, 1956 for the purchase of used equipment and scrap materials stored at Salem, Bend and Coquille was presented by the Deputy Engineer, who recommended acceptance of each offer. He called attention to the fact that the total amount bid for this equipment and material was $8,809.90, whereas the estimated value was set at $6,310. The Commission approved sale of the material as recommended.

Disposition of approximately 4.35 acres of property, located within the loops of the old Columbia River Highway east of Hood River, was discussed. The Deputy Engineer explained that the property was purchased several years ago as a protection against restriction of sight distance by erection of buildings, etc. Several offers, he said, have been received to purchase this land, but each was refused as it was believed that the Columbia Gorge Commission might have some objections. However, it has now been determined that the Columbia Gorge Commission has no objection to the sale of the property. Inasmuch as the old highway was turned over to Hood River County for use as a county road and is still used for such purpose, he recommended that the property be conveyed to the County without cost for such disposition as the County may wish to make of it. The Commission accepted his recommendation by adopting the attached resolution relative thereto, marked EXHIBIT " J ", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The Deputy Engineer reported that Hood River County Court has elected to not concur in the award of the contract for grading and oiling the Indian Creek-Windmaster Corner Section of the Brookside Drive County Road, for which the Commission received bids on June 5, 1956, so it has been necessary to cancel the project for immediate construction, and that Babler Bros., who submitted the low bid for the work, have been so notified; however, the Court wants the job readvertised for bids to be received at some future time. The Commission accepted the report.

Change in status from Group II to Group I of the Wright Point Section of the Frenchglen Secondary Highway from M.P. 9.5 to M.P. 12.0 was reported by the Deputy Engineer. He advised that reconstruction of this highway section has been completed and that test runs using

vehicles having an over-all length of 60 feet reveal that such equipment can negotiate the turns without encroachment in the opposing traffic lane. He asked the Commission to approve his action in changing the classification. The Commission approved the reclassification as reported.

The Commission considered a request from Mr. E. B. McNaughton, Portland, for an extension of the frontage road adjacent to US 99E north of the city of Milwaukie, known as Harvester Road, to connect with Main Street in Milwaukie. The Deputy Engineer exhibited a map showing the requested extension and stated that it will not in any manner cure the traffic problem at the intersection of McLoughlin Boulevard and the old Sellwood-Milwaukie Highway, known as North River Road. The City, he stated, has acquired the right of way for the frontage road extension but has not concurred in plans proposed by the Highway Department for the solution of the intersection problem, which he explained in detail. He added that the City wants an interchange at this point which is estimated to cost approximately $500,000, and which, in his opinion, is not justified. He recalled that on January 31, 1952 the Commission denied a similar request to extend the frontage road. The Commission deferred action on the matter pending appearance of a delegation on the following day.

(Following appearance of the delegation before the Commission, the Deputy Engineer was instructed to contact the Milwaukie City Officials as to their attitude with respect to measures suggested by him for alleviation of the problem at the intersection of 99 E with River Road and through the city.)

A report was presented by the Deputy Engineer concerning an economic analysis for construction of a new highway between Dolph, on the Three Rivers Highway, and Boyer, on the Salmon River Highway. This section, he said, is 5.97 miles long and to build it will cost about $1,340,000. The rather low benefit quotient of 1.04, he stated, is caused by a saving in distance of only 0.43 mile, and the low volume of traffic which is estimated at an average of 1,000 vehicles per day 15 years from now. Because of the low benefit quotient compared with other projects, he could not recommend that the project be given a high priority at this time. The Commission accepted the report but decided not to consider the project now because of the cost involved.

The Commission gave attention to a request from Rodman & Rodman, attorneys, Eugene, for an overcrossing structure on the Pacific Highway at Hawley Riverside County Road, between Goshen and Creswell. The Deputy Engineer explained that when the new highway was constructed it was decided that there was not enough traffic to warrant construction of an overcrossing and that severance damages would be paid the property owner instead; also, that the Board of County Commissioners of Lane County signed an agreement providing for closure of this road before the project was contracted. He pointed out that a considerable sum was paid the property owners for severance damages, with the exception of two people from whom no right of way was purchased, and that a frontage road was built to allow the property owners access to another county road.

He estimated that it would cost $80,000 to build a structure over the highway to reopen the county road, and $82,000 to build a frontage road to connect with an interchange 1.8 miles to the north. He recommended that the request be denied. The Commission took no action at this time pending the appearance of a delegation on the following day.

(Following the appearance of the delegation the matter was again discussed with the Engineer, and as a result thereof, the Commission denied the request.)

The Commission considered a report submitted by the Deputy Engineer concerning the relocation of The Dalles-California Highway from the Columbia River Bridge at The Dalles, southerly to a connection with the existing highway near Eightmile Creek. The cost of this 7-mile section, the Engineer stated, is estimated at $1,750,000. He recalled that the improvement has been requested several times and in those past requests Wasco County indicated that it would acquire the right of way. Commissioner McIver commented that the traffic volume on this road is quite low, being about 1,000 vehicles per day. Chairman Chandler observed that construction of this section at the north end of the highway will not be of much benefit until the highway has been rebuilt to Madras. Commissioner Reynolds pointed out that plans are underway for construction of a bridge across the Columbia River between Biggs and Maryhill, east of The Dalles, and when the structure is completed a considerable volume of traffic will bypass The Dalles unless The Dalles-California Highway is improved. Residents of The Dalles, he stated, are greatly concerned about this matter. The Commission took no action at this time pending the appearance of a delegation the following day.

The meeting recessed for luncheon at 12:00 noon and reconvened at 2:00 p.m., with the same persons present and participating.

Upon reconvening, discussion of realignment of a section of US197 from The Dalles south to Eightmile Creek was resumed. The Deputy Engineer suggested that the delegation which is to appear on the following day be advised that the project is being considered in the new five-year program. The Commission took no action at this time pending appearance of the delegation.

(The Commission made no comment following the appearance of a delegation.)

Placement of a temporary speed zone on the Wilson River Highway between M.P. 27.60 and 28.68 was reported by the Deputy Engineer. He stated that the State Police and the contractor building the new bridge on the Wilson River at the Devils Lake Fork of the Wilson River had requested the speed zone during the period of construction, and that under authority of a resolution adopted by the Commission August 6, 1953, he had approved the establishment of a 25 mile-per-hour speed zone from M.P. 27.60 to 28.68, effective 8:00 a.m., July 5, 1956. The Commission confirmed the Engineer's action.

The Commission gave attention to revised recommendations to be submitted to the Public Utilities Commissioner concerning the transportation of logs, poles or piling by motor truck. The Deputy Engineer explained that the proposed recommendations on PUC Form No. 170 provide the same hauling hours as are now permitted - namely, from 4:00 a. m. to 8:00 p. m., but side-marker lamps for hauling during the hours of darkness have been increased from one to two on each side; also, the wording of one paragraph on binder chains has been revised slightly to conform with the law. He recommended that the revised recommendations be adopted and forwarded to the Public Utilities Commissioner for his approval and reprinting. The Commission approved the recommendation. (Later in the session the Commission approved a one-hour extension of the hauling hours, from 8:00 p. m. to 9:00 p. m., and ordered such change incorporated in the revised recommendations.)

The Commission accepted a report submitted by the Deputy Engineer concerning progress of highway center-line striping during the current year and outlining the schedule for the striping crews for the balance of the summer season. He pointed out that striping is about two weeks ahead of last year's schedule and that the four large crews are averaging 1,800 miles of center line per month. He also commented that a new medium-sized paint machine has been acquired, primarily for striping contract projects as they are completed. In the discussion of the striping program, Chairman Chandler commented that he still prefers the yellow center line to the white as it seems to stay visible for a longer period of time than the white line. Commissioners Reynolds and McIver indicated concurrence. The Deputy Engineer advised that the feelings of the Commission with regard to the color of the center stripe coincides with those of the State Highway Engineer and himself, and that it is Mr. Baldock's recommendation that the color be changed back to yellow, as such color appears to be best for this state. As a result of discussion the Commission adopted the recommendation unanimously and so ordered.

The Deputy Engineer presented a report reviewing an economic survey for improvement of the Alsea Highway over Alsea Mountain. This review, he stated, offered two plans - one involving construction of 4.63 miles of new roadway and a four-lane open cut at the summit of Alsea Mountain, at an estimated cost of $2,700,000. This plan would provide a benefit quotient of 2.17. Alternate two considered construction of a four-lane tunnel at the summit, approximately 1,730 feet in length, at an estimated cost of $4,725,000. The benefit quotient for this plan would be 1.2. Comparison of the two plans, he stated, shows that the open cut plan is far superior to the tunnel plan. Although the benefit quotient of 2.17 for the open cut indicates adequate priority, he could not see how construction priority could be given at this time because of the large cost. He suggested that the matter be reviewed sometime in the future when there might be foreseeable funds to finance the project. The Commission accepted his recommendation and decided not to authorize a final location survey at this time.

The Commission considered the following items of unfinished business as shown on the Secretary's report dated June 5, 1956:

1. Request of Benton County delegation for improvement of the Alsea Highway over Alsea Mountain: The Commission ordered this item deleted from the list of unfinished business as it had been considered in a report made by the Deputy Engineer earlier in the session.

2. Request of City of Brookings for designation of a state park at Mill Creek on the ocean beach in Brookings: The Parks Superintendent stated that the request had been investigated and development of this area as a state park does not appear feasible. He recommended that the request be denied. The Commission accepted his recommendation and ordered the item removed from the list of unfinished business.

3. Feasibility study of the Diamond-Crater area near Burns for recreational development: This item is to remain on the list of unfinished business, as the Parks Superintendent's report is not yet complete.

4. Proposed installation of electrically operated gates and barriers on South Slough Bridge on Cape Arago Highway: The Deputy Engineer recommended that this item be deleted from the list of unfinished business and that it be considered as new business when the study of the effect of the new federal boat basin at this location is completed. The Commission approved his recommendation.

Consideration was given to a recommendation by the Deputy Engineer for the installation of nine new-type traffic controllers on traffic signals in the city of Salem. The Deputy Engineer explained that when the one-way street system was installed in the city of Salem, about five years ago, fixed time controllers were not installed in the signals at nine locations as they could not be acquired for installation prior to opening the one-way system. It is now desirable to replace the old type controllers and the City has agreed to pay one-half of the total cost of $2,424. The Commission approved the recommendation, the State's share, $1,212, to be paid with funds from the 1956 budget.

Consideration was also given to a request from the City of Beaverton for the widening and curbing of a section of the Farmington Secondary Highway within the city. The Deputy Engineer stated that the drainage condition in this area is particularly bad and that the City wishes to install with its own funds curbs and storm sewers, estimated to cost $14,400. Cost of widening the pavement and performance of other related items, he said, would be approximately $29,000, making the total cost of the project approximately $43,400. The amount of work which the City is willing to perform, he stated, is approximately one-third of the total project, or considerably more than the 25 percent participation which has been requested on similar projects. He recommended that the State perform the widening work in 1957, if the City will construct the necessary curbs and storm sewers this year. The Commission approved the project on such basis.

The Commission discussed the failure and refusal of Angell Bros. to execute a contract and deliver the same to the Commission, for embankment

repair on the Milo-Corn Creek Section of the Tiller-Trail Highway in Douglas County. Bids for this project were received by the Commission on June 4, 1956 and the low bid of Angell Bros. was accepted by the Commission and the contract was awarded to them; but Angell Bros. refused to enter into the contract, contending that a mistake had been made in the bid. After considering the matter, the Commission ordered that the proposal bond of Angell Bros. be forfeited to the State of Oregon, and the award withdrawn and contract cancelled.

The Commission considered and upon favorable recommendation of the Deputy Engineer approved an agreement with Southern Pacific Company covering the installation of automatic signals at the intersection of South 6th Street and the tracks of Southern Pacific Company in the city of Klamath Falls.

The Deputy Engineer requested authority to construct sections of asphaltic concrete curb along the edge of the oiled shoulder on the Gardiner-Elbow Lake Section of US 101 to prevent serious erosion of embankments. He advised that there is a total of approximately 16,000 lineal feet of roadbed which should be protected in such manner, and that it will cost an average of $0.376 per foot, or a total of about $6,000. The Commission approved the expenditure as a Minor Betterment project.

The Deputy Engineer also requested authority to advertise for bids for a blanket contract of one year's duration to provide approximately 100 hours of flying and photographic time and 1500 aerial photos. He explained that to make full use of photographic equipment recently purchased and to expedite certain surveys, it is desirable to have the aerial photography performed on short notice, which cannot now be done when it is necessary to receive competitive bids for each project. Under the terms of the proposed contract, he stated, the contractor would be required to immediately photograph and furnish aerial pictures as are required. He estimated the cost involved at $10,000. The Commission approved the request.

The Commission considered and upon the favorable recommendation of the Deputy Engineer adopted a method of procedure for the handling of county emergency relief projects. The Deputy Engineer explained that the Federal-aid Road Act provides for federal participation up to 50 percent of the cost to repair and reconstruct county federal-aid secondary routes that were damaged during the storm and flood of December, 1955, the balance to be paid by the counties concerned. However, the administrative work to collect federal funds must still be performed by the State Highway Department. The only expense to the State, he stated, would be the cost of preparing simple plans and the paper work involved in presenting claims for federal funds.

The Commission confirmed prior verbal approval for an estimated expenditure of $26,000 to seal the pavement on the Goshen-Cottage Grove Section of US 99 Freeway. The Deputy Engineer explained that to avoid risk of pavement failure it was considered necessary to seal this section in the same manner as other newly constructed sections are sealed, and

that bids for the project are to be received at this letting on the basis of prior verbal authority. The Commission confirmed the action.

The payment of additional costs in moving and replacing the Aloha-Huber Water District's pipe line facilities on the Beaverton-Reedville Section of the Tualatin Valley Highway was considered. The Deputy Engineer recalled that under terms of an agreement entered into in 1955 the Water District was to furnish all new pipe and pay for betterments, and the Highway Department's participation was to be limited to the payment of the cost to relocate the existing facilities, for which the Commission authorized an expenditure up to $9,000. In relocating the pipe line, it was considered desirable to fill several of the pipe line trenches under the pavement with crushed rock to avoid settlement which might have occurred with an earth fill. This caused an overrun of $622.91 above the amount authorized. He recommended payment of the additional expense, raising the total authorization to $9,622.91. The Commission approved the recommendation.

The Commission confirmed telephone authority to advertise for bids to be received at the July, 1956 meeting of the Commission for surfacing and paving the Rickreall-Dolph Corner Section of the Salem-Willamina Highway. The Deputy Engineer recalled that an amount of $225,000 was originally allocated for this project, but due to increased costs in surfacing and paving and the necessity to haul rock nine miles from the nearest suitable source the estimated cost of the project has increased to approximately $350,000. He recommended and the Commission approved an increase of $125,000 in the project authorization for this job.

The Deputy Engineer also mentioned that although a satisfactory bid for this project was received at today's bid opening, it is his considered opinion that it would be unwise to award the contract until the Supreme Court has ruled on the Joe Harland appeal from the decree of the lower court which denied his application for an injunction to stop the improvement. The project, he stated, cannot be completed this year even though the contract be awarded now. He recommended, in view of the circumstances, postponement of the award of the contract until the August Commission meeting. The Commission accepted the recommendation.

The Deputy Engineer requested authority to advertise for bids to be received at the August meeting for construction of a turnoff for the Front Street connection of the one-way couplet on the Oregon Coast Highway in Coos Bay. He explained that the State was unable to acquire sufficient right of way from Southern Pacific Company at its depot site for an adequate turnoff and that a temporary connection was provided which has not proved satisfactory. The City of Coos Bay, he added, has now acquired the necessary right of way and he requested authority to proceed with the project at an estimated cost of $13,000. The Commission approved the project, which is to be performed by state forces if that can be done legally, otherwise it is to be contracted in the usual manner.

The County Court of Morrow County, represented by County Judge Garnet Barrett and County Commissioner Ralph I. Thompson, appeared

before the Commission concerning improvement of the Heppner-Spray Highway. Judge Barratt requested realignment and paving of this highway, between Chapin Creek and the Wheeler County line, a distance of 11.1 miles. He stated that he had discussed the matter with a member of the U. S. Forest Service, who indicated that he would recommend improvement of the section as a Forest Highway Project. He pointed out that traffic over this road has doubled since 1952 and that a lot of logs are being trucked over it. He referred to a recent Commission biennial report which showed that very little improvement has been made on this highway since it was originally constructed, and he declared that to his recollection only one contract, which was a rock production project, had been performed on the highway in the last thirty years. The Deputy Engineer stated that a new Forest Highway Program would soon be formulated and consideration could be given to the project at that time. He estimated that the work requested would cost approximately $700,000 and would require two or three years to complete. Judge Barratt commented that in his opinion the road justifies improvement as much as the Ukiah-Hilgard Highway, and that the County is not getting its fair share of highway monies. Commissioner Reynolds stated that people who are interested in this road should make every effort to sell the project to the Forest Service people; also, that the project will be considered in formulating the next forest highway program, but no definite commitment to it can be made now.

Judge Barratt also called attention to the need for a footpath along the Heppner Highway, No. 52, from the school grounds to the fairgrounds in the city of Heppner. He stated that he would be willing to deed without cost land that he owns which could be utilized for the footpath. The School Board, he stated, has indicated its willingness to share in the cost of the work up to $500 or $600. The Commission referred the matter to the Engineer for investigation and report.

The Deputy Engineer reported a request from Columbia County for an additional FAS project for construction of the North Fork Scappoose Creek Bridge on FAS Highway 609, in the amount of $25,000. The County, he said, also requests that the Oak Ranch Creek Bridge project on FAS 567, approved by the Commission on January 26, 1956, in the sum of $22,000, be cancelled. He explained that underruns in other Columbia County FAS projects have left $3,000 available so that no additional authorization is required. He recommended approval of both requests. The Commission approved the substitution of projects as recommended.

The Commission considered a request made by the Deputy Engineer for purchase of engineering equipment for 12 new survey crews which, he said, are needed to meet the requirements of the expanded highway program. To equip the crews, it is necessary to furnish desks, filing cabinets, calculators, transits, levels, etc. The estimated cost of this equipment is approximately $31,000, and as at least 90 days will be required to make delivery, he requested authority to order the equipment immediately. The Commission approved the request.

The Engineer reported completion of a number of location surveys as follows:

(1) China Gulch-Copper Road Section of the Medford-Provolt Highway, Jackson County. (1956 Emergency Relief Fund Project). (See EXHIBIT "H-1").

(2) Whiteson Unit of the South Yamhill River-Amity Section of the Pacific Highway West in Yamhill County. (Relocation to eliminate the hazardous vertical curve known as the Whiteson Dip) (See EXHIBIT 'H-2').

(3) Finn Rock-Elk Creek Section of the McKenzie Highway in Lane County. (Relocation to eliminate a number of dangerous curves) (See EXHIBIT 'H-1').

(4) River Banks Farm Section of the Rogue River Loop Highway in Josephine County. (Relocation required to raise the roadbed above flood waters) (See EXHIBIT 'H-1').

(5) Willowdale-Lyle Gap Unit of the Willowdale-Madras Section of The Dalles-California Highway in Jefferson County. (Relocation to improve alignment of this highway) (See EXHIBIT "H-2").

(6) Walton-Noti Section of the Richardson-Eugene Highway in Lane County. (This survey in general follows the existing highway, but departs slightly at a few points to eliminate sharp curvature) (See EXHIBIT 'H-1').

(7) Gold Beach-Cape Sebastian Section of the Oregon Coast Highway in Curry County. (Relocation to modernize alignment of this highway section.) (Chairman Chandler commented that construction will not be started until the right of way had been acquired.) (See EXHIBIT 'H-2')

The Engineer explained that these location surveys have been carefully selected to provide the best highways for the traveling public commensurate with modern standards and cost, and he recommended their approval. As a result of careful study the Commission approved the surveys by adopting the attached resolutions relative thereto, marked EXHIBIT "H-1" and EXHIBIT 'H-2', which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Deputy Engineer requested an increase in project authorization for the Walton-Noti Section of the Richardson-Eugene Highway. He explained that when the original estimate was made for this improvement it was believed that only 8 inches of additional rock would be needed to carry the traffic; however, later investigations indicate that 12 inches of material will be required to support the heavy log trucks that use this road. He offered two alternatives:

1. To shorten the project to six and one-half miles, leaving two and one-half miles unimproved.

2. To increase the project authorization from $300,000 to $440,000, it being estimated that the additional rock will cost about $140,000. He recommended that the project authorization be increased to $440,000 and that he be authorized to call for bids for improvement of the entire nine-mile section at the August letting. The Commission approved the recommendation.

The Commission discussed a resolution from the City of Brookings requesting the resurfacing of the Oregon Coast Highway between Pacific Avenue and Oak Street in Brookings. The Deputy Engineer advised that a personal investigation of the highway was made by Mr. Stiffler, Assistant Highway Engineer, and that arrangements have been made to do some patching work and to reseal the pavement in the near future, which should take care of the situation. The Commission accepted the report.

The Commission also considered a resolution from Coquille Grange No. 396, Coquille, Oregon, requesting early construction of a modern highway between the Pacific Highway and the Oregon Coast Highway, located as near as possible along the route of the existing Coos Bay-Roseburg Highway. The Deputy Engineer stated that engineers are not available to conduct such survey; moreover, the project is too big to handle in the foreseeable future. He recommended that the request be denied. The Commission indicated concurrence in the Engineer's viewpoint but deferred action pending appearance of a delegation on the following day. (The Douglas County Court, which appeared before the Commission on the following day, made no mention of this project.)

The Commission considered and upon recommendation of the Engineer, granted extensions of time within which to complete state highway contracts as follows:

1. C. J. Eldon, Contract No. 4488, for grading and surfacing the Bruce Junction-Martins Lake Section of Martins Lake Road in Benton County, requested an extension of time from November 30, 1955 to July 1, 1956. Approved to June 4, 1956, the actual completion date of the contract. Reimbursement for engineering expense and other extra expense incurred by the State in connection with the work during the period of this extension was waived by the Commission.

2. The United Contracting Co., Contract No. 4459, for paving the Cannon Beach (2nd Street-1st Street) Section of the Oregon Coast Highway in Clatsop County, requested an extension of time from September 15, 1955 to July 31, 1956. Approved to and including June 19, 1956, the actual completion date of the contract. Reimbursement for engineering expense and other extra expense incurred by the State in connection with the work during the period of this extension was waived by the Commission.

3. Tom Lillebo, Contract No. 4426, for construction of the Applegate River Bridge on the Redwood Highway in Josephine County, requested an extension of time from December 31, 1955 to April 15, 1956. Approved

as requested. Reimbursement for engineering expense and other extra expense incurred by the State in connection with the work during the period of this extension was waived by the Commission.

4. Enoch I. Maerz, Contract No. 4512, for Detroit Lake State Park Overnight Camp Facilities on the North Santiam Highway in Marion County, requested an additional extension of time from May 31, 1956 to November 30, 1956. Extension approved to July 15, 1956. Reimbursement for engineering expense and other extra expense incurred by the State in connection with the work during the period of this extension was waived by the Commission.

5. Lee Hoffman, Contract No. 4521, for construction of a bridge over the Siletz River on the Siletz Highway in Lincoln County, requested an extension of time from July 31, 1956 to October 31, 1956. Approved as requested. Reimbursement for engineering expense and other extra expense incurred by the State in connection with the work during the period of this extension was waived by the Commission.

6. Tom Lillebo, Contract No. 4356, for replacement of dolphins on the Umpqua River Bridge Pier Protection project on the Oregon Coast Highway in Douglas County, requested an additional extension of time from May 1, 1956 to July 31, 1956. Approved as requested. Reimbursement for engineering expense and other extra expense incurred by the State in connection with the work during the period of this extension was waived by the Commission.

7. Petersen Construction Company, Contract No. 4441, for Expansion of Beverly Beach State Park on the Oregon Coast Highway in Lincoln County; requested an additional extension of time from December 31, 1955 to May 16, 1956. Approved to May 16, 1956, the actual completion date of the contract. Reimbursement for engineering expense and other extra expense incurred by the State in connection with the work during the period of this extension was waived by the Commission.

8. K. F. Jacobsen & Co., Inc., Contract No. 4382, for grading and paving the Rock Creek-Damascus Section of Clackamas-Boring County Road in Clackamas County, requested an extension of time from October 1, 1955 to July 1, 1956, 270 days. Extension approved to and including June 21, 1956, the actual completion date of the contract. Reimbursement for engineering expense and other extra expense incurred by the State in connection with the work during the period of this extension was waived by the Commission.

9. Warren Northwest, Inc., Contract No. 4463, for grading and paving the Turner-Aumsville Section of the Salem-Turner-Aumsville Road in Marion County, requested an extension of time from October 15, 1955 to July 31, 1956. Approved to and including June 20, 1956, the actual completion date of the contract. Reimbursement for engineering expense and other extra expense incurred by the State in connection with the work during the period of this extension was waived by the Commission.

FOOTNOTE: The action taken by the State Highway Commission upon the extensions of time within which to complete the highway contracts listed

above was based upon the recommendation of the Engineer and his reports, which considered but did not necessarily adopt either or any of the reasons given by the contractors in their requests for such extensions of time. For details regarding these extensions of time, see copies of the contractors' requests and the Engineer's recommendations on file in the respective contracts in the Secretary's office.

The Deputy Engineer reported that contract numbers 4184, 4185, 4297, 4333, 4382, 4426, 4430, 4441, 4452, 4459, 4463, 4519, 4561, 4580, 4583, 4584, 4585, 4612, 4620, 4635, 4641, 4668, 4676, 4677, 4684, 4738, and 4742 for highway construction have been completed according to requirements of the contracts or modifications thereof, and that said contracts are now ready for acceptance by the Commission.

After due consideration the Commission accepted said contracts by adopting the attached resolution relative thereto, marked EXHIBIT " D ", which resolution, by this reference, is made a part hereof with like effect as though extended in full herein.

Commissioner McIver inquired as to the progress that is being made by Rogers Construction Company in connection with Contract Number 4311 for paving the Glenwood-North Plains Section of the Wilson River Highway. The Deputy Engineer replied that the contractor has installed his crushing plant and very likely will finish crushing by the end of August.

The Deputy Engineer reported that projects contracted by the Bureau of Public Roads in the 1957 Forest Highway program have resulted in an overrun of $682,000 in available funds, and that before the Bureau can award more contracts in this program the overrun must be eliminated. This matter, he said, has been discussed at great length with the Bureau officials, and as a result thereof, it was decided to recommend the elimination of the following projects, totaling $647,000, which will be restored in the next program:

1. Project 51-B, Belknap Springs Highway (Grading, north end)----------$350,000

2. Project 43-C5, Diamond Lake Highway (Grading, surfacing and paving)---------- 297,000

He pointed out that the Belknap Springs project is for grading only and that no monies are currently programmed for surfacing this section; also, that the Diamond Lake project consists of seven miles of paving work which cannot be done this year because it is too late in the season to do that kind of work. The withdrawal of these two projects, he continued, will make it possible for the Bureau to award a contract on the Mt. Hood Highway, for which bids were received on June 22.

He also said that elimination of the Diamond Lake and Belknap Springs projects from the current program is recommended on the assurance that

they will be given priority over others in the next program of Forest Highway funds. The Commission approved the program revision as recommended.

Consideration was given to an inquiry from the City of Seaside concerning construction of the proposed relocation of the Oregon Coast Highway along Roosevelt Drive within the city.

The Deputy Engineer commented that this project should be performed some time within the next five years, but if the sum of over $3,000,000 is allocated to the Youngs Bay Bridge project, it will be impossible to finance the improvement in Seaside, which is estimated to cost $550,000.

The Commission decided to tell the delegation from Astoria and Seaside, that was scheduled for the following day, that the program for new monies has not yet been arranged but is being discussed, and that this project will be considered with others for the funds available.

The Deputy Engineer requested authority to spend approximately $3,500 to install partitions, revise the lighting system and place an asphalt tile floor covering in two storage rooms in the basement of the State Highway Building in Salem, which rooms are to accommodate engineering personnel who will operate a Kelsh Plotter for the Construction Division. The Commission approved the expenditure.

Consideration was given to a letter from the Lake County Court requesting a survey to determine the most practicable route for a highway to connect the Fremont Highway with the Willamette Highway. The Deputy Engineer reported that the requested highway is approximately 38 miles in length and that it will cost approximately $2,000,000 to construct it. As there are no engineers available to perform the survey work, he recommended that the request be denied. The Commission adopted the recommendation.

The Commission also gave consideration to a proposal submitted by the Lake County Court for an exchange of roads in Warner Valley. The county proposes to take over the state secondary highway extending from Adel to Plush and proposes that the State take over the county road which extends northerly from Camas Creek east of Adel along McDowell Creek to Plush. They alleged that the two roads are approximately equal in length. The Deputy Engineer recalled a similar request in 1951, which was denied because of the much higher maintenance costs on the section which the State is asked to maintain. Investigation of the two roads, he said, showed that it would cost approximately $26,000 yearly to maintain the Camas Creek-Plush Road because of its higher elevation and inferior roadbed, whereas the cost to maintain the road between Adel and Plush is approximately $2,000 per year. He recommended that the request be denied. The Commission accepted his recommendation.

A letter from the City of Coos Bay requesting that the present contract for improvement of Central Avenue be extended one block from 7th

Street to 8th Street was discussed. The Deputy Engineer pointed out that the existing contract extends from 8th to 14th Street and it is not legally possible to extend it. The present contract, he said, covers the section the city originally requested, and he recommended that the present request be denied. The Commission denied the request.

Apportionment to the various cities and towns in the state of their respective shares of Highway revenues accrued during the first six months of 1956 was presented by the Deputy Engineer, who said that the amounts have been computed according to the provisions of Oregon law. He recommended approval of the apportionment. The Commission accepted his recommendation by adopting the attached resolution relative thereto, marked EXHIBIT " E ", which resolution , by this reference, is made a part hereof with like effect as though extended in full herein.

Consideration was given to a request from the Department of State Police for prohibition of parking on the Oregon Coast Highway, US 101, in the vicinity of the "Juno Inn" just north of the city of Tillamook. This request, the Deputy Engineer reported, was investigated, and it was found that a hazardous condition does exist at this place due to the relatively high speed of vehicles using the highway and the parking of vehicles on the highway shoulders. He recommended that shoulder parking of vehicles be prohibited on the east side of the highway between M.P. 74.11 and M.P. 74.19. The Commission accepted his recommendation by adopting the attached resolution relative thereto, marked EXHIBIT 'G-1", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Also considered was a recommendation from the Deputy Engineer that parking of vehicles be prohibited on the Beaverton-Hillsdale Highway between the Multnomah-Washington County Line and the east city limits of Beaverton. He pointed out that in some sections curbs have been constructed and the pavement width between curbs is 50 feet. Parking on these sections, he said, restricts capacity and creates a hazard to the traveling public. He recommended that parking be prohibited between the Multnomah-Washington County Line at M.P. 3.27 and the east city limits of Beaverton at M.P. 5.89. The Commission accepted his recommendation and thereupon adopted the attached resolution relative thereto, marked EXHIBIT "G-2", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

A petition from Central Grange No. 360, Veneta, Oregon, requesting elimination of traffic hazards on the Richardson-Eugene Secondary Highway near Fern Ridge Reservoir was discussed. The hazard, the Deputy Engineer advised, is caused by parked cars and fishermen fishing from both sides of the bridges. A traffic investigation disclosed that the only practical method of decreasing the hazards would be to construct two off-highway parking lots and to prohibit parking on the shoulders of the highway. The parking areas, he continued, have been completed, and he recommended that parking be prohibited on both sides of the highway from M.P. 39.51, immediately west of the bridge crossing the West Fork

Coyote Creek, to M.P. 41.63, which is approximately the east end of the bridge crossing Coyote Creek. The Commission approved his recommendation by adopting the attached resolution relative thereto, marked EXHIBIT "G-3", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Upon the favorable recommendation of the Deputy Engineer, the Commission approved out-of-state travel for the following personnel:

(1) R. C. Blensley, Planning Survey Engineer, to attend WASHO Factual Survey Committee's Planning Conference in Cheyenne, Wyoming, August 2 and 3, 1956, at an estimated cost of $181.15.

(2) J. Al Head, Assistant Traffic Engineer, to attend the Institute of Traffic Engineers meeting in Lafayette, Indiana, August 11 and 12, 1956, at an estimated cost of $28. Transportation costs for Mr. Head are to be paid by other agencies.

(3) Roy C. Edgerton, to attend the Highway Research Board's Committee on Surface Drainage of Highways in San Francisco September 19 and 20, 1956, at an estimated cost of $80.

(4) F. B. Crandall, Traffic Engineer; J. Al Head, Assistant Traffic Engineer; and Val P. Johnson, Traffic Control Engineer, to attend the annual conference of the National Institute of Traffic Engineers in San Francisco, September 24 to 28, 1956, at a total estimated cost of $375.

(5) Forrest Cooper, Construction Engineer, to represent Mr. R. H. Baldock at a meeting of Chief Highway Administrators in Chicago July 12 and 13, 1956, at an estimated cost of $260.

The Commission considered, and upon favorable recommendation by the Deputy Engineer, approved a request from the Tillamook County Court for the closure to vehicular traffic and the landing of aircraft of the ocean beach area at Neskowin southerly from Mt. Angel Street extended west, to Hawk and Neskowin Creeks. The Deputy Engineer explained that such closure applies only to vehicular traffic, because the law already excludes the landing of aircraft on the beaches except in emergencies or by specific permission of the Commission.

Consideration was given to a request submitted by Thomas M. McKenzie, Brookings, that a person from the Brookings area be appointed to fill the position on the Travel Advisory Committee created by the death of Arch B. Sanders of Coos Bay. (The Commission took no action at this time, but later in the session appointed Mr. George Weyerhaeuser, Springfield, for this vacancy.)

The Commission gave attention to a request from the Willamette National Lumber Company of Dallas to allow log hauling on Saturday

afternoons during the balance of the summer to establish a cold deck for winter operation. The matter was discussed in some detail, the general trend of the discussion being favorable to allowing log hauling to 9:00 P.M. instead of the present 8:00 P.M. deadline. Action, however, was deferred.

(On the following day, Chairman Chandler announced that the Commission had given the matter further consideration and had agreed to allow log hauling to 9:00 P.M. until October 1, 1956, but had denied the request for hauling on Saturday afternoons.)

An extension of a lease granting to the U. S. Forest Service the use of certain rooms and floor space in the Timberline Junction Maintenance Headquarters was presented by the Deputy Engineer. The lease extension, he stated, is from July 1, 1956, to June 30, 1957, and provides for use of state facilities on a seasonal basis at the rate of $60 per month. The Commission approved the extended lease.

The Commission discussed with the Deputy Engineer a request from the Oregon Development Commission submitted by Joseph W. Smith, Chairman, that permission be given to the Georgia-Pacific Plywood Company to place a pipeline upon the State's right of way along the Corvallis-Newport Highway to discharge waste materials from the proposed paper mill at Toledo into the mouth of Yaquina Bay. The Deputy Engineer stated that this request was carefully investigated, and it was found that the company wishes to install their pipe along the highway shoulders in the fills and in the ditches of the highway cuts. Such installation, he stated, would be very undesirable from the standpoint of interference with traffic during installation; it might also cause slides, and would be objectionable from the maintenance standpoint after the pipeline was installed. He called attention to a letter written by Mr. R. H. Baldock, State Highway Engineer, to Cornell, Howland, Hayes & Merryfield, pointing out these objections and recommending, in the public interest, that the request be denied. He suggested that the Commission concur in Mr. Baldock's recommendation. The Commission denied the request.

The Commission authorized renewing of the annual subscription to the Highway Research Board Correlation Service for the period July 1, 1956 to June 30, 1957, and the payment of $2,339 for such service. The Deputy Engineer explained that this service furnishes to the states that subscribe all reports on investigations, experiments, improvements, et cetera, carried on by the various states.

Erection of a text board at a view point on the Oregon Coast Highway just north of Cannon Beach was recommended by the Deputy Engineer, who explained that at this location there is mounted the historic cannon from which Cannon Beach derived its name. The estimated cost of the text board, he stated, is $350, and a text for the same has been approved by the Memorials Committee of the Oregon Historical Society. The Commission approved erection of the text board and the following inscription:

OREGON HISTORY

CANNON BEACH

LT. NEIL M. HOWISON, U.S.N., ARRIVED IN THE COLUMBIA RIVER 1 JULY 1846 ON BOARD THE 300-TON UNITED STATES NAVAL SURVEY SCHOONER "SHARK" FOR THE PURPOSE OF MAKING AN INVESTIGATION OF PART OF THE OREGON COUNTRY. HIS REPORT WAS INSTRUMENTAL IN CREATING PUBLIC INTEREST IN THE OREGON TERRITORY AND FORMULATING A DECISION ON THE LOCATION OF THE BOUNDARY BETWEEN ENGLISH AND AMERICAN LANDS.

THE "SHARK" WAS WRECKED ATTEMPTING TO LEAVE THE COLUMBIA ON 10 SEPTEMBER 1846. IN AN EFFORT TO GET THE SHIP OFF THE SPIT, THE THREE MASTS WERE CHOPPED DOWN AND THE CANNON WERE JETTISONED, BUT SHE BEGAN TO BREAK UP AND THE CREW TOOK TO HER BOATS. PART OF HER DECK, WITH THIS SMALL IRON CANNON, DRIFTED ASHORE SOUTH OF TILLAMOOK HEAD NEAR THIS LOCATION, THUS GIVING THE NAME TO CANNON BEACH.

The Commission approved the Secretary's report on papers signed on behalf of the Commission during the period from June 1, 1956 through July 9, 1956.

The Commission confirmed the date August 16 and 17 for its next regular meeting and instructed the Secretary to arrange for use of the Queens Room in the Imperial Hotel, Portland. The Commission also set September 27 and 28 as the tentative date for its next following meeting.

Consideration was given to a request from the Port of Siuslaw that drawbridge operators be maintained on duty at the Siuslaw River Bridge on

the Oregon Coast Highway at least from daylight to dark. The Deputy Engineer advised that similar requests were received from the Port Commission in 1953 and 1954, and that in 1953 two operators were assigned to work the fifteen hours of daylight during the month of September. During that month, he said, only one vessel requiring the opening of the drawbridge entered the harbor. As the result of this experience the President of the Port of Siuslaw stated that unless the bar and channel were improved they would not request the State to furnish full-time operators on the draw span. The bar and channel have not since been improved. He also indicated that the present method of operating the draw span, which requires two hours' advance notice to the drawbridge operator, would be sufficient. The Deputy Engineer also pointed out that there were no openings of the draw span during January, February, March, October, November and December, 1955, and twenty-six openings in the six months' period from April to September, or an average of two and one-sixth openings per month. He recommended that the request be denied. The Commission accepted his recommendation.

The Deputy Engineer reported that the State Speed Control Board at its meeting of June 28, 1956 designated certain maximum speed zones on the Nehalem Highway in the city of Astoria. To conform with the pattern established within the city, he recommended designation of reduced speed zones, as follows, outside the city:

> 45 miles per hour between a point 0.16 mile east of S. E. Eighth Street (M. P. 0.41) and a point 250 feet west of S. E. Wall Street (M. P. 0.63).
>
> 45 miles per hour between a point 50 feet west of S. E. Wall Street (M. P. 0.67) and a point 400 feet west of S. E. Hancock Street (M. P. 0.95).
>
> 45 miles per hour between a point 100 feet east of S. E. Grant Street (M. P. 1.14) and Williamsport Road (M. P. 1.26).
>
> 45 miles per hour between the south city limits of Astoria (M. P. 1.38) and a point 0.47 mile south of south city limits of Astoria (M. P. 1.85).

The Commission approved his recommendation by adopting the attached resolution relative thereto, marked EXHIBIT "F-1", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The Engineer reported further that the State Speed Control Board also took action at its meeting of June 28, 1956, designating certain speed zones on the North Santiam Highway in the city of Stayton. To carry these speed zones to a logical point of termination outside the city, he recommended the following: establishment of a

> 35 MPH speed zone from a point 300 feet north of Fern Ridge Road (M. P. 8.42) to the north city limits of Stayton (M.P. 8.48); and a

45 MPH speed zone from the east city limits of Stayton (M.P. 9.96) to a point 0.13 mile east thereof (M.P. 10.07).

The Commission approved the speed zones as recommended by adopting the attached resolution relative thereto, marked EXHIBIT "F-2", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

Consideration was given to a request from the Idaho Power Company for a permit or contract agreement authorizing the Company to reconstruct a 6.74-mile section of the Baker-Homestead Highway from a point approximately three miles north of Brownlee Dam to Oxbow Dam (M.P. 66.26 to M.P. 73.00). This section of highway, the Deputy Engineer stated, will be flooded when the Oxbow Dam pool is formed, and the Company wishes to start immediately on construction of the new road, which will be built to highway department standard, according to an agreement that has been reached with the Company. Construction of the new road, he continued, will not interfere with the existing road, which will remain in use for approximately three years. He recommended that an appropriate agreement be prepared authorizing such construction and stating specifically that the Highway Commission will not relinquish its existing right of way until the new road has been built to a standard acceptable to the Commission. The Commission approved his recommendation and instructed the Chief Counsel to prepare a form of agreement or contract in conformity therewith for approval by the Commission at its next meeting.

The Commission discussed a letter from the Oregon Association of Insurance Agents requesting that action be taken to provide that the Oregon Association will participate equally with the Washington Association of Insurance Agents in commissions that accrue in connection with insurance that is furnished for the Interstate Bridge project. Commissioner Reynolds stated that not more than $4,000 is involved and that the Oregon Association feels that one-half of this amount should come to them, inasmuch as construction of the bridge across the Columbia at Portland is a joint project between the two states. He asked the Commission to authorize a letter to the Washington Toll Bridge Authority, requesting an equal division of the premium between the Oregon and Washington Associations. The Commission approved his request and referred the matter to Commissioner Reynolds to handle details.

The Deputy Engineer reported that approximately $1,500,000 of additional Federal-aid money is available for contracting, which amount, together with State match money, provides a program of $2,500,000. He recommended that this money be used to finance the following projects, all of which, except the Elsie section, were heretofore approved by the Commission for the next two-year program:

(See following page for program)

Highway	Section	Type Work	Amount
	PRIMARY		
Pacific	Whiteson Dip	GPS	$ 196,000
Redwood	Illinois River Bridges	GP	325,000
Central Oregon	Fort Rock Road-Brothers	GP	365,000
Central Oregon	Horseshoe Bend-Gwyn	GP	200,000
Mt. Hood	Sandy-Forest Boundary	R/W	175,000
Sherman	Grass Valley-Kent	R/W	40,000
Sunset	Elsie	P & Shldrs.	149,000
	Reserve		100,000
		Total	$1,550,000
	SECONDARY		
Hermiston	Hinkle-Bucks Corner	PS	$ 165,000
	Reserve		385,000
		Total	$ 550,000
	URBAN		
Pacific West	Adams St. McMinnville	GPS	$ 264,000
	" "	R/W	70,000
	Reserve		66,000
		Total	$ 400,000
		Grand Total	$2,500,000

The Commission approved the projects as recommended and authorized the Engineer to advertise them for bids as soon as plans have been prepared.

The Commission discussed with the Deputy Engineer bids received during the morning session for highway construction and at 4:00 p.m. Commissioner Reynolds publicly announced the Commission's decision with

respect to each project as follows:

"Construction of Greasy Creek Bridge on Benton County Route No. 46, approximately two miles southwest of Philomath in Benton County: As this is a County project, the Commission referred all bids to Benton County for award.

"Grading and oiling Sunset Junction Slide Section of the Fishhawk Falls Highway, in Clatsop County: The Commission awarded the contract to the low bidder, J. N. Conley, Portland, at his bid price of $27,174.

"Division No. 4 Sanding Material Project on 3 State highways, in the vicinity of Prineville, Bend, etc. in Crook and Deschutes Counties: The Commission awarded the contract to the low bidder, Babler Bros., Inc., Portland, at their bid price of $29,400.

"Construction of a Sand Shed at Bend in Deschutes County: The Commission awarded the contract to the low bidder, R. H. Jones, Hillsboro, at his bid price of $9,278.16.

"Slide correction on Elkhead Road Unit, Divide-Rice Hill Section of the Pacific Highway, south of Cottage Grove in Douglas County: The Commission awarded the contract to the low bidder, Henry H. Miller, Contractor, Roseburg, at his bid price of $11,837.92.

"Slide correction on West Unit, Reedsport-Dean Creek Section of the Umpqua Highway in Douglas County: The Commission awarded the contract to the low bidder, Henry H. Miller, Contractor, Roseburg, at his bid price of $39,733.

"Construction of guardrail on the Shady-Booth Ranch Unit, Shady-Canyonville Section of the Pacific Highway, south of Roseburg in Douglas County: The Commission elects to accept the bid of Vern Hoaglin, Beaverton, in the sum of $46,935, and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Grading and paving the Josephine County Line-Rogue River Section of the Pacific Highway, southeast of Grants Pass in Jackson County: The Commission elects to accept the bid of Fred H. Slate Co. and E. C. Hall Co., Portland, in the sum of $258,593.50, and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Construction of a Sand Shed at Klamath Falls in Klamath County: The Commission awarded the contract to the low bidder, A. E. Fitzgerald, Klamath Falls, at his bid price of $8,590.

"Grading and pavement widening on the Glenada Hill Section of the Oregon Coast Highway, near Florence in Lane County: The Commission elects to accept the bid of the Umpqua River Navigation Co., Reedsport,

in the sum of $63,043, and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired.

"Construction of a Maintenance Building at Sweet Home in Linn County: The Commission awarded the contract to the low bidder, Lloyd G. Sperling, Tillamook, at his bid price of $14,730.

"Santiam Junction Rock Production Project on the Santiam and N. Santiam Highways, westerly of Sisters in Linn and Jefferson Counties: There were no bids received on this project.

"MacLaren School Grading and Paving Project, north of Woodburn in Marion County: The Commission referred all bids received on this project to the State Board of Control for award.

"Construction of a Sand Shed at Mission Road Junction in Umatilla County: The Commission awarded the contract to the low bidder, Bechtel Bros., LaGrande, at their bid price of $12,585.

"Grading and paving the Oswego Section of the Country Club Road and "A" Avenue in Clackamas County: The Commission awarded the contract to the low bidder, Perkins Bros., Portland, at their bid price of $106,366.

"Removal and replacement of the movable ramp at the Megler terminus of the Astoria-Megler Ferry in Clatsop County: The Commission awarded the contract to the low bidder, General Construction Co., Portland, at their bid price of $14,875.

"Roadside Improvement on the Garden Valley Road Interchange, Deady-Shady Section of the Pacific Highway, near Roseburg in Douglas County: The Commission awarded the contract to the low bidder, Ernest Ferrante & Co., Portland, at their bid price of $22,236.20.

"Slide Correction on Ruthton Hill Section of the Columbia River Highway, about two miles west of Hood River in Hood River County: The Commission awarded the contract to the low bidder, Kelley Construction Co., The Dalles, at their bid price of $13,658.08.

"Grading and paving Sexton Mountain, N. Slope Slide Section of the Pacific Highway, north of Grants Pass in Josephine County: The Commission awarded the contract to the low bidder, C. R. O'Neil, Creswell, at their bid price of $170,311.50.

"Grading and paving the Hopmere Road Interchange and Battle Creek Junction North Connection on the Portland-Salem Expressway in Marion County: The Commission awarded the contract to the low bidder, Central Paving Co., Independence, at their bid price of $71,630.

"Preparation of slope and construction of pneumatically-applied 3" slope pavement at Chemawa Overcrossing of the Southern Pacific Railroad

on the Portland-Salem Expressway in Marion County: The Commission awarded the contract to the low bidder, Gun-Crete Cement Co., Portland, at their bid price of $8,871.20.

"Construction of Champoeg Creek Bridge on the Newberg-Yergens Corner Road in Marion County: The Commission elects to accept the bid of United Builders, Inc., Beaverton, in the sum of $35,684.10, and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Marion County is received and the sum of $8,000 is deposited by the County.

"Paving Dolph Corner-Rickreall Section of the Willamina-Salem Highway, about 10 miles west of Salem in Polk County: The Highway Commission is holding the two low bids for this project for award of the contract at the August, 1956, meeting of the Commission.

"Grading and paving the South Unit, Pendleton-Pilot Rock Section of the Pendleton-John Day Highway in Umatilla County: The Commission elects to accept the bid of Roy L. Houck & Sons, Salem, in the sum of $221,422 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

Carl Jordan, Travel and Information Director, reported that at the request of Mr. William Tugman, Chairman of the Travel Advisory Committee, he contacted Mr. George Weyerhaeuser, Springfield, as to whether he would be agreeable to accepting appointment as a member of the Travel Advisory Board to fill the vacancy caused by the death of Arch Sanders, and that Mr. Weyerhaeuser indicated that he would be happy to serve. Motion thereupon was offered by Commissioner Reynolds that Mr. Weyerhaeuser be asked to serve the State in such capacity. The motion carried unanimously and the Secretary was instructed to notify Mr. Weyerhaeuser of the appointment and to ascertain definitely whether or not he will accept it.

A request from the City of John Day was presented by Commissioner Reynolds, who stated that city officials have requested widening on U. S. Highway No. 395 in the south part of the city. The cost of the work, he stated, has been estimated at $45,000, but the City of John Day does not have funds to advance the 25 percent participation usually required of the cities but will pay it piecemeal. The Commission decided not to deviate from its established policy. Commissioner Reynolds stated that he would tell the city officials that the Commission cannot perform the project until the city is financially able to advance its proportionate share of the expense.

Commissioner Reynolds also inquired as to the value of crooked center stripes which some states have painted on pavements just preceding stop signs. The Deputy Engineer stated that the traffic engineer is contacting those states which use this form of centerline as to their experience

with it, and that he will report the results of the inquiry. His personal feeling was that flashing beacons provide a much better warning for the traveling public.

The scheduling of a meeting in Medford concerning the proposed Pacific Highway Bypass of this city and others was discussed. The Engineer advised that the proposed bypass plans will be available after mid-August, so the hearing could be held any time after that date. After some discussion the Commission decided to hold the hearing some time in the early part of October, a definite date to be set later.

Chairman Chandler stated that a representative of the Al Pearce Lumber Company had called to his attention certain hazards near the Standard Oil Plant on the Oregon Coast Highway in the city of Coos Bay. The company, he said, feels that some sort of a warning signal should be installed at this point for use when shifts are changing. The Deputy Engineer was instructed to investigate the matter and submit a report.

Chairman Chandler stated that a Mr. Ernest G. Swigert, President of the Hyster Company, Portland, had requested that a lease be granted him to erect a temporary car storage garage on State property adjoining the Columbia River Highway midway between Multnomah Falls and Bridal Veil.

The Deputy Engineer recalled that when the Columbia River Highway in this area was rebuilt several years ago the First National Bank, as a Trustee, reserved a 40-foot roadway to the river for fishermen, with access to the new highway. Mr. Swigert and his son-in-law, Mr. R. C. Warren, he stated, own summer homes on the Washington side of the river and they wish to park their cars on the Oregon side at the river end of this road and take boats across the river. The garage would be to store the cars until they returned. He called attention to the fact that only three accesses were granted between Troutdale and Corbett, this being one of them. When the highway is widened to four lanes it will be necessary to acquire all three of these access rights and, if the Commission takes action to grant the lease for the temporary garage, Mr. Swigert should be informed that the access will be closed in a year or less. Commissioner McIver commented that if a lease is granted it should be only on a month-to-month basis until the access rights have been purchased. As a result of the discussion the Commission authorized negotiations to acquire all remaining access rights. Mr. Swigert's request was denied.

The meeting adjourned at 5:00 P.M. to reconvene at 9:00 A. M. on the following day.

Portland, Oregon
July 13, 1956

The meeting of the State Highway Commission reconvened at 9:00 A.M. in the Queens Room of the Imperial Hotel with the following persons present and participating:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
W. C. Williams, Deputy State Highway Engineer
W. W. Stiffler, Assistant State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
Robert L. May, Jr., Assistant Chief Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

Mr. R. H. Baldock, State Highway Engineer, was excused on account of illness.

Bids as follows for highway construction work were opened and read aloud by the Secretary in conformance with previously published notice, after which he announced that the Commission would award contracts at 4:00 P.M. in the same room.

COOS COUNTY
GRADING AND PAVING CATCHING SLOUGH-CHANDLER BRIDGE SECTION OF THE COOS RIVER HIGHWAY

Coos Bay Dredging Co., Inc., Coos Bay	$ 234,778.00
Fred H. Slate & E. C. Hall Co., Portland	237,841.50
Porter W. Yett, Portland	243,381.60

DESCHUTES COUNTY
DESCHUTES COUNTY ROADS OILING PROJECT ON 5 COUNTY ROADS

The Central Heating Co., Ore. Lt.., Eugene	$ 74,889.50
Babler Bros., Inc., Portland	75,982.50
Harr & Horton, Portland	79,008.00
J. C. Compton Co., McMinnville	79,620.00

DOUGLAS COUNTY
GRADING AND PAVING SOUTH UNIT, KELLOGG BRIDGE-YELLOW CREEK SECTION OF THE ELKTON-SUTHERLIN HIGHWAY

Funderburk Construction Corp., Sutherlin	$276,215.00
F. L. Somers, Medford	309,290.00
Fred H. Slate Co. & E. C. Hall Co., Portland	310,803.00
C. R. O'Neil, Creswell	316,123.00

DOUGLAS COUNTY
EMBANKMENT REPAIR ON MILO-CORN CREEK SECTION OF THE TILLER-TRAIL HIGHWAY

Angell Bros., Eastside	$ 12,206.00
Funderburk Constr. Corp., Sutherlin	12,580.00

Milo-Corn Creek Section of the Tiller-Trail Highway - Cont.

F. L. Somers, Medford	$ 13,260.00
Henry H. Miller, Roseburg	15,130.00

JACKSON COUNTY
TORRENT CREEK EMBANKMENT REPAIR PROJECT ON THE PACIFIC HIGHWAY

Phoenix Sand and Gravel, Medford	$ 10,420.00
F. L. Somers, Medford	10,500.00
A. H. Saxton and Son, Portland	12,050.00
M. C. Lininger & Sons, Medford	12,580.00
Keith Bros. Constr. Co., Medford	12,740.00
T. W. Thomas, Portland	12,900.00

SHERMAN AND GILLIAM COUNTIES
DESCHUTES RIVER-QUINTON ROCK PRODUCTION PROJECT ON THE COLUMBIA RIVER AND SHERMAN HIGHWAYS

Vernie Jarl, Gresham	$ 31,900.00
Rogers Constr. Co., Portland	40,500.00

CLACKAMAS, MULTNOMAH AND WASHINGTON COUNTIES
ROADSIDE IMPROVEMENT ON BARBUR BLVD. -WILLAMETTE RIVER SECTION OF THE PORTLAND-SALEM EXPRESSWAY

Keizer Sand & Gravel Co., Salem	$ 23,941.00
E. P. Baltz & Son, Portland	25,372.68
Ernest Ferrante & Co., Portland	30,434.40
Walter W. Sprague Co., Lynnwood, Wn.	36,766.00
Shrubbery Plantings, Portland	36,939.60

CLATSOP COUNTY
FORT STEVENS PARK LATRINE PROJECT

V. E. Malin, Astoria	$ 9,506.00
Geo. F. Anderson, Astoria	9,860.00
A. T. Duoos & Son, Astoria	11,234.00

COOS COUNTY
GRADING AND PAVING MONROE AVE. -16TH ST. (NORTH BEND)SECTION OF CAPE ARAGO HIGHWAY

Sig Andersson, North Bend	$222,903.50
Porter W. Yett, Portland	225,469.00

DOUGLAS COUNTY
DRAINAGE IMPROVEMENT ON SHERMAN ST. -PINE ST. (SUTHERLIN) SECTION OF THE ELKTON-SUTHERLIN HIGHWAY

NO BIDS RECEIVED.

July 13, 1956

DOUGLAS COUNTY
UMPQUA RIVER BRIDGE PIER PROTECTION

Tom Lillebo, Reedsport	$ 13,950.00

DOUGLAS COUNTY
UMPQUA LIGHTHOUSE STATE PARK LATRINE

Tom Lillebo, Reedsport	$ 5,890.00
Donald W. Thompson, North Bend	5,987.00
Sig Andersson, North Bend	7,127.00

JACKSON COUNTY
WILLOW-KANE-SNIDER AND DRY CREEK BRIDGES

R & M Constr. Co., Central Point	$ 55,532.00
Ausland Constr. Co., Grants Pass	55,780.00
Orlando C. Bennard, Portland	76,135.00

LANE COUNTY
OILING THE GOSHEN-COTTAGE GROVE SECTION OF THE PACIFIC HIGHWAY

Morse Bros., Harrisburg	$ 20,008.00
J. C. Compton Co., McMinnville	21,965.00
Harr & Horton, Portland	22,030.00
Central Paving Co., Independence	24,400.00

MARION COUNTY
12TH STREET BRIDGE WIDENING

Concrete Structures, Inc., Portland	$ 31,650.00

MARION COUNTY
INSTALLATION OF TRAFFIC SIGNALS AT FOUR INTERSECTIONS ON SILVER CREEK FALLS HIGHWAY IN SALEM

Trowbridge Electric Co., Roseburg	$ 15,200.00
Steeck Electric Co., Roseburg	15,961.00
Electric Corp., Salem	15,970.00

MULTNOMAH COUNTY
INSTALLATION OF TRAFFIC SIGNALS AND ROADWAY ILLUMINATION ON MT. HOOD HIGHWAY AT INTERSECTION WITH E. BURNSIDE ST. EXTENSION

W. R. Grasle Co., Portland	$ 18,266.00
Rochat Electric, Portland	19,500.00
Trowbridge Electric Co., Roseburg	20,000.00
Steeck Electric Co., Roseburg	21,321.00
J. J. Walton, Salem	21,990.00
Huenergard Electric Co., Portland	32,595.00

July 13, 1956

MULTNOMAH COUNTY

BANFIELD EXPRESSWAY UNDERCROSSING OF N.E. 12TH AVENUE ON THE T.H. BANFIELD EXPRESSWAY IN PORTLAND

General Construction Co., Portland	$145,024.00
Lee Hoffman, Beaverton	166,445.00
J. N. Conley, Portland	166,803.30

UMATILLA COUNTY

McKAY CREEK BRIDGE AND TUTUILLA CREEK BRIDGE WIDENING ON THE PENDLETON-JOHN DAY HIGHWAY

Rogers Construction Co., Portland	$ 59,800.00
Marshall Constr. Co., Hermiston	65,955.59
R. H. Jones, Hillsboro	70,550.00
Geo. E. Berry, Beaverton	72,515.00
P. S. Lord Mech. Contractor, Portland	75,582.50

UNION COUNTY

LADD CANYON SLIDE SECTION OF THE OLD OREGON TRAIL HIGHWAY - (GRADING AND TOPPING)

Arthur Simonsen & Co., Baker	$ 45,287.00
Bechtel Bros. & Aaron Logsdan, La Grande	51,244.90
Fred H. Slate Co., Ore. Ltd., Portland	55,783.00
Durbin Bros., Eugene	57,416.00

WASHINGTON COUNTY

INSTALLATION OF ROADWAY ILLUMINATION ON WILSON RIVER HIGHWAY AT BANKS INTERCHANGE AND AT NORTH PLAINS INTERCHANGE

W. R. Grasle Co., Portland	$ 23,347.00
Trowbridge Electric Co., Roseburg	23,700.00
J. J. Walton, Salem	23,756.00

LANE COUNTY

GRADING AND PAVEMENT WIDENING, ALSO ILLUMINATION, ON LOOKOUT POINT LAKE PARK INTERCHANGE ON WILLAMETTE HIGHWAY

NO BIDS RECEIVED.

The Chief Counsel presented a request from the Howard Cooper Corporation for improvements costing approximately $34,235 to state-owned property located on the T. H. Banfield Expressway in Portland that the corporation is renting. The proposed improvements would be for the benefit of the corporation and would be paid for by the corporation during a ten-year period. He recommended against the request on the basis that the Commission is not in the business of real estate investment, and surplus property should be liquidated as soon as an adequate price can be obtained and the money then converted to highways. The Commission approved his recommendation.

Commissioner Reynolds recalled that possible solutions concerning violations of highway weight laws had been discussed at a previous meeting. He inquired as to the present status of this problem. The Chief Counsel replied that he had written to four district attorneys and that one of them had agreed to test the law when an appropriate case comes through his court.

A group representing the J. Ira McNutt Construction Company came before the Commission concerning the company's refusal to enter into a contract on which they submitted a bid on June 4, 1956 for construction of the South Unit, Kellogg Bridge-Yellow Creek Section of the Elkton-Sutherlin Highway, in Douglas County. The following people were present: Theo Schaeffer, Partner, J. Ira McNutt Construction Company, Eugene; Lyle Jacobsen, Superintendent and son-in-law of McNutt; A. G. Mansfield, representing United Pacific Company (surety company). Mr. Schaeffer, who acted as spokesman, stated that in computing the unit prices for this project they inadvertently omitted costs for drilling and shooting. He explained that their office routine had been upset by the illness of J. Ira McNutt, who had suffered a stroke, and the bid computations had not been thoroughly checked. Chairman Chandler stated that the bid was accepted and the contract awarded on June 4 at the bid price of $239,248. He pointed out that the second low bid was in the sum of $260,865, a difference of less than ten percent. The bid, he continued, had been accepted and awarded in good faith, and it is the policy of the Commission to request forfeiture of the five percent bid bond if the contractor fails to execute the contract.

Commissioner McIver commented that it has been well established in other contractors' minds that the five percent bid bond is given to assure that the contract will be entered into, and in fairness to other bidders the Commission should require forfeiture of the bid bond. He pointed out that the Associated General Contractors of America supports the Commission in this policy.

Mr. Schaeffer then inquired if there is any recourse. Chairman Chandler replied that the Commission regrets that the mistake occurred, but the only recourse would be to take the matter to court. The Commission declared the five percent bid bond forfeited.

A delegation representing the Fossil Community Club and other organizations came before the Commission to request improvement of the John Day Highway from Fossil to Rock Creek Junction near Dayville. The following people were present: E. R. Fatland, Chairman, Highway Committee, Chamber of Commerce, Condon; John Tierney, representing Morgan Truck Service, John Day and Portland; Jack Steiwer, Chamber of Commerce, Fossil; Robert Misener, Community Club, Fossil; Gilbert Simpson, State Game Commissioner, Spray; Albert Williams, County Commissioner, Spray; O. E. Matthews, County Judge, Fossil; Ted Putnam, Community Club, Fossil; Gus Strecker, Farmer, Spray; Fred Croissent,

Farmer, Spray; Mike Medlock, Stockman, Spray; Al Rinartson, Manager, Chamber of Commerce, John Day; Ralph Potter, Grange representative from Wheeler & Gilliam Counties, Condon; Bill Flatt, Flatt Truck Service, Condon; and Jerry Schreiner, Garage owner, Condon. Mr. Fatland, who acted as spokesman, introduced the members of the group and pointed out that the section of highway referred to is now in very bad shape. Mr. Steiwer stated that County Judge Barratt of Morrow County is in favor of the improvement. Mr. Misener presented letters and a resolution from the Grant County Court favoring this project. He called attention to the fact that there are no bus lines or railroads in this area and school districts have a very difficult time in hiring teachers. Many teachers, after teaching for one year, refuse to come back. Mr. O. E. Matthews, Wheeler County Judge, affirmed the statements made by Mr. Misener. Mr. Rinartson stated that residents in the City of John Day receive ninety percent of their supplies by truck and one truck line operates six trucks per day over this highway. The old road, he stated, has not been improved since it was originally built and heavy rains and other storms frequently cause it to be closed. Mr. Williams stated that the natural route to Portland for people in the area of John Day and Fossil is via the Columbia River Highway and not over the Ochoco Mountains and the Wapinitia Pass. The John Day Highway route is much preferred as it is not necessary to cross the two high mountain ranges encountered on the other route. Mr. Schreiner emphasized the lack of public transportation into this area due to the poor highway. Mr. Potter and Mr. Flatt stated the local Granges and Chambers of Commerce favor improvement. Mr. Fatland observed that the Fossil-John Day area has no rail service and trucking costs are high because of the obsolete highway. He urged that improvement be made on the Butte Creek Summit section and on the section from Kimberly to Rock Creek.

Chairman Chandler advised the group that three survey parties are now working in this area. The Commission is now formulating a new five-year program and it is his opinion that work on this highway could be included in the new program. Cost of the two projects has been estimated at $3,000,000, and it appears that the maximum expenditure per year would be about $500,000. The Deputy Engineer stated that from an engineering standpoint the section most in need of improvement is the Butte Creek Summit Section. Commissioner Reynolds pointed out that additional Federal funds recently made available by Congress must be applied almost entirely to the interstate system, which, in Oregon, consists of US 30 and US 99. Mr. Steiwer inquired if the delegation could inform their local newspapers that improvements to the John Day Highway would be made in the next five years. Chairman Chandler indicated that such a statement would be in order.

Commissioner Reynolds brought up for consideration the Park Superintendent's recommendation with respect to the request of the Conservative Baptist Association of Oregon for permission to construct a recreational building in Silver Falls State Park. As a result of the discussion the Commission unanimously authorized construction of such building, which is estimated to cost $18,000, at state expense, the state to keep control of the building. Motion to that effect was offered by Commissioner Reynolds and was seconded by Commissioner McIver. The Park Superintendent was instructed to include this item in the 1957 budget.

Hon. Harry C. Fowler, County Judge, Crook County, came before the Commission concerning Unit "I" on an abandoned portion of the old Ochoco Highway near Mill Creek, east of Prineville. This unit, he stated, is part of the old highway that was abandoned by the State in favor of the County for use as a county road, under an agreement dated November 4, 1948. The old bridge over Mill Creek, he stated, is badly decayed and the County is faced with the cost of replacing it. He further stated that the only person who benefits by the road and the bridge is a Mr. Gilbert Lawson, who uses it at infrequent intervals as a cattle drive. He gave as his opinion that the cost to repair the bridge, estimated at from $2,000 to $3,000, is unwarranted, considering that it is used for a cattle drive only three or four times a year. He asked that the agreement be changed to give the County complete control of the road with the right to abandon it if the County Court considers that advisable. Chairman Chandler stated that it is the advice of the Chief Counsel that the road cannot be abandoned if it serves one or more persons who live on the road, and if the Commission would consent to the change as requested the Commission would then be liable for the maintenance of the road. Judge Fowler stated that no one lives on the road and its only use is for an occasional cattle drive. The Chief Counsel observed that if no one lives along the road the agreement might be amended to allow the County to abandon the unit in question if it is no longer required for persons living thereon or if it does not serve nearby communities. Chairman Chandler advised Judge Fowler that the matter would be investigated in light of the information disclosed at this meeting and that the Engineer will be requested to submit a report and recommendation at the August Commission meeting. The Engineer thereupon was instructed to conduct such investigation and report the findings.

A delegation from the City of Milwaukie came before the Commission regarding an extension of the frontage road that parallels US 99E between Portland and Milwaukie so as to connect with Main Street in the city of Milwaukie. The following people were present: Ralph Klein, City Councilman, representing the Mayor; R. B. Shook and Howard Perkins, City Councilmen; Earl S. Burdick, Sr., City Manager; all of Milwaukie. Mr. Klein, who acted as spokesman, explained their problem and urged the Commission to construct this gap which, he said, is about 1500 feet long, between the north end of Main Street and the southern terminus of the access road at the International Harvester Company; also, completion of the access road from the point of entry to US 99E at "A" Street, thence north to the present property of the Highway Department. The City, he continued, has required the Public Housing Administration to replat the streets in Kellogg Park to provide for a 100-foot street parallel to US 99E, which will provide a 60-foot street and a 40-foot buffer. The City is willing to transfer the 40-foot buffer strip to the State if the State will complete this portion of the access road. Mr. Perkins observed that the City has spent $25,000 for right of way to extend Main Street and the improvement is needed to alleviate a traffic problem in the city during rush hours. He pointed out that there are three traffic arteries in the city of Milwaukie, none of which have been created by the City. It was his feeling that considerable of the traffic congestion could be relieved if the frontage road is completed and traffic routed over it. He also called attention to congestion in the city at

Main and Harrison Streets, where left turns cause considerable difficulty. Mr. Klein stated that it was his understanding when the partial frontage road was built in 1951 that it was not extended into the city at that time because of right of way difficulties, and it was also his understanding that it would be extended when the right of way was acquired. The City has now acquired the right of way and placed a partial fill at a cost of $28,500. He estimated the remaining cost to connect the frontage road at $25,000. He also commented that the City Council had not opposed the Commission in its efforts to acquire additional land for the Division headquarters north of Milwaukie. Chairman Chandler stated that the Commission would give the matter further consideration but cannot be too optomistic about changing the previous agreement with the City when the present frontage road was built. He made it clear that the Commission is making no commitment whatsoever regarding the project at this time. Following departure of the group, discussion of the project was resumed. The Deputy Engineer observed that the State might have some interest in the matter if the City would agree to the prohibition of left turns within the city. He gave as his feeling that the City might agree to construction of a solid divider in front of the River Road intersection, leaving as it is the southern portion of the highway through the city. The Engineer was instructed to prepare a letter to the city officials for Commission approval, in conformity with his suggestions.

A delegation representing the City of Hillsboro appeared before the Commission concerning construction of a road extending easterly and northerly from Hillsboro to a connection with the Sunset Highway. The following people were present: J. W. Barney, City Manager, H. F. Streitwieser and Lloyd Anderson, City Councilmen, all of Hillsboro; Clifford Rowe, Mayor, M. O. Gardner, City Manager, and James R. Shick, City Attorney, all of Forest Grove. Mr. Barney, who acted as spokesman, introduced the members of the delegation and urged consideration of this project and acquisition of right of way before the area becomes highly developed. He pointed out that the City of Hillsboro has recently extended its city boundaries , and in order to develop plans for the City's growth they should know what the Highway Commission plans to do as far as this road is concerned. Chairman Chandler stated that this is a worthy project, but because of the extreme shortage of engineers it would be some considerable time before a survey could be made. The Deputy Engineer stated that a reconnaissance survey indicates that the proposed project will cost about $3,000,000, and the highway would bear enough traffic to justify four-lane construction. As a result of the discussion the Commission authorized the Engineer to give the matter study from the right of way standpoint.

Mr. Barney asked the Commission to extend an existing contract on 10th Street between Oak and Baseline. He stated that there is a half-block section which was not included in the contract and that the City would like that improved along with the other work. The Commission instructed the Deputy Engineer to investigate the request and report the findings.

The meeting recessed for luncheon at 12:00 noon and reconvened at 2:00 p.m., with the same persons present and participating.

Rowland K. Rodman, Attorney, Eugene; H. V. Jenkins and Ray Andrews, property owners near Creswell, appeared before the Commission to request additional access to the Pacific Highway at Hawley Riverside Road between Goshen and Creswell. Mr. Rodman stated that he represents ten property owners in this area who now are required to travel an additional 1.5 miles in order to reach Eugene, 3 miles extra for the round trip. He requested construction of an overpass at Hawley Riverside Road or a connection to an existing overpass nearer Eugene. He pointed out that school children have to travel an additional 1.5 miles to the school bus and that the cost of hauling milk has been raised 10 cents per cwt. because of the additional distance. Chairman Chandler advised the delegation that the Commission would discuss the matter and notify them of their decision. Following departure of the delegation the matter was again discussed. The Deputy Engineer stated that although residents in this area are required to travel an additional 1.5 miles to reach Eugene it takes no more time because of the better highway facilities. He also called attention to the fact that when right of way was acquired from these people heavy severance damages were paid. He estimated the cost of an overpass structure at $80,000, and to construct a frontage road as requested at $82,000. He recommended that the request be denied. After due deliberation, the Commission denied the request.

A delegation from Lane County, including the Board of County Commissioners, was present regarding construction of a footpath on the Richardson-Eugene Secondary Highway in the village of Noti; also requested were improvements to the "Route F" Highway. The following people formed the group: Ralph Peterson, Kenneth Nielson, Bob Straub, Lane County Commissioners, Eugene; Fred Brenne, Manager, Chamber of Commerce, Eugene; Bob Booth, Road Committee, Chamber of Commerce, Eugene; Art Cooper, Lane County Chamber of Commerce, Oakridge; Ernest Nielsen, "Route F" Committee 2, and Curt Emery, Chamber of Commerce, Florence; Walter Huntington, "Route F" Committee, and Pony Ellingson, Lion's Club, Mapleton; Ray Swanson, Chairman, Noti School Board; Lawrence Chestnut, Principal, Noti School; John Nail, Kenneth Garner, and Mrs. Albert Kull, Noti Committee, all of Noti. Commissioner Peterson, who acted as spokesman, introduced the members of the delegation. He presented to the Commission several pictures and a letter calling attention to the narrow shoulders of the highway where school children must walk, and the large number of logging trucks that operate over the highway in this vicinity. Five accidents, he stated, have occurred that have been reported and there may have been others on which no report was made. He asked the Commission to reconsider its previous denial of the footpath construction.

Commissioner Peterson also brought up the matter of improving the highway from Walton to Noti. He pointed out that a large supply of timber is available in the area north and west of Swisshome, which at the present time is hauled to Eugene mills over the Siuslaw Highway, a distance of approximately 81 miles. If this timber could be hauled over the "Route F" Highway from Swisshome through Noti to Eugene the distance would be reduced to approximately 60 miles. He urged improvement of the road from Richardson to Noti. Commissioner Nielson stated that Lane County is

spending $750,000 on the "Route F" tunnel and the County would like to use their available federal-aid secondary funds to improve the road west of the tunnel if the State will improve the section east of the tunnel. Mr. Brenne asked for a survey to determine the cost to complete the "Route F" Highway. Chairman Chandler called attention to the fact that the original authorization of $175,000 set up for the Walton-Noti Section had been increased to $440,000 to provide a highway adequate for log hauling. The State, he continued, is now short twelve survey crews to implement the enlarged federal highway construction program and it would be extremely difficult to conduct this survey now as requested; however, an effort will be made to secure some data as to the cost of completing the highway. The Commission took no action regarding the request for a footpath at Noti.

A group representing the Wasco County Court and The Dalles Chamber of Commerce appeared before the Commission concerning modernization of US 197 south of The Dalles. The following people were present: Fred Mauser, Wasco County Judge; M. A. Davidson, Mayor; Wm. Dielschneider, County Planning; Virgil Kelly, Councilman; T. T. Mackenzie and Sam Van Vactor, members, Chamber of Commerce; W. E. Taylor, Highway Committee, Chamber of Commerce; all of The Dalles. Judge Mauser, who headed the delegation, introduced the members. He called attention to the extremely crooked and antiquated highway south of The Dalles. Mayor Davidson stated that the City is extremely interested in this project and asked that it be given high priority. Mr. Van Vactor stated that the delegation is principally concerned in early improvement of the section from The Dalles south to Eightmile Creek, and they would also like to have the highway surveyed from Eightmile Creek south. This highway, he continued, is nearly 35 years old and has had no major improvement in that time. The Dalles Dam is nearly completed and relocation of the north end of the highway is needed to tie in with the bridge across the Columbia River at The Dalles. Also, there are definite plans for construction of an aluminum plant at The Dalles, which will receive its raw material and ship manufactured products by boat. The Dalles, he said, is going to be the "hub" for traffic in this vicinity. Construction of the section from The Dalles to Eightmile Creek will save six miles in distance and will be of great benefit to The Dalles and adjoining territory. Mr. Mauser concluded the delegation's presentation by urging the Commission to give the matter very serious consideration. The Commission made no comments.

Hon. Otto Effenberger, Tillamook County Judge; Charles Ross, Chairman of the Highway Committee of the Oregon Coast Association, both of Tillamook; and Verne Ayers, Manager of the Oregon Coast Association, Newport, appeared before the Commission as representatives of the County Court Unit of the Oregon Coast Association to urge further improvements to the Oregon Coast Highway. Verne Ayres presented the other members of the delegation and inquired as to when construction may be expected on Cascade Head in Lincoln County and in the southern part of Curry County. He also inquired what plans the Commission has for the entire highway. Chairman Chandler advised that the Cascade Head section is in the Forest Highway Program, and it is hoped that construction will be started this year. However, there have been some difficulties in acquiring right of

way. He mentioned a rumor that $1,300,000 had been transferred from Curry County to improvement of the Lower Columbia River Highway. Such transfer, he explained, was first thought necessary, but other funds were found to finance the Lower Columbia River Highway project, so the $1,300,000 bond money is still available for improvement of US 101 in either Coos or Curry County. He also called attention to a misconception in the minds of a number of people as to where the additional federal funds may be spent. Most of the funds available to Oregon, he said, must be expended on US 30 and US 99 as interstate highways, and very little additional federal money will be available for use on other highways. In response to an inquiry from Mr. Ross as to whether additional construction might be performed in Curry County with Forest Highway funds, the Chairman replied that nearly all of the Oregon Coast Highway within the Forest Service lands has been constructed. In anticipation of further construction, an attempt is now being made to acquire right of way between Gold Beach and Cape Sebastian; however, the Commission is not going to do any more construction in Curry County until the right of way has been acquired.

A delegation from Wasco, Sherman and Gilliam Counties came before the Commission regarding improvement to the Wasco-Heppner Secondary Highway and modernization of the Grass Valley-Kent and Moro-Wasco Sections of US 97. The following people formed the group: Vernon I. Miller, Sherman County Judge, Moro; Fred Mauser, Wasco County Judge; M. A. Davidson, Mayor; Virgil Kelly, Councilman, Wm. Dielschneider, Wasco County Planning; W. E. Taylor, Highway Committee of The Dalles Chamber of Commerce; T. T. Mackenzie and Sam Van Vactor, members of The Dalles Chamber of Commerce; all of The Dalles; Giles French, Editor, Moro; County Commissioners C. F. Kuypers, Rufus, and Kenneth Sather, Kent; C. R. Morrison, Farmer, Wasco; Ernest Fatland, Commercial Club, and Ralph Potter, Grange, both of Condon. County Judge Vernon I. Miller, Sherman County, acted as spokesman. He urged completion of the Wasco-Heppner Highway between Wasco and the end of the oiled section west of Condon. He pointed out that very little improvement has been made on this highway between Wasco and the John Day River. During the Columbia River flood of a few years ago he recalled that this route served as a by-pass when the Columbia River Highway was flooded. Judge Fred Mauser commented that the highway is in fair condition from Condon to the John Day River but in very poor condition from there westerly. Mr. Van Vactor urged completion of the highway, as the improved portion cannot be utilized to its full value because of the very poor condition of the northerly and easterly end. He cited figures on the large amount of grain which is hauled over this road to elevators in Condon, Wasco and Klondike. It was also his opinion that development of this road is needed to act as a feeder road to the port at The Dalles. Mr. Fatland called attention to the fact that during the spring thaw load limits are imposed on all highways in this section of the state, with the exception of the Wasco-Heppner Highway. He declared the improvement an emergency project. The Commission offered no comment.

Mr. Giles French urged improvement of obsolete sections of US 97, pointing out that this is the most favorable route for truck hauling of products

between Seattle and cities in California. He particularly urged early construction of the section between Grass Valley and Kent and between Moro and Wasco. He also commented that it appears that construction of a bridge across the Columbia River between Biggs and Maryhill will be started within a year or so. Chairman Chandler stated that he felt there would be continuing improvements on US 97, but the improvements would take several years. Commissioner Reynolds stated that he wished to clear up a misunderstanding in some people's minds that the additional federal money that has been made available under the recent Congressional Act will be applicable to all state highways. He pointed out that these funds as they are available in Oregon must be applied almosttotally to improvement of US 30 and US 99.

Mr. E. A. Windle, Chairman of the Air Strip Committee of the Nehalem Expansion Association, and General Claude Larkin, member thereof, were present regarding the establishment of an air strip on the Nehalem Bay Sand Spit. Mr. Larkin stated that the air strip will be of great importance to the community in that it will provide a landing field for sportsmen, a base for emergency use in civil defense, forest fires, floods, air-sea rescue, et cetera. He assured the Commission that the air strip is supported by all residents of the area and that the City Councils of Manzanita, Nehalem, Wheeler, Rockaway, and many community clubs have expressed themselves in favor of it. The State Board of Aeronautics, he said, has funds available to finance immediate construction of the strip, and Tillamook County and the Port of Nehalem Commission have promised financial and material support. No funds, he stated, are expected from the State Highway Department, but all they want is use of the highway property. He urged an early decision so the air strip would be usable by fall. Mr. Windle presented letters from the Nehalem Bay Expansion Association, the City of Wheeler, the City of Manzanita, the City of Nehalem, and the City of Rockaway, all endorsing the flight strip, which, he said, would be constructed 500 feet from the proposed highway location. The Deputy Engineer stated that the survey for the new highway has not been completed and no highway route has yet been designated, and at this time he could not say where the highway would be located. He offered the opinion that even after the highway is located it probably will be several years before it will be constructed. Chairman Chandler pointed out that there is a shortage of engineers, and the Commission does not know how it can expedite the project; moreover, other projects have priority over this one.

The Deputy Engineer brought up a matter concerning the participation of the City of North Bend in financing a contract for improvement of Broadway between Monroe Avenue and 16th Street in the city. He said that Broadway is the route of the Cape Arago Highway and that the Commission originally approved $175,000 to finance the job, with the understanding that the City would contribute the sum of $42,500. It later developed that the traffic volume was such that a four-lane facility is required, the total cost of which is estimated at $250,000. He further stated that the City has agreed to contribute an additional $7,500, or a total of $50,000; in fact, the City has already paid its $50,000 share. He recommended that the money be accepted and that the contract, on which bids were received at this letting,

be awarded for the increased amount. The Commission approved his recommendation.

County Judge Lloyd Rea and Commissioners R. M. Phipps and Gill C. Wright, of Baker County, came before the Commission regarding improvement of the Baker-Homestead Highway (Highway 86) and the Haines-Anthony Lake Secondary Highway. Judge Rea stated that they are particularly interested in securing completion of Highway 86 into the town of Richland. He pointed out that travel over this highway has increased greatly since construction of the Snake River Dams was started, and traffic hazards have increased proportionately. He particularly urged elimination of excessive curvature. Commissioner Reynolds stated that improvement of this highway is being considered with other projects in the formulation of the new five-year program, and that work might possibly be started upon release of 1958 federal funds. Judge Rea then inquired as to what improvement can be expected on the Haines-Anthony Lake Highway. Commissioner Reynolds stated that improvement of this highway is also being contemplated in the new five-year program. He pointed out that in figures assembled so far it appears that Baker County will get nearly one half of the secondary money that is available in Division 5 during the next five years. Judge Rea then inquired about the relocation of US 30 between Baker and Pleasant Valley. This section, Commissioner Reynolds stated, is on one of the two interstate highways in Oregon and improvement of the same will be performed with interstate funds; however, no definite time has been set for the improvement, although the work will be performed during the next 13 years. He expressed the hope that the work can be started soon.

A delegation from Astoria, Seaside and Warrenton appeared before the Commission regarding construction of the Youngs Bay Bridge at Smith Point and the Astoria-Seaside Section of the Oregon Coast Highway. The following people were present: E. R. Baldwin, Manager, Warrenton Chamber of Commerce; John Shepherd, President, Warrenton Chamber of Commerce; Clare Wade, Director, Warrenton Chamber of Commerce; Ralph Day, Editor, Warrenton; Chas. DeFoe, Manager, Astoria Chamber of Commerce; and Malcom MacEwan, Manager, Seaside Chamber of Commerce. Mr. Baldwin, who acted as spokesman, complimented the Commission on work performed in development of Fort Stevens State Park and inquired as to what governmental body exercises jurisdiction over the access road from the park to the ocean beach. The road, he stated, is in a bad state of repair and needs considerable maintenance so that automobiles may get onto the beach. The Parks Superintendent stated that the roadway section had been deeded to the State by Clatsop County. Chairman Chandler stated that it has been the Commission's policy for several years to not encourage automobiles on the ocean beaches because of the hazard to pedestrians and the further fact that there is no adequate police authority to apprehend careless drivers.

Mr. Baldwin recalled that at the last meeting of the Commission the question had been put to the delegation as to whether they would prefer construction of the Youngs Bay Bridge or reconstruction of the highway

section between Seaside and Astoria as being first in priority. The people are generally agreed, he stated, that construction of the Youngs Bay Bridge should be the No. 1 project. He presented a resolution from the Clatsop County Development Commission urging immediate attention to the Youngs Bay Bridge project and early attention to the Seaside by-pass project. The Clatsop Development Commission, he stated, represents the Astoria, Warrenton, and Seaside Chambers of Commerce and the Cannon Beach Commercial Club. Chairman Chandler pointed out that the Commission has only a certain amount of money to allocate in any Division within the State, and if the Youngs Bay Bridge project is undertaken it will mean that other projects in the Division will have to wait. The question, he continued, is simply whether to allocate all of the available money to one project or to distribute it to a number of smaller jobs. He pointed out that it will take two or three years to build the bridge. Commissioner McIver also called attention to the great cost of the Youngs Bay Bridge. He remarked that the "one package" proposition appears to him best, and that in the meantime other projects would have to be deferred. Mr. Baldwin stated that it is the feeling of the delegation that the bridge project rates No. 1 priority, but final decision must necessarily be left to the Commission.

Mr. William Lorenze, representing the Chiloquin Chamber of Commerce, and G. A. Staiger, Chiloquin City Recorder, appeared before the Commission regarding improvement of Second Avenue in Chiloquin. Mr. Lorenze stated that there are three sawmills in Chiloquin, and logs to the mill and lumber from the mill are hauled over city streets. The City, he stated, had two special State Tax Street Fund Projects, but the burden of maintenance on the city streets is such that the City cannot maintain them with their own finances. He requested State assistance. He also commented that maintenance on the Sprague River Road is inadequate, and during the winter snow storms there has been a hazard that school busses would be stalled. The City of Chiloquin, he stated, is also vexed by the fact that a number of industries are located outside of the city limits and provide no tax revenue to the City. Chairman Chandler stated that the Sprague River Road is not a state highway but is an Indian Agency road. He suggested that the delegation contact the Indian Agency officials relative to its maintenance. Concerning state tax street funds, he pointed out that many cities have not yet had the benefit of any allocation of such funds, whereas the City of Chiloquin has already had two so presently is not entitled to any more.

The Commission discussed with the Deputy Engineer bids received during the morning session for highway construction, and at 4:00 p.m. Commissioner McIver publicly announced the Commission's decision with respect to each project as follows:

"Grading and paving Catching Slough-Chandler Bridge Section of the Coos River Highway east of Coos Bay in Coos County: The Commission awarded the contract to the low bidder, Coos Bay Dredging Co., Coos Bay, at their bid price of $234,778.

"Deschutes County Roads Oiling Project on 5 County Roads in Deschutes County: The Commission elects to accept the bid of The Central

Heating Co., Ore. Ltd., Eugene, in the sum of $74,889.50 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Deschutes County is received and the sum of $29,950 is deposited by the County.

"Grading and paving the South Unit, Kellogg Bridge-Yellow Creek Section of the Elkton-Sutherlin Highway in Douglas County: The Commission awarded the contract to the low bidder, Funderburk Construction Corp., Sutherlin, at their bid price of $276,215.

"Embankment repair on the Milo-Corn Creek Section of the Tiller-Trail Highway, east of Canyonville in Douglas County: The Commission rejected all bids submitted on this project as being too high.

"Torrent Creek Embankment Repair Project on the Pacific Highway, south of Ashland in Jackson County: The Commission awarded the contract to the low bidder, Phoenix Sand and Gravel, Medford, at their bid price of $10,420.

"Deschutes River-Quinton Rock Production Project on Columbia River and Sherman Highways, east of The Dalles in Sherman and Gilliam Counties: The Commission awarded the contract to the low bidder, Vernie Jarl, Gresham, at his bid price of $31,900.

"Roadside Improvement on Barbur Blvd. -Willamette River Section of the Portland-Salem Expressway, in Clackamas, Multnomah and Washington Counties: The Commission awarded the contract to the low bidder, Keizer Sand & Gravel Co., Salem, at their bid price of $23,941.

"Fort Stevens State Park Latrine in Clatsop County: The Commission rejected all bids which were submitted on this project as being too high

"Grading and paving Monroe Ave. -16th St. (North Bend) Section of Cape Arago Highway in Coos County: The Commission awarded the contract to the lowbidder, Sig Andersson, North Bend, at his bid price of $222,903.50.

"Drainage Improvement on the Sherman St. -Pine St. (Sutherlin) Section of the Elkton-Sutherlin Highway in Douglas County: No bids were received on this project.

"Umpqua River Bridge Pier Protection Project at Reedsport in Douglas County: The only bid submitted to the Commission on this project was rejected as being too high.

"Umpqua Lighthouse State Park Latrine in Douglas County: All bids submitted to the Commission on this project were rejected as being too high.

"Construction of Willow-Kane-Snider and Dry Creek Bridges in Jackson County: As this is a County project, all bids were referred to Jackson County for award.

"Pavement Sealing and Oiling the Goshen-Cottage Grove Section of the Pacific Highway in Lane County: The Commission awarded the contract to the low bidder, Morse Bros., Harrisburg, at their bid price of $20,008.

"Widening 12th Street Bridge over Shelton Ditch in the City of Salem, Marion County: The only bid submitted to the Commission on this project was rejected as being too high.

"Installation of traffic signals on Silver Creek Falls Highway in Salem, in Marion County: The Commission awarded the contract to the low bidder, Trowbridge Electric Co., Roseburg, at their bid price of $15,200.

"Installation of traffic signals and roadway illumination on Mt. Hood Highway at its intersection with the extension of East Burnside Street, east of Gresham in Multnomah County: The Commission awarded the contract to the low bidder, W. R. Grasle Co., Portland, at their bid price of $18,266.

"Banfield Expressway Undercrossing of N. E. 12th Avenue on the T. H. Banfield Expressway in Portland, Multnomah County: The Commission awarded the contract to the low bidder, General Construction Co., Portland, at their bid price of $145,024.

"McKay Creek Bridge and Tutuilla Creek Bridge Widening on the Pendleton-John Day Highway near Pendleton in Umatilla County: The Commission elects to accept the bid of Rogers Construction Co., Portland, in the sum of $59,800 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Grading and topping the Ladd Canyon Slide Section of the Old Oregon Trail Highway, south of La Grande in Union County: The Commission rejected all bids received on this project as being too high.

"Installation of roadway illumination on Wilson River Highway at the Banks Interchange and at the North Plains Interchange in Washington County: The Commission awarded the contract to the low bidder, W. R. Grasle Co., Portland, at their bid price of $23,347.

"Grading and pavement widening on the Lookout Point Lake Park Interchange on the Willamette Highway, west of Oakridge in Lane County; No bids were received on this project.

A delegation representing the Lower Columbia Highway Association was present and requested further improvements of the Lower Columbia Highway between Portland and Astoria. The following people composed the group: From Clatskanie: Art Steele, President, Lower Columbia Highway Association; Al Nelson, Chairman, Highway Committee, Chamber of Commerce; Jess Lewis, President, Kiwanis Club; A. L. Bailey, R. S. Cohoon, F. C. Sparks, A. G. Anderson, J. Harvey Brougher, Kiwanis

Club; Don Parker, President, Jr. Chamber of Commerce; Alvin Lahti, Treasurer, Jr. Chamber of Commerce; A. E. Wheeler, Jewitt A. Bush, Walter Rietman, Ed Larsen, C. R. Holmes, and Forrest Bradley, Citizens. From Rainier: John W. Whipple, Columbia County Judge; W. E. Janvrin, President, Chamber of Commerce; Mike Tolleshaug, President, City Council; Ed Scott, President, Lions Club; Mrs. Anne Nelson, President, Women's Club; H. R. Barker, O. M. Caldwell, Commercial Club; Eugene Cholewinski, Commander, District 2 Veterans of Foreign Wars; C. R. Hallberg, Banker; Dolores Diss, member of Oregon License and Beverage Association. From Astoria: Charles DeFoe, Manager, Chamber of Commerce; Baden Rupert, Harold Johnson, Highway Committee, Chamber of Commerce. From St. Helens: J. Austin, J. H. Clausen, St. Helens Port Commission; L. C. Hall, Chairman, Highway Committee, Chamber of Commerce; Jack White, Past President, Chamber of Commerce; Mrs. Carl Brandenfels, member, Chamber of Commerce; Ed Cameron, Editor; Walden Dillard, District Attorney, Columbia County. From Westport: Ed H. Condit, Citizen.

Mr. Steele headed the group and introduced the other speakers. He urged the Commission to complete the modernization of the four remaining units of this highway. Columbia County Judge Whipple called attention to the scenic attractions of the highway which, he said, forms a part of a natural loop from Portland to Astoria, to Seaside, and to Portland over the Sunset Highway. He cited the great increase in boating and the fact that the Columbia River Highway will carry an increasing number of boating enthusiasts. Because of the very crooked nature of a large part of the existing highway, industry has failed to establish itself adjacent to the highway, favoring those areas where modern highways have been constructed. He called attention particularly to bad sections between Tide Creek and Goble, between Rainier and Delena, and between Clatskanie and Wauna. Many serious accidents have occurred in recent years on these obsolete sections, with death or injury to 116 people; also, he said, certain sections of the existing highway are subject to flooding by the Columbia River. The delegation, he stated, is not attempting to state which section should be improved first but is asking only that improvements be made at an early date. Chairman Chandler advised that the large bulk of funds recently made available by the Congress must be spent on interstate highways, which in Oregon consist of US 30 and US 99. However, the section of US 30 from Portland to Astoria is not considered as a part of the interstate system according to the federal definition. He called attention to the fact that a previous delegation from Astoria, Seaside and Warrenton also requested improvements in the northwest corner of the State. The Commission, he continued, is in the process of formulating a five-year construction program, and the delegation's request will be kept in mind when the program is prepared. Mr. Steele commented that the delegation hoped that the Commission would continue the program under way for the last four years, in which approximately $4,000,000 was contracted for improvements on this highway.

A delegation composed of the Douglas County Court and citizens of the City of Roseburg appeared before the Commission concerning highway improvements in Douglas County. The following people were present:

Carl C. Hill, Douglas County Judge; Frank Ashley and William T. Ebans, County Commissioners; Percy Croft, Highway Committee, Roseburg Chamber of Commerce; Ernest M. Barker, Jr., Mayor; George W. Farrell, City Manager; all of Roseburg. Judge Hill introduced the members of the delegation and inquired as to what plans the Commission has for highway development in Douglas County. Douglas County, he stated, has a large mileage of state highways and actual expenditures on them are not a true indication of the needs of the County. There has been a large increase in population in Douglas County, and only Multnomah and Lane Counties exceed the payroll of Douglas County. He requested that three projects be considered: (1) Construction of a one-way couplet in Roseburg on Rose and Stephen Streets, in which the City will cooperate up to 40 or 50 percent; (2) A new crossing over the South Umpqua River to replace the present bridge on Oak St. The County and the City, he said, will also assist in this project. He asked for a survey and an engineering study, and that the project be included in the five-year program; (3) Construction of the Apple Creek-Dry Creek Section of the North Umpqua Highway east of Roseburg to permit removal of timber. Chairman Chandler advised that in construction of the Pacific Highway with interstate funds it is planned to build a four-lane highway through Douglas County. The requests as presented, he said, will be given careful consideration by the Commission in formulating the new five-year program.

Joseph P. Spencer, Ontario, representing the Interstate Gateway Commission, presented petitions urging construction of a "spur" highway connection to US 30 that will cross the Snake River at Fairwell Bend, near Olds Ferry. The Commission took no action.

The Parks Superintendent stated that a tract of Indian land near Wecoma Beach in Lincoln County is to be sold at public sale soon. This area, he said, was found suitable for park purposes in 1952 and 1954 and is the only beach area in this vicinity which can be secured for such purposes. He requested authority to bid $18,000 for the 58-acre tract and that the Chief Counsel be authorized to sign the proposal. The Commission approved his request.

The Commission approved and signed a letter directed to Hon. Robert Y. Thornton, Attorney General, concerning the salary schedule of attorneys in the employ of the State Highway Department. (For details see copy of the letter, dated July 13, 1956, in general files.)

The Commission signed the following agreements and other papers:

"Indentures of Access" re changes of access points for the following:

a. Sherman property on Lapine-Diamond Lake Junction Section of The Dalles-California Highway, Klamath County.

b. Roberts property on Deception Creek-Oakridge Section of Willamette Highway, Lane County.

"Bargain and Sale Deed" re conveying to Tillamook County 0.67 acre of real property on Tillamook-Hebo Section of Oregon Coast Highway,

Tillamook County, to be used for the relocation of a county road.

"Bargain and Sale Deed" re selling to Douglas County 5.85 acres of excees property on Deady-Shady Section of Pacific Highway. Consideration $1,200.

"Agreement" with the Southern Pacific Company covering installation of automatic electric signals at intersection of South Sixth Street and the tracks of SP Company in Klamath Falls.

"Agreement" re granting to the US Forest Service a one-year extension, to June 30, 1957, of their lease agreement covering the use of certain rooms and floor space in Timberline Junction Maintenance Headquarters, for housing and subsistence of Forest Service employees on a seasonal basis. Rate $60.00 per month.

"Relinquishment of Title" re relinquishing to Douglas County title to a haul road acquired to a gravel pit about six miles north of Myrtle Creek.

"Agreement" with SP Company covering a longitudinal encroachment on their right of way on Coquille-Rink Creek Section of Oregon Coast Highway, Coos County.

"Agreement" re installation of traffic signals and illumination at intersection of Mt. Hood Highway with Powell Valley Road in Multnomah County. (Authorized 4-26-56.)

"Pipe line easement" to Vera Martin covering easement for pipe line, pump house and power line across Casey Park in Jackson County.

"Finance and Maintenance Agreement" with Clackamas County covering the Oswego section of FAS 680.

"Finance and Maintenance Agreement" with Marion County covering the Champoeg Creek Bridge section of FAS 128.

"Revised Grant of Access" with U.S. Corps of Engineers re granting of an easement of access to the revised location on the Lookout Point Reservoir section of the Willamette Highway in Lane County.

"Agreement" with City of North Bend covering the construction of a portion of Virginia Avenue between Broadway and Monroe, and Broadway between 16th Street and Virginia Avenue.

"Agreement" with Southern Pacific Company relative to the installation of PUC Type 2, flashing light signals, 2 cattle guards and easement for the crossing, in Sheridan, Salmon River Highway in Yamhill County.

"Indenture of Access" to Columbia Hospital District re access to property on the Goble-St. Helens section of the Columbia River Highway in Columbia County.

"Indenture of Access" to Central Oregon Irrigation District re access to property on the Deschutes River Section of the McKenzie Highway in Deschutes County.

"Petition" to the City of Juntura requesting vacation of a portion of an alley in the city which bisects the State Highway property.

"Petition" to the City of Lakeview requesting vacation of an alley which bisects the Highway Commission's maintenance station site in Lakeview.

"Relinquishment of Title" to City of Reedsport re changing angle of street intersections on Oregon Coast Highway in City of Reedsport.

"Minutes of April 26 and 27, 1956 and June 4 and 5, 1956.

There being no further business to come before the Commission at this time, the meeting was declared adjourned by Chairman Chandler at 5:00 p.m.

Deputy State Highway Engineer

Chairman

Commissioner

Secretary

Commissioner

EXHIBITS "A" through "J"

MINUTES

of the

OREGON STATE HIGHWAY COMMISSION MEETING

held on

July 12 and 13, 1956

EXHIBIT "A"

Minutes of July 12 and 13, 1956

RESOLUTION

WHEREAS, in connection with the future improvement of the highway herein designated, and for the convenience and benefit of the public, it is and has been necessary to acquire property for rights of way, quarry sites, gravel or other material sites, sites for the storage of materials, and properties for other purposes authorized by statute as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the following described properties are hereby declared to be necessary for State highway, park, and other uses under the jurisdiction of the Commission, and that the several options or bases of settlement hereinafter enumerated be, and the same hereby are approved and accepted, and that the attorney for the Commission be, and he hereby is, instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon, by and through its State Highway Commission. The said properties hereby ordered and authorized to be acquired are as follows:

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND-SALEM EXPRESSWAY

22912 McConnell, John H. and W. Lydia (Black)
Right of Way
Option expires December 3, 1956

16,243 sq. ft., lump sum	$2,000.00	
Amount to be paid owners - chrg to Right of Way		$2,000.00
State to assume 1956-57 taxes. Estimate		40.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$2,040.00

Grantor to sign and return deed 5 days after receipt of same.

Entire taking -

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND-SALEM EXPRESSWAY (Cont)

22716 Springer, Fred M. (Black)
Right of Way
Option expires December 20, 1956

9,332 sq ft. at $0.09+ per sq. ft.	$ 840.00	
House, 912 sq. ft. at $7.50 per sq. ft.	6,840.00	
Garage and shop, 336 sq. ft. at $2 per sq. ft.	672.00	
Improvements	418.00	
Amount to be paid owners - Chrg to Right of Way		$8,770.00
State to assume 1956-57 taxes. Estimate		90.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$8,860.00

Grantor to give possession 30 days after notice.

Entire taking -

22717 Johnson, John and Hilda (Black)
Right of Way
Option expires December 17, 1956

8,165 sq. ft. at $0.06+ per sq. ft.	$ 490.00	
House, 558 sq. ft., garage and carport	2,970.00	
Yard improvements	100.00	
Amount to be paid owners - chrg to Right of Way		$3,560.00
State to assume 1956-57 taxes, if necessary. Estimate		35.00
GRAND TOTAL (Estimate)- chrg to Right of Way		$3,595.00

Entire taking -

22737 McCallum, J. Robert and Elsie Roberta (Black)
Right of Way
Option expires December 19, 1956

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND-SALEM EXPRESSWAY (Cont)

22737 McCallum, J. Robert and Elsie Roberta (Cont)

43,808 sq. ft. at $0.11+ per sq. ft.	$4,819.00	
House, 648 sq. ft. and sheds	1,911.00	
Trees and lawn improvements	270.00	
Amount to be paid owners - chrg to Right of Way		$7,000.00
State to assume 1956-57 taxes. Estimate		140.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$7,140.00

Grantor to give possession 30 days after notice.

Entire taking -

22913 Peterson, Floyd L. and Helen L. (Stuntz)
Right of Way
Option expires December 13, 1956

10,015 sq. ft. at $0.33- per sq. ft.	$3,300.00	
Amount to be paid owners - chrg to Right of Way		$3,300.00
State to assume 1956-57 taxes. Estimate		66.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$3,366.00

Entire taking -

23671 Wicklund, William and Gertrude (Black)
Right of Way
Warranty Deed signed June 21, 1956

10,750 sq. ft. at $0.16 per sq. ft.	$1,720.00	
House, 936 sq. ft. at $7- per sq. ft.	6,550.00	
Garage, 180 sq. ft. at $1 per sq. ft.	180.00	
Yard improvements	350.00	
Amount to be paid owners - chrg to Right of Way		$8,800.00
State to assume 1956-57 taxes. Estimate		120.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$8,920.00

Grantor to vacate by November 15, 1956.
Payment to be made when possession taken.

Entire taking -

EXHIBIT "A" (Cont)

HILLSDALE-BARBUR BOULEVARD SECTION - BEAVERTON-HILLSDALE HIGHWAY

23475 Mallory, T. W. and Louise (Black)
Right of Way
Option expires December 17, 1956

0.316 acre, lump sum	$3,000.00	
Amount to be paid owners - chrg to Right of Way		$3,000.00
State to assume 1956-57 taxes. Estimate		60.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$3,060.00

Entire taking --

23479 Gilbert, Dorothea (Black)
Right of Way
Option expires December 9, 1956

0.56 acre, lump sum	$1,220.00	
Amount to be paid owner - chrg to Right of Way		$1,220.00
State to assume 1956-57 taxes. Estimate		25.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$1,245.00

Access not controlled -

23478 Heath, Louise (Black)
Right of Way
Option expires December 24, 1956

0.92 acre, lump sum	$1,800.00	
Amount to be paid owner - chrg to Right of Way		$1,800.00
State to assume 1956-57 taxes. Estimate		36.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$1,836.00

Access not controlled -

WASHINGTON COUNTY LINE-HILLSDALE SECTION - BEAVERTON-HILLSDALE HIGHWAY

24755 Fraley, G. L. and Ann (Smith)
Right of Way
Option expires December 3, 1956

EXHIBIT "A" (Cont)

WASHINGTON COUNTY LINE-HILLSDALE SECTION - BEAVERTON-HILLSDALE HIGHWAY (Cont)

24755 Fraley, G. L. and Ann (Cont)

500 sq. ft. at $0.20 per sq. ft.	$ 100.00	
Amount to be paid owners - chrg to Right of Way		$ 100.00
State to assume 1956-57 taxes. Estimate		1.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$ 101.00

Access not controlled -

24679 Zimmerman, Bessie B.; Boss, Eula (Smith)
Right of Way
Option expires December 10, 1956

520 sq. ft. plus damages	$1,000.00	
Amount to be paid Zimmerman		$ 400.00
Amount to be paid Boss		600.00
		$1,000.00
State to assume 1956-57 taxes. Estimate		20.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$1,020.00

Eula Boss to reconstruct driveway and permitted to replace steps on new embankment.

THINGS TO BE DONE BY THE STATE

Construct a black-top approach 16' wide at Sta. 65+00.

Access not controlled -

BEAVERTON-SYLVAN SECTION - TUALATIN VALLEY HIGHWAY

25119 Everist, H. L. and Minnie (Grant)
Right of Way
Option expires December 25, 1956

0.1 acre, lump sum	$ 25.00	
Amount to be paid owners - chrg to Right of Way		$ 25.00

EXHIBIT "A" (Cont)

BEAVERTON-SYLVAN SECTION - TUALATIN VALLEY HIGHWAY (Cont)

25119 Everist, H. L. and Minnie (Cont)

THINGS TO BE DONE BY THE STATE

Build sidewalk, curb and catch basin.
Access will be provided to parking area in rear of bldg.

Access not controlled -

CARVER-BARTON SECTION - CLACKAMAS HIGHWAY

24660 Growley, Graves F. et al (Black)
Right of Way
Option expires December 11, 1956

Approx. 17 acres, lump sum (14.3 A. Excess)	$6,500.00	
Amount to be paid owners - chrg to Right of Way		$6,500.00
State to assume 1956-57 taxes. Estimate		65.00
TOTAL (Estimate) - chrg to Right of Way		$6,565.00

Entire taking -

SANDY-FOREST BOUNDARY SECTION - MT. HOOD HIGHWAY

25160 Kyle, Edwin Helmer, Jr. and Viola B. (Stuntz)
Right of Way
Option expires December 12, 1956

1.0 acre at $500 per acre	$ 500.00	
House, 1st floor area 936 sq. ft. at $6.41/sq. ft.	6,000.00	
Amount to be paid owners - chrg to Right of Way		$6,500.00
State to assume 1956-57 taxes. Estimate		65.00
TOTAL (Estimate) - chrg to Right of Way		$6,565.00

Grantors or tenants to vacate 30 days from notice or within 5 days after receipt of payment or enter into rental agreement with State.

Entire taking -

EXHIBIT "A" (Cont)

CASCADE LOCKS-VIENTO SECTION - COLUMBIA RIVER HIGHWAY

24671 Oregon Conf. of Free Methodist Church of America (Stuntz)
Right of Way
Option expires December 1, 1956

0.13 acre, lump sum	$ 50.00	
Amount to be paid owners - chrg to Right of Way		$ 50.00

THINGS TO BE DONE BY THE STATE

Connect Grantors' E. approach road to frontage road to be constructed.

Access controlled - none allowed except to frontage road -

HUMBUG MOUNTAIN-HUMBUG CREEK SECTION - SUNSET HIGHWAY

24623 Scarborough, James and Publishers Paper Co. (Gemmell)
Right of Way
Option expires December 3, 1956

1.18 acres, lump sum	$ 50.00	
0.2 M. B. F. Douglas Fir at $23 per MBF	4.60	
14.4 MBF Hemlock at $17 per MBF	244.80	
1.8 MBF Spruce at $17 per MBF	30.60	
Amount to be paid owners - chrg to Right of Way		$ 330 00

Payment to be made to fee owner. Publishers Paper Co. now only have option on part of the above 1.18 acre.

Access not controlled -

SEASIDE SECTION - OREGON COAST HIGHWAY

23383 Russell, Lillian E. (Friess)
Right of Way
Option expires December 28, 1956

1,500 sq. ft., lump sum	$ 100.00	
Amount to be paid owner - chrg to Right of Way		$ 100.00

Access not controlled -

EXHIBIT "A" (Cont)

CANNON BEACH JUNCTION SECTION - OREGON COAST HIGHWAY

24207 Goodin, W. Vyrl and Grace K. (Friess)
Right of Way
Option expires December 11, 1956

Approx. 0.09 acre	$5,400.00
Service Sta., 1,100 sq.ft. at $6/sq.ft.	6,600.00
Utility buildings, 624 sq. ft. at $1- per sq. ft.	600.00
2 pumps at $200 each	400.00

Amount to be paid owners - chrg to Right of Way $ 13,000.00

Grantors to notify Union Oil of cancellation of lease and to remove sign. Grantors to notify owners to remove 1,000 gal. tank, 2 pumps and electrical connections serving same.
Grantors to vacate 30 days after approval.

Entire taking -

B. P. R. PROJECT

NESKOWIN-SALMON RIVER SECTION - OREGON COAST HIGHWAY

24655 Turnidge, Earl A. and Dorothy (Gemmell)
Right of Way
Option expires December 3, 1956

56.26± acres at $40± per acre, Excess	$2,250.00
5.0 acres at $125 per acre, R/W	625.00
8.74 acres at $40+ per acre, R/W	350.00
Barn	500.00
Damage	775.00

Amount to be paid owners - chrg to Right of Way $4,500.00

Grantor has right to remove timber from above property, but to vacate r/w by July 1, 1956 and vacate parcel West of r/w by August 1, 1956.

THINGS TO BE DONE BY THE STATE

Fence right of way.

Access controlled - none allowed -

EXHIBIT "A" (Cont)

SILETZ BAY-DEPOT BAY UNIT-SILETZ BAY-MINER CREEK SECTION - OREGON COAST HIGHWAY

25039 Fortner, George V. D. and Pearl (Friess)
Right of Way and Park
Option expires December 18, 1956

.14 acre, lump sum	$2,250.00	
Amount to be paid owners chrg to Right of Way		$1,125.00
Amount to be paid owners - chrg to Parks		1,125.00
GRAND TOTAL		$2,250.00

Grantors to move two small chicken houses.

Access not controlled -

25040 Boothby, Frank H. and Gertrude A. (Friess)
Right of Way and Park
Option expires December 20, 1956

.3 acre, lump sum	$3,850.00	
Amount to be paid owners - chrg to Right of Way		$1,925.00
Amount to be paid owners - chrg to Parks		1,925.00
GRAND TOTAL		$3,850.00

Entire taking -

SHERIDAN-VALLEY JUNCTION SECTION - SALMON RIVER HIGHWAY

24922 Schulz, William and Katherine
Channel Change Easement
Easement signed June 6, 1956

0.15 acre, easement	$ 25.00	
Amount to be paid owners - chrg to Right of Way		$ 25.00

DOLPH CORNER-RICKREALL SECTION - WILLAMINA-SALEM HIGHWAY

25141 S. T. Burch Estate (Nordin)
Easement for Drainage Ditch
Option expires January 1, 1957

0.04 acre, lump sum	$ 50.00	

EXHIBIT "A" (Cont)

DOLPH CORNER-RICKREALL SECTION - WILLAMINA-SALEM HIGHWAY (Cont)

25141 S. T. Burch Estate (Cont)

Amount to be paid owners - chrg to Right of Way $ 50.00

THINGS TO BE DONE BY THE STATE

Place and maintain 18" pipe from Hwy. to Rickreall Cr. Replace existing fence.

Access not controlled -

ADAMS STREET-McMINNVILLE SECTION - PACIFIC WEST HIGHWAY

23228 Hackney, Nell M., Ingraham, Harry (Benner)
Borrow Pit
Option expires September 7, 1956

12 acres at $600 per acre	$7,200.00
Allow. for clearing chicken house from borrow area	200.00
40 rods fencing at $4 per rod	160.00
Damage	2,440.00

Amount to be paid owners - chrg to Gravel Pit $10,000.00

Grantors allowed to remove improvements by August 15, 1956; otherwise they become property of State.

Exploratory option to be accepted if material found satisfactory.

RICKREALL-ORR CORNER SECTION - PACIFIC WEST HIGHWAY

20388 Rickreall Lodge #110 A. F. & A. M. (Benner)
Right of Way
Option expires December 7, 1956

State to exchange 0.26 acre neighboring stockpile site for the 0.26 acre site acquired from Grantor

Building, 2-story, with basement apartment 70' x 30', 2,100 sq. ft. at $6 per sq. ft. $12,600.00

Amount to be paid owners - chrg to Right of Way $ 12,600.00

EXHIBIT "A" (Cont)

RICKREALL-ORR CORNER SECTION - PACIFIC WEST HIGHWAY (Cont)

20388 Rickreall Lodge #110 A. F. & A. M. (Cont)

Grantor may have free use of lodgeroom until notified. Grantor reserves one unrestricted 35' access to Pacific Hwy. West.

THINGS TO BE DONE BY THE STATE

Construct approach at grade level to property line from Pacific Hwy. West.

Convey to Grantors 0. 26 acre as an exchange part of the settlement upon the grounds and for the reason that the said property, in the opinion of the commission, is no longer needed, required, or useful for highway purposes, and the value of the property to be acquired by the State is not less than the value of the property to be relinquished by the State.

Entire taking -

MONMOUTH-CORVALLIS SECTION - PACIFIC WEST HIGHWAY

25053 McGuire, Richard A. and Harriet J. (Friess)
Right of Way
Option expires December 20, 1956

0. 3 acre, lump sum $ 25.00

Amount to be paid owners - chrg to Right of Way $ 25.00

Grantors to remove or replace all necessary fencing.

State to have right to use portions of Grantors' property for hauling and dumping excess materials, Grantors to indicate areas for dumping.

Access not controlled -

WILLAMETTE RIVER-HAYESVILLE SECTION - PORTLAND-SALEM EXPRESSWAY

25122 Ashley M. Aspinwall Est. (Norlin)
Right of Way
Option expires December 26, 1956

EXHIBIT "A" (Cont)

WILLAMETTE RIVER-HAYESVILLE SECTION - PORTLAND-SALEM EXPRESSWAY (Cont)

25122 Ashley M. Aspinwall Est. (Cont)

1.13 acre, lump sum	$ 450.00	
Crop loss	87.00	
Amount to be paid owners - chrg to Right of Way		$ 537.00

Grantors to take care of crop loss adjustment with renter.

THINGS TO BE DONE BY THE STATE

Fence right of way line.

Access controlled - none allowed -

25123 Hillyer, E. A. et al (Friess)
Right of Way
Option expires December 28, 1956

1.28 acres, lump sum	$ 500.00	
Amount to be paid owners - chrg to Right of Way		$ 500.00

THINGS TO BE DONE BY THE STATE

Fence right of way line.

Access controlled -

SALEM-STOUT CREEK SECTION - NORTH SANTIAM HIGHWAY

24128 Blum, Chester J. and Anne CORRECTION REPORT (Gemmell)
Right of Way
Warranty Deed signed June 15, 1956

0.9 acre at $200 per acre	$ 180.00	
Amount to be paid owners - chrg to Right of Way		$ 180.00

Grantor to fence right of way.

This supersedes and cancels 10-25-55 $280 option (1.40 acres) approved 11-3-55.

Access controlled

EXHIBIT "A" (Cont)

FALL CREEK ROAD SECTION - ALSEA HIGHWAY

25179 White, Joe C. and Ruby R. (Benner)
Slope Easement
Easement signed June 29, 1956

Slope easement, 0.12 acre	$ 1.00	
Amount to be paid owners - chrg to Right of Way		$ 1.00

Access not controlled -

SOUTHERN PACIFIC OVERCROSSING LANE COUNTY LINE SECTION - PACIFIC EAST HIGHWAY

25102 Erntson, Nels C. and Margaret L. (Friess)
Right of Way
Option expires December 25, 1956

0.99 acre	$1,500.00	
House, 1,130 sq. ft. at $7.50+ per sq. ft.	8,490.00	
Garage and shop attached, 480 sq. ft. at $2/sq. ft.	960.00	
Amount to be paid owners - chrg to Right of Way		10,950.00

Entire taking -

FERRY STREET BRIDGE-MOHAWK ROAD SECTION - EUGENE-SPRINGFIELD HIGHWAY

23538 Meyer, Arnold E. and Jessie L. (Riley)
Right of Way
Option expires December 13, 1956

0.04 acre, lump sum	$ 50.00	
Amount to be paid owners - chrg to Right of Way		$ 50.00

Access controlled - none allowed -

23544 Varley, Glenn M. and Eileen L. (Riley)
Right of Way
Option expires December 13, 1956

0.08 acre, lump sum	$ 100.00	
Amount to be paid owners - chrg to Right of Way		$ 100.00

Access controlled - none allowed -

EXHIBIT "A" (Cont)

FERRY STREET BRIDGE-MOHAWK ROAD SECTION - EUGENE-SPRINGFIELD HIGHWAY (Cont)

23559 Tirrill, Emery A. and Adeline (Curfman)
Right of Way
Option expires December 13, 1956

18,731 sq. ft. at $0.10+ per sq. ft. $1,875.00

Amount to be paid owners - chrg to Right of Way $1,875.00

Entire taking -

23565 Ebbert, Donald C. et al (Curfman)
Right of Way
Option expires December 14, 1956

26,671 sq. ft. at $0.05+ per sq ft. $1,350.00

Amount to be paid owners - chrg to Right of Way $1,350.00

Access controlled - none allowed -

23566 Christner, Harry C. and Hilda M. (Curfman)
Right of Way
Option expires December 14, 1956

15,681 sq. ft. at $0.06+ per sq. ft. $1,000.00

Amount to be paid owners - chrg to Right of Way $1,000.00

Entire taking -

23541 Rutan, DeLoss J. (Riley)
Right of Way
Option expires December 27, 1956

0.02 acre, lump sum $ 50.00

Amount to be paid owner - chrg to Right of Way $ 50.00

Access controlled - none allowed-

23562 Hinkle, George and Esther (Curfman)
Right of Way
Option expires December 27, 1956

.07 acre $ 10.00

Amount to be paid owners - chrg to Right of Way $ 10.00

EXHIBIT "A" (Cont)

FERRY STREET BRIDGE-MOHAWK ROAD - EUGENE-SPRINGFIELD HIGHWAY (Cont)

23562 Hinkle, George and Esther (Cont)

State to assume any delinquent and current taxes.

Entire taking -

FINN ROCK-ELK CREEK SECTION - McKENZIE HIGHWAY

25137 Schmieding, Walter D. et al (Morgan)
Right of Way
Option expires December 25, 1956

0.19 acre homesite, lump sum	$ 400.00	
7 M timber at $30- per M	200.00	
Amount to be paid owners - chrg to Right of Way		$ 600.00

Access: Sta. 238+25, E. side for private residential.

Access controlled -

ELKHEAD-RICE HILL SECTION - PACIFIC HIGHWAY

19958 Long, G. C. and Myrtle (Morgan)
Stockpile Site and Haul Rd.
Lease and Eas. Extension signed June 8, 1956

Lease, for one year on ten acre stockpile site	$ 144.00	
Amount to be paid owners - chrg to Stockpile Site		$ 144.00

CHENOWETH PARK-DEADY SECTION - PACIFIC HIGHWAY

24930 Garrett, Charles S. and Myrtle S. (Morgan)
Right of Way
Option expires December 22, 1956

1.5 acres at $100 per acre	$ 150.00	
3.5 acres at $400 per acre	1,400.00	
1 improved spring	200.00	
Damages and loss of access	4,750.00	
Amount to be paid owners - chrg to Right of Way		$6,500.00

EXHIBIT "A" (Cont)

CHENOWETH PARK-DEADY SECTION - PACIFIC HIGHWAY (Cont)

24930 Garrett, Charles S. and Myrtle S. (Cont)

Grantors to construct access road from their residence to County Road at Approx. N 16+80.

THINGS TO BE DONE BY THE STATE

State to fence.

Access controlled -

SHADY-CANYONVILLE SECTION - PACIFIC HIGHWAY

24585 Tucker, Homer A. and Marion SUPPLEMENTAL REPORT (Holt)
Haul Road
Option expires December 17, 1956

.98 acres and 3,300 sq. ft. barn $3,500.00

Amount to be paid owners - chrg to Gravel Pit $3,500.00

THINGS TO BE DONE BY THE STATE

Fence right of way line and install 2 steel gates.

This supersedes and cancels 1-18-56 $300 option approved 1-26-56.

Confirmation of phone approval by Mr. Chandler June 18, 1956.

MYRTLE CREEK-UMPQUA BEND UNIT-MYRTLE CREEK-CANYONVILLE SECTION - PACIFIC HIGHWAY

24825 Richardson, Stella M. and Clarke, Helen (Holt)
Right of Way
Option expires December 12, 1956

2.3 acres at $87- per acre $ 200.00

Amount to be paid owners - chrg to Right of Way $ 200.00

Subject to access provisions in prev. option File No. 22071, dated 5-6-55.

Access controlled -none allowed -

EXHIBIT "A" (Cont)

SOUTH UMPQUA RIVER-CANYONVILLE UNIT-MYRTLE CREEK CANYONVILLE SECTION - PACIFIC HIGHWAY

25115 Tavenner, Clem and Olive E. (Morgan)
Right of Way
Option expires December 19, 1956

1.65 acres at $606+ per acre $1,000.00

Amount to be paid owners - chrg to Right of Way $1,000.00

THI NGS TO BE DONE BY THE STATE

State to fence.

All access restriction applies as set forth in that certain deed executed March 26, 1956.

Access controlled - none allowed except a frontage road -

JOSEPHINE COUNTY LINE-ROGUE RIVER ROAD SECTION - PACIFIC HIGHWAY

24935 Grants Pass Irrigation District (Holt)
Right of Way
Option expires December 19, 1956

2.64 acres $ 1.00

Amount to be paid owners - chrg to Right of Way $ 1.00

THINGS TO BE DONE BY THE STATE

Protect grantors' drain tile at Sta. 322+00.

Access not controlled -

24936 Bertagnolli, Fred and Frances L. (Riley)
Right of Way
Option expires December 18, 1956

1,325 sq. ft. at $0.10 per sq. ft.	$ 132.50
Fence and shrubbery	327.50

Amount to be paid owners - chrg to Right of Way $ 460.00

Grantor may salvage fence and shrubbery if done prior to August 1, 1956.

EXHIBIT "A" (Cont)

JOSEPHINE COUNTY LINE-ROGUE RIVER ROAD SECTION - PACIFIC HIGHWAY (Cont)

24936 Bertagnolli, Fred and Frances L. (Cont)

THINGS TO BE DONE BY THE STATE

State may enter grantors' remaining property for purpose of reconstructing driveway.

Access not controlled -

24937 Beukema, Hermine (Riley)
Right of Way
Option expires December 19, 1956

825 sq. ft. at $0.10+ per sq. ft. $ 85.00

Amount to be paid owner - chrg to Right of Way $ 85.00

THINGS TO BE DONE BY THE STATE

May enter on grantor's property to reconstruct driveway.

Access not controlled -

24938 Williams, Oscar L. and Ann C. (Riley)
Right of Way
Option expires December 26, 1956

1,000 sq. ft. at $0.10 per sq. ft. $ 100.00

Amount to be paid owners - chrg to Right of Way $ 100.00

THINGS TO BE DONE BY THE STATE

May enter on grantors' property to construct driveway.

Access not controlled -

24939 Huff, H. C. and Eula May (Riley)
Right of Way
Option expires December 20, 1956

910 sq ft. at $0.10+ per sq. ft. $ 100.00
Hedge and trees 550.00

Amount to be paid owners - chrg to Right of Way $ 650.00

EXHIBIT "A" (Cont)

JOSEPHINE COUNTY LINE-ROGUE RIVER ROAD SECTION - PACIFIC HIGHWAY (Cont)

24939 Huff, H. C. and Eula May (Cont)

THINGS TO BE DONE BY THE STATE

May enter grantors' property to reconstruct driveway.

Access not controlled -

24941 Horse Creek Cattle Co. (Riley)
Right of Way
Option expires December 20, 1956

1,800 sq. ft. at $0.10 per sq. ft.	$ 180.00	
Hedge	500.00	
Amount to be paid owners - chrg to Right of Way		$ 680.00

THINGS TO BE DONE BY THE STATE

May enter grantors' property to reconstruct driveway.
Reconstruct school bus loading area.
Provide access to river front property.

Access not controlled -

24946 McCollum, J. L. and Olive C. (Riley)
Right of Way
Option expires December 20, 1956

125 sq. ft.	$ 25.00	
Amount to be paid owners- chrg to Right of Way		$ 25.00

Access not controlled -

24947 Murphy, F. J. and Evelyn (Riley)
Right of Way
Option expires December 18, 1956

1,175 sq. ft. at $0.10+ per sq. ft.	$ 125.00	
Fence posts	25.00	
Amount to be paid owners - chrg to Right of Way		$ 150.00

Grantor may salvage fence prior to August 1, 1956.

EXHIBIT "A" (Cont)

JOSEPHINE COUNTY LINE-ROGUE RIVER ROAD SECTION - PACIFIC HIGHWAY(Cont)

24947 Murphy, F. J. and Evelyn (Cont)

THINGS TO BE DONE BY THE STATE

May enter grantors' property to reconstruct driveway.

Access not controlled -

24948 Elie, Mathilda C. (Riley)
Right of Way
Option expires December 19, 1956

975 sq. ft. at $0.10+ per sq. ft. $ 100.00

Amount to be paid owner - chrg to Right of Way $ 100.00

THINGS TO BE DONE BY THE STATE

May enter grantor's property to reconstruct driveway.

Access not controlled -

24949 Dixon, Albert A. and Alice B. (Riley)
Right of Way
Option expires December 25, 1956

250 sq. ft. at $0.10 per sq. ft. $ 25.00

Amount to be paid owners - chrg to Right of Way $ 25.00

THINGS TO BE DONE BY THE STATE

May enter grantors' property to reconstruct driveway.

Access not controlled -

24951 Phillips, Zao E. and John L. (Riley)
Right of Way
Option expires December 19, 1956

650 sq. ft. at $0.10 per sq. ft. $ 65.00

Amount to be paid owners - chrg to Right of Way $ 65.00

EXHIBIT "A" (Cont)

JOSEPHINE COUNTY LINE-ROGUE RIVER ROAD SECTION - PACIFIC HIGHWAY (Cont)

24951 Phillips, Zao E. and John L. (Cont)

THINGS TO BE DONE BY THE STATE

May enter grantors' property to reconstruct driveway.

Access not controlled -

24952 McClane, George J. and Bonnie June (Riley)
Right of Way
Option expires December 21, 1956

475 sq. ft. at $0.10+ per sq. ft. $ 50.00

Amount to be paid owners - chrg to Right of Way $ 50.00

THINGS TO BE DONE BY THE STATE

May enter grantors' property to reconstruct driveway.

Access not controlled -

24953 Hutchinson, Glen W. and Elsie M. (Riley)
Right of Way
Option expires December 19, 1956

1,000 sq. ft. at $0.10 per sq. ft. $ 100.00

Amount to be paid owners - chrg to Right of Way $ 100.00

STATE may enter grantors' property to reconstruct driveway.

Access not controlled -

24957 Busby, Clair E. and Leona P. (Riley)
Right of Way
Option expires December 25, 1956

225 sq. ft., lump sum $ 25.00

Amount to be paid owners - chrg to Right of Way $ 25.00

EXHIBIT "A" (Cont)

JOSEPHINE COUNTY LINE-ROGUE RIVER ROAD SECTION - PACIFIC HIGHWAY (Cont)

24957 Busby, Clair E. and Leona P. (Cont)

THINGS TO BE DONE BY THE STATE

May enter grantors' property to reconstruct driveway.

Access not controlled -

24958 Lingren, Ernest and Maxine (Curfman)
Right of Way
Option expires December 21, 1956

1,400 sq. ft. at $0.10 per sq. ft. $ 140.00

Amount to be paid owners - chrg to Right of Way $ 140.00

THINGS TO BE DONE BY THE STATE

May enter grantors' property to reconstruct Road approaches.

Access not controlled -

24959 Speers, William F. and Ruth (Curfman)
Right of Way
Option expires December 21, ,1956

825 sq. ft. at $0.10 per sq. ft. $ 82.50
Hedge 50.00

Amount to be paid owners - chrg to Right of Way $ 132.50

Grantor may salvage plants before August 1, 1956.

THINGS TO BE DONE BY THE STATE

May enter grantors' property to reconstruct road approach.

Access not controlled -

24960 McFadyen, Archie Frank and LaVina G. (Curfman)
Right of Way
Option expires December 21, 1956

500 sq. ft. at $0.10 per sq. ft. $ 50.00

EXHIBIT "A" (Cont)

JOSEPHINE COUNTY LINE-ROGUE RIVER ROAD SECTION - PACIFIC HIGHWAY (Cont)

24960 McFadyen, Archie Frank and LaVina G. (Cont)

Amount to be paid owners - chrg to Right of Way $ 50.00

THINGS TO BE DONE BY THE STATE

May enter grantors' property to reconstruct road approach.

Access not controlled -

24961 Hanan, Clifford E. and Hazel (Curfman)
Right of Way
Option expires December 20, 1956

825 sq. ft. at $0.10 per sq. ft. $ 82.50

Amount to be paid owners - chrg to Right of Way $ 82.50

THINGS TO BE DONE BY THE STATE

May enter grantors' property to reconstruct road approaches.

Access not controlled -

24964 Hall, F. E. and Elda M. (Curfman)
Slope Easement
Option expires December 19, 1956

1,725 sq. ft. at $0.10 per sq. ft. $ 170.00

Amount to be paid owners - chrg to Right of Way $ 170.00

THINGS TO BE DONE BY THE STATE

Reconstruct road approach.

Access not controlled -

24967 Florence, John V. and Kathryn (Curfman)
Right of Way
Option expires December 20, 1956

1,050 sq. ft. at $0.10 per sq. ft. $ 105.00

Amount to be paid owners - chrg to Right of Way $ 105.00

EXHIBIT "A" (Cont)

JOSEPHINE COUNTY LINE-ROGUE RIVER ROAD SECTION - PACIFIC HIGHWAY (Cont)

24967 Florence, John V. and Kathryn (Cont)

THINGS TO BE DONE BY THE STATE

May enter grantors' property to reconstruct road approach.

Access not controlled -

24968 Fields, C. W. and Corinne (Curfman)
Right of Way
Option expires December 19, 1956

1,600 sq. ft. at $0.10 per sq. ft. $ 160.00

Amount to be paid owners - chrg to Right of Way $ 160.00

THINGS TO BE DONE BY THE STATE

Reconstruct road approaches.

Access not controlled -

24975 Bailey, John Alvin and Marie Helen (Curfman)
Right of Way
Option expires December 17, 1956

200 sq. ft. at $0.10 per sq. ft. $ 20.00

Amount to be paid owners - chrg to Right of Way $ 20.00

Access not controlled -

24977 Benner, Edith G. and Raymond E. (Curfman)
Right of Way
Option expires December 20, 1956

125 sq. ft. at $0.10 per sq. ft. $ 12.50

Amount to be paid owners - chrg to Right of Way $ 12.50

Access not controlled -

ASHLAND-SISKIYOU SECTION - PACIFIC HIGHWAY

24853 Basey, Larry and Michaelyn O'Day (Morgan)
Right of Way
Option expires December 13, 1956

EXHIBIT "A" (Cont)

ASHLAND -SISKIYOU SECTION - PACIFIC HIGHWAY (Cont)

24853 Basey, Larry and Michaelyn O'Day (Cont)

2.7 acres at $50 per acre	$ 135.00	
Amount to be paid owners - chrg to Right of Way		$ 135.00

THINGS TO BE DONE BY THE STATE

Reconstruct road approaches at Sta. 365+70, E., and Sta. 370+20, W. side.

Access not controlled -

COQUILLE-RINK CREEKSECTION - COOS BAY-ROSEBURG HIGHWAY

25056 Jacobsen, Earl F. and Charlotte (Morgan)
Right of Way
Option expires December 10, 1956

2.18 acres at $1,500 per acre (R/W)	$3,270.00	
2.50 acres at $1,500 per acre (Excess)	3,750.00	
Amount to be paid owners - chrg to Right of Way		$7,020.00

THINGS TO BE DONE BY THE STATE

Fence new right of way.
Access points granted as before except at 55+00.

Access controlled -

Confirmation of phone approval by Mr. Chandler June 13, 1956.

CATCHING SLOUGH-CHANDLER BRIDGE SECTION - COOS RIVER HIGHWAY

24597 Maskey, Alex and May (Holt)
Right of Way
Option expires November 31, 1956

19,602 sq. ft. at $0.10- per sq. ft.	$1,960.00
Allow. to move shrubbery	140.00
30 rods fencing at $5 per rod	150.00
Encroachment damage	2,500.00

EXHIBIT "A" (Cont)

CATCHING SLOUGH-CHANDLER BRIDGE SECTION - COOS RIVER HIGHWAY (Cont)

24597 Maskey, Alex and May (Cont)

Amount to be paid owners - chrg to Right of Way $4,750.00

Grantor reserves right to remove one dozen shrubs, if same does not interfere with State.

THINGS TO BE DONE BY THE STATE

Reconstruct two existing approaches, 20' in width and blacktopped to right of way line.

Access not controlled -

SHOGREN-ROWENA UNIT-MOSIER-THE DALLES SECTION - COLUMBIA RIVER HIGHWAY

24611 Salisbury, Ella G. (Landon)
Parks
Option expires December 22, 1956

5.9 acres at $376.61+ per acre $2,222.00

Amount to be paid owner - chrg to Parks $2,222.00

State to assume 1956-57 taxes. Estimate 25.00

TOTAL (Estimate) - chrg to Parks $2,247.00

Access not controlled -

JEFFERSON COUNTY SECTION - WARM SPRINGS HIGHWAY

12388-89-90 U. S. Bureau of Indian Affairs (Cozad)
Five year permit extension to expire July 2, 1961

Renewal of 5 yr. permit, orig. allot. No. 2
No new gravel to be taken, only removal of materials stockpiled on ground. $ 250.00

Renewal for haul road from Hwy. #26 to material site $ 69.00

Renewal for 5 yr. lease Elsie Simtustus Holliquilla Jacobs allot. No. 104 $ 250.00

EXHIBIT "A" (Cont)

JEFFERSON COUNTY SECTION - WARM SPRINGS HIGHWAY (Cont)

12388-89-90 U. S. Bureau of Indian Affairs (Cont)

Amount to be paid owners - chrg to Stockpile Sites $ 569.00

DESCHUTES RIVER-AGENCY PLAINS SECTION - WARM SPRINGS HIGHWAY

25054 Campbell, Verne S. et al (Cozad)
Right of Way
Option expires December 18, 1956

1.17 acres, lump sum $ 50.00

Amount to be paid owners - chrg to Right of Way $ 50.00

THINGS TO BE DONE BY THE STATE

Protect 1" domestic water pipe which runs through culvert at approx. Sta. 517.
Re-est. any fencing disturbed by taking.

Access controlled -

25055 Dizney, Thomas H. (Cozad)
Right of Way
Option expires December 24, 1956

0.25 acre $ 50.00

Amount to be paid owner - chrg to Right of Way $ 50.00

THINGS TO BE DONE BY THE STATE

Re-establish fence if disturbed by construction.

Access controlled - none allowed -

KLAMATH FALLS WEST SIDE BY-PASS SECTION - THE DALLES-CALIFORNIA HIGHWAY

23041 Gheller, Geno and Carol (Bucknum)
Right of Way
Option expires December 14, 1956

3,893 sq. ft. at $0.125+ per sq. ft. $ 500.00

Amount to be paid owners - chrg to Right of Way $ 500.00

State to assume 1956-57 taxes. Estimate 10.00

EXHIBIT "A" (Cont)

KLAMATH FALLS WEST SIDE BY-PASS SECTION - THE DALLES-CALIFORNIA HIGHWAY (Cont)

23041 Gheller, Geno and Carol (Cont)

GRAND TOTAL (Estimate) - chrg to Right of Way $ 510.00

Entire taking -

23085 School District No. 1 (Bucknum)
Right of Way
Option expires December 17, 1956

25,550 sq. ft. at $0.05+ per sq. ft.	$1,440.00	
710 ft. fencing at $3.50/sq. ft. (posts 5' intervals)	2,485.00	
Amount to be paid owner - chrg to Right of Way		$3,925.00

THINGS TO BE DONE BY THE STATE

Plant trees and/or shrubs as sound barrier for school.
Install guard rail or embankment to protect school grounds.
Excavate area between new r/w and California Avenue.

Access controlled - none allowed -

23101 Easter, W. J. and Jennie (Bucknum)
Right of Way
Option expires December 19, 1956

7,000 sq. ft. at $0.05 per sq. ft.	$ 350.00	
House, 616 sq. ft. at $6+ per sq. ft.	3,700.00	
Ret. walls and partly completed garage	500.00	
Lawn, trees and shrubs	200.00	
Amount to be paid owners - chrg to Right of Way		$4,750.00
State to assume 1956-57 taxes. Estimate		95.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$4,845.00

Grantor to have possession for 30 days following receipt of notice.

Entire taking -

EXHIBIT "A" (Cont)

KLAMATH FALLS WEST SIDE BY-PASS SECTION - THE DALLES-CALIFORNIA HIGHWAY (Cont)

23135 Redkey, Effie F. (Bucknum)
Right of Way
Option expires December 4, 1956

13,000 sq. ft. at $0.05 per sq. ft.	$ 650.00	
House, 1,024 sq. ft. at $5 per sq. ft.	5,120.00	
Basement apt., add. allow.	1,000.00	
Stone ret. walls, garage, lawn, shrubs, trees, fence	1,130.00	
Amount to be paid grantor - chrg to Right of Way		$7,900.00
State to assume 1956-57 taxes. Estimate		160.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$8,060.00

Grantor to have possession free of rent 30 days following receipt of notice.

Entire taking -

23136 Telford, Ray A. and Mary L. (Bucknum)
Right of Way
Option expires December 3, 1956

10,890 sq. ft. at $0.05+ per sq. ft.	$ 545.00	
4,592 sq. ft. at $0.20+ per sq. ft.	920.00	
House, 1,200 sq. ft. at $5.50 per sq. ft.	6,600.00	
Amount to be paid owners - chrg to Right of Way		$8,065.00
State to assume 1956-57 taxes. Estimate		160.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$8,225.00

Grantor to have possession free of rent 30 days following receipt of notice.

Entire taking -

23145 Peyton and Co. (Bucknum)
Right of Way
Option expires December 13, 1956

15.5 acres at $850 per acre $13,175.00

EXHIBIT "A" (Cont)

KLAMATH FALLS WEST SIDE BY-PASS SECTION - THE DALLES-CALIFORNIA HIGHWAY (Cont)

23145 Peyton and Co. (Cont)

Amount to be paid owners - chrg to Right of Way	$13,175.00
State to assume 1956-57 taxes. Estimate	260.00
GRAND TOTAL (Estimate) - chrg to Right of Way	$13,435.00

Access controlled - none allowed -

ESPLANADE-SOUTH 6TH STREET SECTION - KLAMATH FALLS-MALIN HIGHWAY

16071 Pex, Richard W. (Bucknum)
Right of Way
Option expires December 11, 1956

.59 acre at $2,000 per acre	$1,180.00	
Damaged house and other improvements	Gratis	
Amount to be paid owner - chrg to Right of Way		$1,180.00
State to assume 1956-57 taxes. Estimate		24.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$1,204.00

Entire taking -

11381 Evans, Joseph F. et al (Bucknum)
Right of Way
Option expires December 13, 1956

3.47 acres at $850 per acre	$2,950.00	
2.30 acres at $500 per acre	1,150.00	
7.17 acres at $700 per acre	5,019.00	
3.73 acres at $700 per acre, Excess	2,611.00	
Corrals and shed	270.00	
110 rods fencing at $3.50 per rod	385.00	
Amount to be paid owners - chrg to Right of Way		$12,385.00

THINGS TO BE DONE BY THE STATE

Protect water line crossing r/w approx. Sta. 151.

Access controlled - none allowed -

EXHIBIT "A" (Cont)

ESPLANADE-SOUTH 6TH STREET SECTION - KLAMATH FALLS-MALIN HIGHWAY (Cont)

16251 Bryant, Frank et al (Bucknum)
Right of Way
Option expires December 20, 1956

1,206 sq. ft., lump sum	$ 130.00
5 rods fencing at $4 per rod	20.00
Amount to be paid owners - chrg to Right of Way	$ 150.00

Access controlled - None allowed -

NORTH UNIT PENDLETON-PILOT ROCK SECTION - PENDLETON-JOHN DAY HIGHWAY

24859 Peterson, Charles A. et al (Brainerd)
Right of Way
Option expires December 10, 1956

2,614 sq. ft. at $0.06 per sq. ft.	$ 156.84
Amount to be paid owners - chrg to Right of Way	$ 156.84

Access: Stas. 183+70 and 185+80, E., unrestricted.

Access controlled -

24872 Wyland, Ellis J. and Vanita (Brainerd)
Right of Way
Option expires December 6, 1956

2.85 acres at $1,000 per acre	$2,850.00
1.95 acres at $50 per acre	97.50
184 rods fencing at $3 per rod	552.00
Allow. to re-est. 4" main	500.50
Severance damage	250.00
Amount to be paid owners - chrg to Right of Way	$4,250.00

Grantor to retain water rights on portion that possesses water right.
Grantor to have right to run wing walls to base of fill at access points.

THINGS TO BE DONE BY THE STATE

Install 18" pipe at Sta. 142+36 for use with sprinkler irrigation system. Maintain access point, during construction.

EXHIBIT "A" (Cont)

NORTH UNIT PENDLETON-PILOT ROCK SECTION - PENDLETON-JOHN DAY HIGHWAY (Cont)

24872 Wyland, Ellis J. and Vanita (Cont)

Access: Sta. 137+30, E. and W. for ranching and private residential use.

Access controlled -

25044 Sager, Carl; Rice, Paul L. et al (Brainerd)
Right of Way
Option expires December 11, 1956

1.8 acres at $100 per acre	$ 180.00	
128 rods fencing at $3 per rod	384.00	
Amount to be paid owners - chrg to Right of Way		$ 564.00

Contract purchaser to re-establish fencing.

Access: Sta. 87+00, E., for ranching and private residential use.

Access controlled -

24869 Sager, Carl and Yvonne (Brainerd)
Right of Way
Option expires December 12, 1956

2.81 acres at $1,425- per acre (1.61 A. Excess)	$4,000.00	
167 rods fencing at $3 per rod	501.00	
Amount to be paid owners - chrg to Right of Way		$4,501.00

THINGS TO BE DONE BY THE STATE

Re-establish irrigation ditch on W. side of hwy. where disturbed by taking.

Access: Stas. 98+20, 91+90, 87+65, 84+40, 80+60 and 76+00 W, for ranching and private residential use.

Access controlled -

EXHIBIT "A" (Cont)

NORTH UNIT PENDLETON-PILOT ROCK SECTION - PENDLETON-JOHN DAY HIGHWAY (Cont)

25047 Gilham, Ray V. and Winifred J. (Brainerd)
Right of Way
Option expires December 21, 1956

0.011 acre, lump sum $ 50.00

Amount to be paid owners - chrg to Right of Way $ 50 00

Access: Sta. 119+85, W., for private residential use.

Access controlled -

SOUTH UNIT PENDLETON-PILOT ROCK SECTION - PENDLETON-JOHN DAY HIGHWAY

24232 Mathews, Charles L. and Bytha (Brainerd)
Right of Way
Option expires December 18, 1956

0.04 acre and damages, lump sum $ 600.00

Amount to be paid owners - chrg to Right of Way $ 600.00

Access: Stas. 654+20 and 657+42, E., for private residential use, only.

Access controlled -

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND-SALEM EXPRESSWAY

24832 Flynn, Peter R. and Frances (Black)
Right of Way
Option expires December 25, 1956

7,500 sq. ft. at $0.16 per sq. ft. (5,625 sq. ft. Excess)	$1,200.00	
House, 624 sq. ft. at $8.50 per sq. ft.	5,304.00	
Garage, 240 sq. ft. at $2 per sq. ft.	480.00	
Yard improvements	516.00	
Amount to be paid owners - chrg to Right of Way		$7,500.00
State to assume 1956-57 taxes. Estimate		150.00

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND-SALEM EXPRESSWAY (Cont)

24832 Flynn, Peter R. and Frances (Cont)

GRAND TOTAL (Estimate) - chrg to Right of Way $7,650.00

Grantor to give possession 30 days after notice.

Entire taking -

FINN ROCK-ELK CREEK SECTION - McKENZIE HIGHWAY

25128 Allen, Maurice S.; Ezell, Eugene C. et al (Morgan)
Right of Way
Option expires December 25, 1956

0.83 acre and timber (.66 A. Excess) lump sum	$1,000.00	
Residence, 625 sq. ft. at $5.43+ per sq. ft.	3,395.00	
Garage, 270 sq. ft. at $1.50 per sq. ft.	405.00	
Amount to be paid owners - chrg to Right of Way		$4,800.00

Grantors to vacate 30 days after acceptance.

Entire taking -

25135 Smith, Grover M. (Morgan)
Right of Way
Option expires December 25, 1956

.85 acres (.65 A. Excess)	$1,000.00	
House, 1,262 sq. ft. at $6- per sq. ft.	7,570.00	
Garage, 480 sq. ft. at $1 per sq. ft.	480.00	
Amount to be paid owners - chrg to Right of Way		$9,050.00

Grantors to vacate 30 days after acceptance.

Entire taking -

FERRY STREET BRIDGE-MOHAWK ROAD SECTION - EUGENE-SPRINGFIELD HIGHWAY

23549 Taylor, Wade and Betty (Curfman)
Right of Way
Option expires December 26, 1956

EXHIBIT "A" (Cont)

FERRY STREET BRIDGE-MOHAWK ROAD SECTION - EUGENE-SPRINGFIELD HIGHWAY (Cont)

23549 Taylor, Wade and Betty (Cont)

8,600 sq. ft. at $0.145+ per sq. ft.	$ 1,250.00	
House, 1,056 sq. ft. at $8.60+ per sq. ft.	9,086.00	
Garage, 432 sq. ft. at $2 per sq. ft.	864.00	
Chicken house	50.00	
Amount to be paid owners - chrg to Right of Way		$11,250.00
State to assume 1955-56 taxes. Estimate		225.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$11,475.00

Grantors to vacate 30 days after acceptance.

Entire taking -

KLAMATH FALLS WEST SIDE BY-PASS SECTION - THE DALLES-CALIFORNIA HIGHWAY

23081 Feeney, John E. et al (Bucknum)
Right of Way
Option expires December 19, 1956

1,307 sq. ft. at $0.075+ per sq. ft.	$ 100.00	
Damage	350.00	
Amount to be paid owners - chrg to Right of Way		$ 450.00

Access controlled - none allowed -

23106 Huston, Gilman and Lorraine Jewell (Bucknum)
Right of Way
Option expires December 28, 1956

2,400 sq. ft. at $0.075 per sq. ft.	$ 180.00	
Shrubs, trees and plants	10.00	
Damage	150.00	
Amount to be paid owners - chrg to Right of Way		$ 340.00

Access controlled - none allowed -

23123 Jones, Paul W. and Edna W. (Bucknum)
Right of Way
Option expires December 27, 1956

EXHIBIT "A" (Cont)

KLAMATH FALLS WEST SIDE BY-PASS SECTION - THE DALLES-CALIFORNIA HIGHWAY (Cont)

23123 Jones, Paul W. And Edna W. (Cont)

9,512 sq. ft. at $0.125+ per sq. ft.	$1,200.00	
House, 992 sq. ft. at $10.50 per sq. ft.	10,416.00	
Shop bldg., 720 sq. ft. at $4 per sq. ft.	2,880.00	
Garage, 576 sq. ft. at $2 per sq. ft.	1,152.00	
Outdoor fireplace, patio, trees, lawn, shrubs, etc.	1,100.00	
126 ft. wood fence at $2 per ft.	252.00	
Amount to be paid owners - chrg to Right of Way		$17,000.00
State to assume 1956-57 taxes. Estimate		340.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$17,340.00

Grantor to have possession of premises for 30 days following receipt of notice.

Entire taking -

23126 Nelson, Norman O. and Agnes M. (Bucknum)
Right of Way.
Option expires December 27, 1956

357 sq. ft., lump sum	$ 50.00	
Damage	2,000.00	
Amount to be paid owners - chrg to Right of Way		$ 2,050.00

Access controlled - none allowed -

23128 Kellstrom, Lyle and Betty J. (Bucknum)
Right of Way
Option expires December 26, 1956

8,750 sq. ft. at $0.10 per sq. ft.	$ 875.00	
House, 1,116 sq. ft. at $5.50- per sq. ft.	6,125.00	
Garage, 300 sq. ft. at $2 per sq. ft.	600.00	
Fruit rm., storage shed, lawn, shrubs, trees, sidewalk	400.00	
Amount to be paid owners - chrg to Right of Way		$ 8,000.00

EXHIBIT "A" (Cont)

KLAMATH FALLS WEST SIDE BY-PASS SECTION - THE DALLES-CALIFORNIA HIGHWAY (Cont)

23128 Kellstrom, Lyle and Betty J. (Cont)

State to assume 1956-57 taxes. Estimate	$ 160.00
GRAND TOTAL (Estimate) - chrg to Right of Way	$ 8,160.00

Grantor to have possession of premises for 30 days following receipt of notice.

Entire taking -

HARBOR DRIVE-BARBUR BOULEVARD - PORTLAND-SALEM EXPRESSWAY

22557 Walton, Albert Philip and Helen Joan (Black)
Right of Way
Option expires December 26, 1956

12,500 sq. ft. at $0.06 per sq. ft.	$ 750.00	
House, 684 sq. ft. at $8.50 per sq. ft.	5,814.00	
Garage, 400 sq. ft. at $4 per sq. ft.	1,600.00	
Yard improvements	186.00	
Amount to be paid owners - chrg to Right of Way		$ 8,350.00
State to assume 1956-57 taxes. Estimate		170.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$ 8,520.00

Grantor to give possession 30 days after notice.

Entire taking -

EAST BURNSIDE EXTENSION CONNECTION SECTION - MT. HOOD HIGHWAY

25144 Surface, Ellis V. and Katherine R. (Stuntz)
Right of Way
Option expires December 27, 1956

0.07 acre at $3,000 per acre	$ 210.00	
Allow. for moving rose bushes and cost of plowing	40.00	
Amount to be paid owners - chrg to Right of Way		$ 250.00

Grantor to move bushes 10 days from date of notice.

EXHIBIT "A" (Cont)

EAST BURNSIDE EXTENSION CONNECTION SECTION - MT HOOD HIGHWAY (Cont)

25144 Surface, Ellis V. and Katherine R. (Cont)

THINGS TO BE DONE BY THE STATE

Reconnect approach road at approx. Sta. 565+77.

Access not controlled -

FINN ROCK-ELK CREEK SECTION - McKENZIE HIGHWAY

25134 Thomas, Virginia Cullers et al (Morgan)
Right of Way
Option expires December 25, 1956

1.25 A. R/W and 0.1 A. Excess at $1,200- per acre	$1,600.00	
House, 616 sq. ft. at $3+ per sq. ft.	1,858.00	
Shed type garage	42.00	
Amount to be paid owners - chrg to Right of Way		$3,500.00

Grantor to vacate by August 1, 1956.

Entire taking -

JOSEPHINE COUNTY LINE-ROGUE RIVER ROAD SECTION - PACIFIC HIGHWAY

24944 Luckett, A. W. (Riley)
Right of Way
Option expires December 27, 1956

1,015 sq. ft., lump sum	$ 105.00	
Amount to be paid owner - chrg to Right of Way		$ 105.00

THINGS TO BE DONE BY THE STATE

Reconstruct driveways including access to river front lot.

Access not controlled -

24974 Oliver, James A. et al (Curfman)
Slope Easement
Option expires December 18, 1956

EXHIBIT "A" (Cont)

JOSEPHINE COUNTY LINE-ROGUE RIVER ROAD SECTION - PACIFIC HIGHWAY (Cont)

24974 Oliver, James A. et al (Cont)

1,200 sq. ft. at $0.10 per sq. ft. $ 120.00

Amount to be paid owners - chrg to Right of Way $ 120.00

THINGS TO BE DONE BY THE STATE

Reconstruct road approaches.
Present signs and sign base not to be disturbed unless set up again to satisfaction of grantor, at State expense.

Access not controlled -

NORTH UNIT PENDLETON-PILOT ROCK SECTION - PENDLETON-JOHN DAY HIGHWAY

24236 McEntire, Thomas and Mary J. (Brainerd)
Right of Way
Option expires December 27, 1956

7.64 acres at $ 750 per acre	$5,730.00
Allow. to re-est. corrals, pens, water, etc.	1,000.00
220 rods fencing at $3.50 per rod	770.00
Severance damage	4,270.00

Amount to be paid owners - chrg to Right of Way $11,770.00

THINGS TO BE DONE BY THE STATE

Install 78" tube cattle underpass at Sta. 149+75. (Est. cost $2,500.)
Install 12" pipe for grantors' sprinkler system Sta. 153+00. (Est. cost $225.)
Re-est. irrigation ditch crossings where disturbed.

Access: Stas. 150+50 &155+00, E.&W. for farming and private residential use.

Access controlled -

24861 Barnum, Ernest W. and Georgia A. (Brainerd)
Right of Way
Option expires December 26, 1956

EXHIBIT "A" (Cont)

NORTH UNIT PENDLETON-PILOT ROCK SECTION - PENDLETON-JOHN DAY HIGHWAY (Cont)

24861 Barnum, Ernest W. and Georgia A. (Cont)

26,572 sq. ft. at $0.075+ per sq. ft. $2,000.00

Amount to be paid owners - chrg to Right of Way $2,000.00

THINGS TO BE DONE BY THE STATE

Re-est. fence along r/w line. (Est. cost 65 rods at $3.50/rod $227.50)

Access: Stas. 175+00 & 166+00. E., unrestricted.

Access controlled -

24865 Rogers, Glen and Anna (Brainerd)
Right of Way
Option expires January 2, 1957

21,780 sq. ft. at $0.075+ per sq ft. $1,634.50

Amount to be paid owners - chrg to Right of Way $1,634.50

THINGS TO BE DONE BY THE STATE

Re-est. fencing if grantor desires same.

Access: Stas. 5+59, 60', E., dedicated city street, unrestricted, 6+38 and 9+68 35', E., unrestricted.

Access controlled -

24871 Beilke, Herman and Louise E. (Brainerd)
Right of Way
Option expires December 25, 1956

0.325 acre at $1,500+ per acre	$ 500.00
40 rods fencing at $3.50 per rod	140.00
Allow. for trees, shrubs & misc.	500.00
Damage	1,860.00

Amount to be paid owners - chrg to Right of Way $3,000.00

Grantor to have right to salvage flowers and shrubs.

THINGS TO BE DONE BY THE STATE

Construct guard rail bet. Sta. 122+50 and 123+50 W. side.

EXHIBIT "A" (Cont)

NORTH UNIT PENDLETON-PILOT ROCK SECTION - PENDLETON-JOHN DAY HIGHWAY (Cont)

24871 Beilke, Herman and Louise E. (Cont)

Access: Stas. 125+40 & 120+45, W., for farming and private residential use.

Access controlled -

25046 Boylen, Eugene N., Jr. and Patricia L. (Brainerd)
Right of Way
Option expires December 26, 1956

0.025 acre, lump sum $ 50.00

Amount to be paid owners - chrg to Right of Way $ 50.00

Access: Sta. 118+90 W., for private residential use.

Access controlled -

JOSEPHINE COUNTY LINE-ROGUE RIVER ROAD SECTION - PACIFIC HIGHWAY

24966 Tobey, Harry C. and Ruth M. (Holt)
Right of Way
Option expires January 1, 1957

1,050 sq. ft., lump sum $ 100.00

Amount to be paid owners - chrg to Right of Way $ 100.00

Access not controlled -

24972 Riesland, Aaron A. and Marie A. (Holt)
Right of Way
Option expires January 1, 1957

1,307 sq. ft. at $0.10 per sq. ft. $ 130.00

Amount to be paid owners - chrg to Right of Way $ 130.00

THINGS TO BE DONE BY THE STATE

Reconstruct approaches and blacktop to r/w line.

Access not controlled -

EXHIBIT "A" (Cont)

FINN ROCK-ELK CREEK SECTION - McKENZIE HIGHWAY

25133 Ton, Richard J. et al (Morgan)
Right of Way
Option expires December 25, 1956

0.5 acre at $1,200 per acre	$ 600.00	
House, 790 sq. ft. at $5 per sq. ft.	3,950.00	
Amount to be paid owners - chrg to Right of Way		$4,550.00

Grantor to vacate 30 days after acceptance.

Entire taking -

ALBANY INTERCHANGE SECTION - PACIFIC EAST HIGHWAY

25048 Cook, Bertha M. (Norlin)
Right of Way
Option expires December 31, 1956

1.904 acres at $1,500 per acre	$2,856.00	
Well, foundation and studding	500.00	
Amount to be paid owner - chrg to Right of Way		$3,356.00
State to assume 1956-57 taxes. Estimate		35.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$3,391.00

Entire taking -

CORNELIUS-HILLSBORO UNIT FOREST GROVE-HILLSBORO SECTION - TUALATIN VALLEY HIGHWAY

24411 Buck, R. F. CORRECTION REPORT (Black)
Right of Way
Option expires January 1, 1957

0.47 acre, lump sum	$2,047.00	
Concrete block store bldg.	3,000.00	
Asphalt, gravel, grapes, moving sign	453.00	
Damage	900.00	
Amount to be paid owners - chrg to Right of Way		$6,400.00
State to assume 1956-57 taxes. Estimate		64.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$6,464.00

EXHIBIT "A" (Cont)

CORNELIUS-HILLSBORO UNIT FOREST GROVE-HILLSBORO SECTION - TUALATIN VALLEY HIGHWAY (Cont)

24411 Buck, R. F. (Cont)

Grantor to give possession one day prior to sale of bldg. by State.

THINGS TO BE DONE BY THE STATE

Reconstruct 3 approaches and pave to r/w line.

Access: Stas. 109+14 (Ease.), 108+06, 106+30 and 104+00, S. side of hwy., unrestricted.

If grantor quit claims 0.07 acre ex flag station grounds this option supersedes and cancels prior option approved 3-1-56.

Prior approval of 3-1-56 for same amount of money, items and area. Grantor was then to give warranty deed for all of property including flag station grounds.

Access controlled -

CHINA GULCH-COPPER ROAD SECTION - MEDFORD-PROVOLT HIGHWAY

25153 Ossenbrugge, Sadie and J. J. (Riley)
Right of Way
Option expires January 5, 1957.

0.44 acre at $1,000- per acre	$ 400.00
62 rods fencing at $4+ per rod	250.00
Amount to be paid owner - chrg to Right of Way	$ 650.00

Grantor may salvage fence by Sept. 1, 1956.

STATE to reconstruct road approaches.

Access not controlled -

25155 Vessell, Elizabeth K. (Riley)
Right of Way
Option expires January 4, 1957.

0.28 acre at $1,000 per acre	$ 280.00
0.83 acre at $300+ per acre	250.00

EXHIBIT "A" (Cont)

CHINA GULCH-COPPER ROAD SECTION - MEDFORD-PROVOLT HIGHWAY (Cont)

25155 Vessell, Elizabeth K. (Cont)

Amount to be paid owner - chrg to Right of Way $ 530.00

THINGS TO BE DONE BY THE STATE

Reconstruct driveway and road approach near Sta. 93+00.

Fence north side of right of way.

Access not controlled -

FERRY STREET BRIDGE-MOHAWK ROAD SECTION - EUGENE-SPRINGFIELD HIGHWAY

23550 Tharp, Nellie B. (Holt)
Right of Way
Option expires January 1957

0.37 acres at $4,054+ per acre	$1,500.00	
House	4,140.00	
Garage	360.00	
Amount to be paid owner - chrg to Right of Way		$6,000.00
State to assume 1956-57 taxes. Estimate		60.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$6,060.00

Entire taking -

JOSEPHINE COUNTY LINE-ROGUE RIVER ROAD SECTION - PACIFIC HIGHWAY

24943 Clark, Allen B. et al (Riley)
Right of Way
Option expires December 18, 1956

825 sq. ft. at $0.10+ per sq. ft. $ 85.00

Amount to be paid owners - chrg to Right of Way $ 85.00

THINGS TO BE DONE BY THE STATE

Construct driveway.

Access not controlled -

EXHIBIT "A" (Cont)

JOSEPHINE COUNTY LINE-ROGUE RIVER ROAD SECTION - PACIFIC HIGHWAY (Cont)

24956 Bardwell, Glen F. and Bebe C. (Riley)
Right of Way
Option expires January 6, 1957

825 sq. ft. at $0.12+ per sq. ft. $ 100.00

Amount to be paid owners - chrg to Right of Way $ 100.00

Grantor may salvage sign by August 1, 1956.
STATE to reconstruct driveway.

Access not controlled -

24969 Hemming, Pearl M. (Curfman)
Slope Easement
Option expires January 5, 1957

2,000 sq. ft. at $0.10 per sq. ft. $ 200.00

Amount to be paid owner - chrg to Right of Way $ 200.00

THINGS TO BE DONE BY THE STATE

Reconstruct existing road approach.

Access not controlled -

24971 Gross, Helen P. (Curfman)
Slope Easement
Option expires January 5, 1957

9,695 sq. ft. at $0.10 per sq. ft. $ 969.50

Amount to be paid owner - chrg to Right of Way $ 969.50

THINGS TO BE DONE BY THE STATE

Reconstruct road approach or approaches.

Access not controlled -

25294 McIntire, Augustus W.; Miller, Vivian Atwood (Curfman)
Right of Way
Option expires January 4, 1957

450 sq. ft. at $0.07+ per sq. ft. $ 35.00

EXHIBIT "A" (Cont)

JOSEPHINE COUNTY LINE-ROGUE RIVER ROAD SECTION - PACIFIC HIGHWAY (Cont)

25294 McIntire, Augustus W.; Miller, Vivian Atwood (Cont)

Amount to be paid owners - chrg to Right of Way $ 35.00

THINGS TO BE DONE BY THE STATE

Reconstruct existing road approach.

Access not controlled -

KLAMATH FALLS WEST SIDE BY-PASS SECTION - THE DALLES-CALIFORNIA HIGHWAY

23107 Biwer, Herman F. and Ellen L. (Bucknum)
Right of Way
Option expires January 4, 1957

1,876 sq. ft. at $0.075- per sq. ft.	$ 140.00
5 trees at $10 each	50.00
Fence, plants and shrubs	60.00
Damage	250.00

Amount to be paid owners - chrg to Right of Way $ 500.00

Access controlled - none allowed -

23108 Hall, Robert E. and Peggy (Bucknum)
Right of Way
Option expires January 4, 1957

938 sq. ft. at $0.075- per sq. ft.	$ 70.00
Trees, shrubs, foundation for antenna, etc.	75.00
Damage	155.00

Amount to be paid owners - chrg to Right of Way $ 300.00

Access controlled - none allowed -

SILETZ-CAMP TWELVE UNIT - SILETZ-TOLEDO HIGHWAY

23822 Gamble, Jay L. and Ruth Elaine (Benner)
Right of Way
Option expires January 8, 1957

313 sq. ft., lump sum $ 25.00

EXHIBIT "A" (Cont)

SILETZ-CAMP TWELVE UNIT - SILETZ-TOLEDO HIGHWAY (Cont)

23822 Gamble, Jay L. and Ruth Elaine (Cont)

Amount to be paid owners - chrg to Right of Way	$ 25.00

Access not controlled -

ALBANY INTERCHANGE SECTION - PACIFIC EAST HIGHWAY

25150 Howell, Charles E. et al (Norlin)
Right of Way
Option expires December 31, 1956

1.873 acres at $1,500 per acre	$2,809.50	
Amount to be paid owners - chrg to Right of Way		$2,809.50
State to assume 1956-57 taxes. Estimate		30.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$2,839.50

Entire taking -

B.P.R. PROJECT

NESKOWIN-SALMON RIVER SECTION - OREGON COAST HIGHWAY

24131 Sutton, Ralph Lee and Mildred M. CORRECTION REPORT (Benner)
Right of Way
Option expires November 8, 1956

4.75 acres at $500 per acre	$2,375.00	
7.0 acres at $50 per acre	350.00	
Severance damage	4,775.00	
		$7,500.00
Plus moving barn between 10-15-56 and 12-15-56, Not over		5,916.00
TOTAL (Estimate) to be paid owners - chrg to Right of Way		$13,416.00

THINGS TO BE DONE BY THE STATE

Provide farm crossing at Sta. 307+20, with cattle guards. Replace Grantors' bridge and re-establish farm road from Sta. 311+00 to 316+00.

EXHIBIT "A" (Cont)

B.P.R. PROJECT (Cont)

NESKOWIN-SALMON RIVER SECTION - OREGON COAST HIGHWAY (Cont)

24131 Sutton, Ralph Lee and Mildred M.(Cont)

Riprap and maintain E. Bank of Neskowin Creek for the entire distance of channel change, Sta. 311+00 to Sta. 318+00. Provide 8" conduit at Sta. 331+00. Fence right of way. Provide 5' x6½' cattle passage Sta. 305+00, or cattle passage under structure over Neskowin Creek, Sta. 304+00. Fill area to be occupied by barn and milk house. Construct and suitably rock farm road at Sta. 314+25.

This cancels and supersedes option signed 5-9-56 for same money approved 6-4-56. R/W is now widened where barn is. State now maintains channel change and provides 8" irrigation pipe conduit.

Access controlled -

WEST UNIT, REEDSPORT-DEAN CREEK SECTION - UMPQUA HIGHWAY

24826 City of Reedsport (Byrum)
Right of Way
Option expires January 1957.

5.16 acre	$ 258.00	
Amount to be paid owner - chrg to Right of Way		$ 258.00

Access: Sta. 114+53, S. side, for private residential and timber products.

Access controlled -

SEXTON MOUNTAIN SECTION - PACIFIC HIGHWAY

24875 Long, Hugh et al (Morgan)
Right of Way
Option expires January 4, 1957

1.82 acres at $50- per acre	$ 90.00	
5 M timber at $22 per M	110.00	
Amount to be paid owners - chrg to Right of Way		$ 200.00

Access: Sta. 552+95 W. side for commercial trout farm and private residential.

Access controlled -

EXHIBIT "A" (Cont)

SEXTON MOUNTAIN SECTION - PACIFIC HIGHWAY (Cont)

25320 Long, Hugh and Ruth M. (Morgan)
Right of Way
Option expires January 4, 1957

0.30 acre at $50 per acre	$ 15.00	
4M timber at $22- per M	85.00	
Amount to be paid owners - chrg to Right of Way		$ 100.00

Access: Stations 545+45, 549+95, and 567+20, E. side, for private residential and the transportation of forest products.

Access controlled -

UMATILLA COUNTY BRIDGE JUNCTION-McNARY JUNCTION - COLUMBIA RIVER HIGHWAY

24186 Bonneville Power Administration (Mayhew)
Right of Way
Quit Claim Deed signed June 29, 1956

2.8 acres, lump sum	$ 300.00	
Amount to be paid owner - chrg to Right of Way		$ 300.00

Subject to a 30' roadway easement on both sides of hwy. at W. end of parcel.
Right to span hwy. with power lines reserved by Bonneville.

Access not controlled -

EAST BURNSIDE EXTENSION CONNECTION - MT. HOOD HIGHWAY

25143 Fleming, Marvin C. and Dorothy J.; Bank of California
Right of Way (Stuntz)
Option expires January 8, 1957

0.02 acre at $3,000 per acre	$ 60.00	
Amount to paid Bank of California - chrg to Right of Way		$ 60.00

Access not controlled -

EXHIBIT "A" (Cont)

NESKOWIN-SALMON RIVER SECTION - OREGON COAST HIGHWAY

24130 Scherzinger, Fred, Jr. and Mamie (Benner)
Right of Way
Option expires January 5, 1957

14.45 acres at $500- per acre (7.77 A. Excess)	$7,190.00	
Barn, 2400 sq. ft. at $2.50 per sq. ft.	6,000.00	
Milk House and washing equip., 192 sq. ft. at $4/sq. ft.	768.00	
Damage	5,042.00	
Amount to be paid owners - chrg to Right of Way		$19,000.00
Taxes to be pro-rated. Estimate		170.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$19,170.00

State to fence westerly side of right of way.
State to have possession of buildings 5 days after payment.

Access controlled - none allowed -

HARBOR DRIVE-CITY LIMITS SECTION - PORTLAND-SALEM EXPRESSWAY

21200 Butler, Bert M. and Dorothy (Smith)
Right of Way
Option expires August 10, 1956

20,000 sq. ft. at $0.50 per sq. ft.	$10,000.00	
10,000 sq. ft. at $0.75 per sq. ft.	7,500.00	
Improvements, building, driveway	7,800.00	
Amount to be paid owners - chrg to Right of Way		$25,300.00
State to assume 1956-57 taxes. Estimate		510.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$25,810.00

Grantors to vacate property within 120 days from date of option.

State to sell buildings within 30 days after date on which Grantors vacate property.

Entire taking -

EXHIBIT "A" (Cont)

EAST BURNSIDE EXTENSION CONNECTION - MT. HOOD HIGHWAY

25142 Suhr, Arthur J. et al (Stuntz)
Right of Way
Option expires January 8, 1957

0.10 acre at $3,000	$ 300.00	
Allow. for moving improvements	2,678.00	
		$2,978.00
Plus cost of re-establishing neon sign. Estimate		225.00
TOTAL(Estimate) - to be paid owners - chrg to. Right of Way		$3,203.00

THINGS TO BE DONE BY THE STATE

Reconstruct driveway at approximately Sta. 455+50. Gravel a parking area on three sides of the tavern as relocated, and will construct two approach roads to it. Fill old basement.

Access not controlled -

GLENADA CLIMBING LANE SECTION - OREGON COAST HIGHWAY

24785 Gudge, Lawrence E. (May)
Right of Way
Settlement to be made by deed.

0.08 acre	$ 156.60	
Amount to be paid owner - chrg to Right of Way		$ 156.60

Access not controlled -

26773

EXHIBIT "B-1"

Minutes of July 12 and 13, 1956

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in Valley Juntion-Sheridan Section of the Salmon River Highway described as follows:

A parcel of land lying in the Wm. Chapman D. L. C. #41, Township 5 South, Range 6 West, W. M. Yamhill County, Oregon, and being a portion of that tract of land described in that certain deed to Jack W. and Wilma D. Eden, recorded in Book 178, Page 263 of Yamhill County Records of Deeds; the said parcel being that portion of said property lying Northerly of a line which is parallel to and160 feet Northerly of the relocated centerline of the Salmon River Highway as said centerline is described in that deed from Jack W. and Wilma D. Eden to the State of Oregon, by and through its State Highway Commission, dated March 13, 1956. The said parcel being more particularly described as follows: Beginning at a stake set 23.88 chains North and 22.49 chains West of the Southeast corner of said D. L. C. #41, said point being the Southeast corner of said Eden tract; thence North 1° East along the East line of said tract 845 feet, more or less, to a line which is parallel to and 160 feet Northerly from the relocated centerline of the Salmon River Highway and the true point of beginning; thence Southwesterly along said parallel line 760 feet, more or less, to the Westerly line of said Eden tract; thence North 21° West along said Westerly line640 feet, more or less, to the Northwest corner; thence East 14.88 chains to the Northeast corner; thence South 1° West along the Easterly line 325 feet, more or less, to the point of beginning.

The parcel of land to which this description applies contains 9.86 acres.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes, provided

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $4000.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission, be and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et Seq. The conveyance of such property shall provide that there

EXHIBIT "B-1" (Cont)

is reserved to the State, and waived and relinquished by the purchaser, all rights of ingress and egress to from and between said real property and the right of way of the Salmon River Highway.

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 11 be entered in the minutes and records of the Commission as of the 12th day of July, 1956.

26781

EXHIBIT "B-2"

Minutes of July 12 and 13, 1956

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in Salem By-Pass Section of the Pacific East Highway described as follows:

A parcel of land lying in the Towner Savage D. L. C. also in Section 12, Township 7 South, Range 3 West, W. M., Marion County, Oregon, and being a portion of that tract of land described in that certain deed to State of Oregon by and through its State Highway Commission, recorded in Book 435, Page 455 of Marion County Records of Deeds; the said parcel being described as follows:

Beginning on the West line of said Savage D. L. C. at the Northeast corner of that tract conveyed to the State of Oregon by and through its State Highway Commission by deed recorded in Book 460, Page 12, Marion County Deed Records, said point being on the North line of relocated Park Lane; thence Northeasterly 235 feet, more or less, to a point which is opposite and 40 feet Westerly of centerline station 13+00 on the Hollywood Frontage Road; thence North 13° 35' 20" West parallel to said frontage road centerline 405 feet to a point opposite and 40 feet Westerly of station 8+95 on said frontage road centerline; thence Westerly at right angles to said frontage road centerline 75 feet, more or less, to the West line of said Towner Savage D. L. C.; thence Southerly along said West line 530 feet, more or less, to the place of beginning.

Save and except that portion conveyed to the First Baptist Church of Hayesville, Oregon by deed recorded in Volume 234, Page 121, Marion County, Oregon Deed Records, which parcel was the subject of an attempted conveyance from said Organization to the First Baptist Church of Salem, recorded in Volume 235, Page 578, Marion County, Oregon Deed Records.

The parcel of land to which this description applies contains 1.35 acres.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $2700.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

EXHIBIT "B-2" (Cont)

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission, be and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et. Seq. The conveyance of such property shall provide that there is reserved to the State, and waived and relinquished by the purchaser, all rights of ingress and egress to from and between said real property and the right of way of the Pacific Highway, except access shall be granted by way of frontage road.

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 12 be entered in the minutes and records of the Commission as of the 12th day of July, 1956.

26783

EXHIBIT "C-1"

Minutes of July 12 and 13, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interst therein, including any easement or rights of access deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part and relocate in part, construct, improve and maintain the Pendleton-Pilot Rock Section of the Pendleton-John Day Highway; and

WHEREAS, for the purpose of widening in part and relocating in part, constructing, improving, and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled southerly from Highway Engineer's centerline Station 163+50;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The State Highway Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening in part, relocation in part, construction, improvement and maintenance of the said Pendleton-Pilot Rock Section of the Pendleton-John Day Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's

EXHIBIT "C-1" (Cont)

respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be no rights of access of any nature on the Pendleton-John Day Highway south of Highway Engineer's centerline Station 163+50 thereon, between the right of way of the widened and improved or relocated Pendleton-John Day Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property, provided, however, that there shall be reserved unto the respective owners, their heirs and assigns, for service of the respective remaining lands, such access reservations as are noted as to each parcel or parcels on the said attached list marked Exhibit "A".*

3. That the widening in part, relocation in part, construction, improvement and maintenance of the said Pendleton-Pilot Rock Section of the Pendleton-John Day Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 12th day of July, 1956, as Condemnation Resolution No. 637.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map,

EXHIBIT "C-1" (Cont)

are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 637, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

26785

EXHIBIT "C-2"

Minutes of July 12 and 13, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access deemed by the Highway Commission necessary for highway purposes, to wit: for rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and purposes to relocate, construct, improve and maintain the Neskowin - Salmon River Section of the Oregon Coast Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the "Throughway Law"; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement, and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners

EXHIBIT "C-2" (Cont)

and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving, and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The State Highway Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Neskowin - Salmon River Section of the Oregon Coast Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Neskowin-Salmon River Section of the Oregon Coast Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A".*

3. That the relocation, construction, improvement and maintenance of the said Neskowin-Salmon River Section of the Oregon Coast Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed

EXHIBIT "C-2" (Cont)

and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 12th day of July, 1956, as Condemnation Resolution No. 638.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 638, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

26789

EXHIBIT "C-3"

Minutes of July 12 and 13, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part and relocate in part, construct, improve and maintain the Finn Rock-Elk Creek Section of the McKenzie Highway; and

WHEREAS, for the purpose of widening in part and relocating in part, constructing, improving, and maintaining the said highway to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The State Highway Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Finn Rock-Elk Creek Section of the McKenzie Highway certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

EXHIBIT "C-3" Cont)

2. That the widening in part, relocation in part, construction, improvement and maintenance of the said Finn Rock-Elk Creek Section of the McKenzie Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 12th day of July, 1956, as Condemnation Resolution No. 639.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 639, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

26791

EXHIBIT "C-4"

Minutes of July 12 and 13, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutues, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture or road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes. the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Willamette River-Hayesville Section of the Portland-Salem Expressway; and

WHEREAS the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the "Throughway Law"; and

WHEREAS, for the purpose of widening, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described as necessary, and that access to and from the said highway should be controlled,

EXHIBIT "C-4" (Cont)

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The State Highway Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening improvement and maintenance of the Willamette River-Hayesville Section of the Portland-Salem Expressway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A: is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said Portland-Salem Expressway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property.

3. That the widening, improvement and maintenance of the Willamette River-Hayesville Section of the Portland-Salem Expressway and the highway facilites for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 12th day of July, 1956, as Condemnation Resolution No. 640.

EXHIBIT "C-4" (Cont)

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 640, under the heading "Real Property Condemnation Resolution," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

26791

EXHIBIT "C-5"

Minutes of July 12 and 13, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads, highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public, and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Beaverton-Hillsdale Highway, and,

WHEREAS, for the purpose of widening, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said Beaverton-Hillsdale Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list. marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That the widening, improvement and maintenance of the said Beaverton-Hillsdale Highway and the highway facilities for which each of the

said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 12th day of July, 1956, as Condemnation Resolution No. 641.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 641, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C-6"

Minutes of July 12 and 13, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels, or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Pacific Highway West, and

WHEREAS, for the purpose of widening, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED, by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said Pacific Highway West, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That the widening, improvement and maintenance of the said Pacific Highway West and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is

necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 12th day of July, 1956, as Condemnation Resolution No. 642.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 642, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C-7"

Minutes of July 12 and 13, 1956

RESOLUTION

WHEREAS the State Highway Commission, on the 22nd day of September, 1955, by resolution declared the necessity for the acquisition of certain real property owned by Mary Burch, et al., File No. R-18168, situated in the Nathaniel Ford Donation Land Claim in Township 7 South, Range 5 West, Willamette Meridian, and Township 7 South, Range 4 West, Willamette Meridian, Polk County, Oregon, for right of way purposes for the construction, improvement and maintenance of the Dolph Corner-Rickreall Section of the Willamina-Salem Highway as a throughway and also for the widening, improvement, and maintenance of the Dallas-Rickreall Highway; and

WHEREAS the said resolution declared the necessity for the acquisition or extinguishment of all rights of access between the right of way of the said Dolph Corner-Rickreall Section of the Willamina-Salem Highway and the widened and improved Dallas-Rickreall Highway and all of the contiguous real property of the owners except for two accesses to the said Willamina-Salem Highway for the production and transportation to market of farm products from the owners' remaining land and for private residential use only and two accesses to the said widened and improved Dallas-Rickreal Highway for the production and transportation to market of farm products from the owners' remaining land and for private residential use only; and

WHEREAS the said State Highway Commission, after further investigation, has found that it will be to the best interests of the State and the owners to change the locations of two of the four above-mentioned accesses and in addition, to allow the owners an additional access to the said widened and improved Dallas-Rickreall Highway;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That pages 18 and 19, Exhibit A, of that certain resolution duly made and entered in full in the minutes and records of the Commission on the 22nd day of September, 1955, pertaining to the rights of access reserved to the said owners, Mary Burch, et al., File No. R-18168, be and the same hereby is amended to read as follows:

> A right of access to the relocated Willamina-Salem Highway of a width of 25 feet on the southerly side of said highway opposite Highway Engineer's centerline Station 851+45 for the production and transportation to market of farm products from the owners' remaining land and for private residential use only.

EXHIBIT "C-7" (Cont)

A right of access to the relocated Willamina-Salem Highway of a width of 25 feet on the northerly side of said highway opposite Highway Engineer's centerline Station 840+00 for the production and transportation to market of farm products from the owners' remaining land and for private residential use only.

A right of access to the widened and improved Dallas-Rickreall Highway of a width of 25 feet on the northerly side of said highway opposite Highway Engineer's centerline Station "D" 838+25 for the production and transportation to market of farm products from the owners' remaining land and for private residential use only.

A right of access to the widened and improved Dallas-Rickreall Highway of a width of 25 feet on the southerly side of said highway opposite Highway Engineer's centerline Station "D" 838+25 for the production and transportation to market of farm products from the owners' remaining land and for private residential use only.

A right of access to the widened and improved Dallas-Rickreall Highway of a width of 25 feet on the southerly side of said highway oppose Highway Engineer's centerline Station 853+50 for the production and transportation to market of farm products from the owners' remaining land and for private residential use only.

If, after written notice to desist, the owners, or any person holding under them, shall use the above rights of access for any purpose not stated for those particular places, or shall permit or suffer any person to do so, the rights of access shall automatically be suspended. The State Highway Commission shall thereupon have the right to close the places of access for all purposes. The suspension shall terminate when satisfactory assurance has been furnished the State Highway Commission that the places of access will be used only for the purposes herein stated, provided, however, that the State Highway Commission may first require a bond with sureties satisfactory to it in an amount not in excess of $1,000.00, conditioned upon faithful compliance with the above provisions concerning the use of the accesses at said places. The State's rights to close the places of access and require a bond shall be continuing as to each succeeding use for a purpose not herein stated.

The State Highway Commission shall, however, have the right at its option to build at any future time, at its sole cost, a frontage road, or roads, within the boundaries of any present or hereafter acquired right of way; thereupon the rights of access herein granted to and from the aforesaid highway which are on or adjacent to any such frontage road, or roads, shall cease, but the owners, their heirs and assigns, shall have access to the said frontage road, or roads. Said frontage road, or roads, on the northerly side of the right of way shall be connected to the said relocated Willamina-Salem

EXHIBIT "C-7" (Cont)

Highway at a point not a greater distance to the West of the owners' remaining land than a point approximately opposite Highway Engineer's centerline Station 672+00, and at a point not a greater distance to the East of the owners' remaining land than a point approximately opposite Highway Engineer's centerline Station 857+00. Said frontage road, or roads, on the southerly side of the right of way shall be connected to the said relocated Willamina-Salem Highway at a point not a greater distance to the East of the owners' remaining land than a point approximately opposite Highway Engineer's centerline Station 857+00.

2. That this resolution be entered in full in the minutes and records of the Commission this 12th day of July, 1956, as Condemnation Resolution No. 560-b.

26801

EXHIBIT "C-8"

Minutes of July 12 and 13, 1956

RESOLUTION

WHEREAS the State Highway Commission, on the 22nd day of September, 1955, by resolution declared the necessity for the acquisition of certain real property owned by Elsie M. Monson, et al., File No. R-18166, situated in Section 25, Township 7 South, Range 5 West, Willamette Meridian, Polk County, Oregon, for right of way purposes for the construction, improvement, and maintenance of the Dolph Corner-Rickreall Section of the Willamina-Salem Highway as a throughway; and

WHEREAS the said resolution declared the necessity for the acquisition or extinguishment of all rights of access between the right of way of the said Dolph Corner-Rickreall Section of the Willamina-Salem Highway and all of the contiguous real property of the owners except for a farm crossing more particularly described on page 14, Exhibit A, of said resolution; and

WHEREAS the said State Highway Commission, after further investigation, has found that it will be to the best interests of the State and the owners to change the location of the farm crossing on the said Dolph Corner-Rickreall Section of the Willamina-Salem Highway;

NOW, THEREFORE, BE IY AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That paragraph 2 on page 14, Exhibit A, of that certain resolution duly made and entered in full in the minutes and records of the Commission on the 22nd day of September, 1955, pertaining to the property owned by Elsie M. Monson, et al., File No. R-18166, be and the same hereby is amended to read as follows:

> The right, so long as any portions of the remaining property on both sides of the said relocated Willamina-Salem Highway and served by such crossing are held by a common ownership, to establish, maintain and use a crossing of a width of 30 feet at Highway Engineer's centerline Station 823+00, such right to continue only so long as the crossing shall be used for farm purposes only. The construction of a frontage road or roads shall not defeat the right of crossing.

2. That this resolution be entered in full in the minutes and records of the Commission this 12th day of July, 1956, as Condemnation Resolution No. 560-c.

EXHIBIT "C-9"

Minutes of July 12 and 13, 1956

RESOLUTION

WHEREAS the State Highway Commission, on the 22nd day of September, 1955, by resolution declared the necessity for the acquisition of a parcel of real property owned by Isaac Reimer, et al., File No. R-18159, situated in Section 15, Township 7 South, Range 5 West, Willamette Meridian, Polk County, Oregon, for right of way purposes for the construction, improvement and maintenance of the Dolph Corner-Rickreall Section of the Willamina-Salem Highway; and

WHEREAS the State Highway Commission, on the 4th day of June, 1956, amended the said resolution of September 22, 1955, by setting forth additional property needed for the said right of way of the said Willamina-Salem Highway and also, as in said resolution of June 4, 1956, provide the property owners with a farm crossing 30 feet in width at Highway Engineer's centerline Station 694+80; and

WHEREAS the said State Highway Commission, after further investigation, has found that it will be to the best interests of the State of Oregon and the owners for the State Highway Commission to change the location of the said farm crossing and also to reduce its width;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That page 2 of that certain resolution made and entered in full in the minutes and records of the Commission on the 4th day of June, 1956, insofar as said resolution pertains to the rights of access to the remaining property owned by the said Isaac Reimer, et al., File No. 18159, be and the same hereby is amended to read as follows:

> It is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Willamina-Salem Highway and all of the contiguous real property of the owners which abuts thereon remaining after the appropriation of the above-described real property, providing, however, that there shall be reserved unto the owners, their heirs and assigns, for service of the said remaining land, the following:
>
> The right, so long as any portions of the remaining property on both sides of the said relocated Willamina-Salem Highway and served by such crossing are held by a common ownership, to establish, maintain, and use a crossing of a width of 20 feet, said crossing to cross the northerly right of way line opposite Highway Engineer's centerline Station 693+50 and the southerly

right of way line opposite Highway Engineer's centerline Station 695+75, such right to continue only so long as the crossing shall be used for farm purposes only.

2. That this resolution be entered in full in the minutes and records of the Commission this 12th day of July, 1956, as Condemnation Resolution No. 560-aa.

EXHIBIT "C-10"

Minutes of July 12 and 13, 1956

RESOLUTION

WHEREAS the State Highway Commission on the 11th day of August, 1955, by resolution declared the necessity for the acquisition of real property owned by Ross A. Simpson, et ux., File No. 18155, situated in Section 15 and Section 16, Township 7 South, Range 5 West, Willamette Meridian, Polk County, Oregon, for right of way purposes for the construction, improvement and maintenance of the Dolph Corner-Rickreall Section of the Willamina-Salem Highway; and

WHEREAS the said State Highway Commission, after further investigation, has found that it will be to the best interests of the State of Oregon and the owners for the State Highway Commission to change the location of one farm crossing from Highway Engineer's centerline Station 631+00 to Highway Engineer's centerline Station 633+00; and further to change the location of one northerly and one southerly access point from Highway Engineer's centerline Station 631+00 to Highway Engineer's centerline Station 633+00.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That that certain resolution made and entered in full in the minutes and records of the Commission on the 11th day of August, 1955, in so far as said resolution pertains to accesses and to the right of crossing, for farm purposes only, on the remaining property owned by the said Ross A. Simpson, et ux., File No. 18155, be and the same hereby is amended to read as follows:

> The right, so long as any portions of the remaining property on both sides of the said relocated Willamina-Salem Highway and served by such crossing are held by a common ownership, to establish, maintain, and use a crossing of a width of 30 feet at Highway Engineer's centerline Station 633+00, such right to continue only so long as the crossing shall be used for farm purposes only. The construction of a frontage road, or roads, shall not defeat the right of crossing.
>
> A right of access to the relocated Willamina-Salem Highway of a width of 25 feet on the northerly side of said highway opposite Highway Engineer's centerline Station 633+00, for the production and transportation to market of farm products from the owners' remaining land, and for private residential use only.
>
> A right of access to the relocated Willamina-Salem Highway of a width of 25 feet on the southerly side of said highway

EXHIBIT "C-10" (Cont)

opposite Highway Engineer's centerline Station 633+00, for the production and transportation to market of farm products from the owners' remaining land, and for private residential use only.

2. That this resolution be entered in full in the minutes and records of the Commission this 12th day of July, 1956, as Condemnation Resolution No. 643-a.

EXHIBIT "C-11"

Minutes of July 12 and 13, 1956

RESOLUTION

WHEREAS the State Highway Commission on the 11th day of August, 1955, by resolution declared the necessity for the acquisition of certain real property owned by Joseph H. Harland and Arlene L. Harland, husband and wife, file No. R-18161, situated in Section 23, Township 7 South, Range 5 West, Willamette Meridian. Polk County Oregon, for right of way purposes for the construction, improvement and maintenance of the Dolph Corner-Rickreall Section of the Willamina-Salem Highway; and

WHEREAS the said resolution declared the necessity for the acquisition or extinguishment of all rights of access between the right of way of the said Dolph Corner-Rickreall Section of the Willamina-Salem Highway and all of the contiguous real property of the owners, except six rights of access to the said Dolph Corner-Rickreall Section of the Willamina-Salem Highway for the production and transportation to market of farm products from the owners' remaining land and for private residential use only, and three crossings to be used for farm purposes only, so long as any portions of the remaining property of the owners are held in common ownership; and

WHEREAS the State Highway Commission, after further investigation, has found that it will be to the best interests of the State and the owners to change the location of four of the rights of access to the Dolph Corner-Rickreall Section of the Willamina-Salem Highway, and two of the farm crossings;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That paragraph 2 of that certain resolution duly made and entered in full in the minutes and records of the Commission on the 11th day of August, 1955, pertaining to the property owned by Joseph H. Harland and Arlene L. Harland, husband and wife, file No. R-18161, be and the same is hereby amended to read as follows:

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the Dolph Corner-Rickreall Section of the Willamina-Salem Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A".

26807

EXHIBIT "C-11" (Cont)

Exhibit A

File No. R-18161
Owner: Joseph H. Harland, et ux.
Use: The following described real property is necessary for right of way purposes, for the construction, improvement and maintenance of the Dolph Corner-Rickreall Section of the Willamina-Salem Highway, to wit:

A parcel of land lying in Section 23, Township 7 South, Range 5 West, W. M., Polk County, Oregon, and being a portion of that property lying in Section 23 as described in that deed to Joseph H. Harland and Arlene L. Harland, recorded in Book 150, Page 128 of Polk County Records of Deeds, the said parcel being that portion of said property included in a strip of land variable in width, lying on each side of the center line of the Willamina-Salem Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's centerline Station 715+00, said Station being 3006.26 feet North and 272.5 feet West of the Southwest corner of the Harrison Brunk Donation Land Claim No. 61, Township 7 South, Range 5 West, W. M.; thence South 51° 12' East 5500 feet to Station 770+00, said center line crossing the Westerly and Southerly lines of said property approximately at Stations 718+05 and 768+20, respectively.

The widths in feet of the strip of land above referred to are as follows:

Station	to Station	Width on Northerly Side of Center Line	Width on Southerly Side of Center Line
715+00	733+00	50 feet	50 feet
733+00	770+00	60 feet	60 feet

The parcel of land to which this description applies contains 13.13 acres.

It is necessary that there shall be no rights of access of any nature between the right of way of the Dolph Corner-Rickreall Section of the Willamina-Salem Highway and all of the contiguous real property of the owners which abutts thereon remaining after the appropriation of the above-described real property, provided, however, that there shall be reserved unto the owners, their heirs and assigns, for service of the said remaining land, the following:

A right of access to the Willamina-Salem Highway of a width of 25 feet on the northerly side of said highway opposite Highway Engineer's centerline Station 719+75, for the production and transportation to market of farm products from the defendants' remaining land and for private residential use only.

EXHIBIT "C-11" (Cont)

Exhibit A (Cont)

A right of access to the Willamina-Salem Highway of a width of 25 feet on the southerly side of said highway opposite Highway Engineer's centerline Station 719+75, for the production and transportation to market of farm products from the defendants' remaining land and for private residential use only.

A right of access to the Willamina-Salem Highway of a width of 25 feet on the northerly side of said highway opposite Highway Engineer's centerline Station 741+25, for the production and transportation to market of farm products from the defendants' remaining land and for private residential use only.

A right of access to the Willamina-Salem Highway of a width of 25 feet on the southerly side of said highway opposite Highway Engineer's centerline Station 741+25 for the production and transportation to market of farm products from the defendants' remaining land and for private residential use only.

A right of access to the Willamina-Salem Highway of a width of 25 feet on the northerly side of said highway opposite Highway Engineer's centerline Station 752+70 for the production and transportation to market of farm products from the defendants' remaining land and for private residential use only.

A right of access to the Willamina-Salem Highway of a width of 25 feet on the southerly side of said highway opposite Highway Engineer's centerline Station 752+70 for the production and transportation to market of farm products from the defendants' remaining land and for private residential use only.

If, after written notice to desist, the defendants, or any person holding under them, shall use the above rights of access for any purpose not stated for those particular places, or shall permit or suffer any person to do so, the rights of access shall automatically be suspended. The plaintiff shall thereupon have the right to close the places of access for all purposes. The suspension shall terminate when satisfactory assurance has been furnished the plaintiff that the places of access will be used only for the purposes hereinabove stated; provided, however, that the plaintiff may first require a bond with sureties satisfactory to it in an amount not in excess of $1,000.00, conditioned upon faithful compliance with the above provisions concerning the use of the accesses at said places. The plaintiff's rights to close the places of access and require a bond shall be continuing as to each succeeding use for a purpose not herein stated.

The plaintiff shall, however, have the rights at its option to build at any future time, at its sole cost, a frontage road,

or roads, within the boundaries of any present or hereafter acquired right of way, thereupon the rights of access herein granted to and from the aforesaid highway which are on or adjacent to any such frontage road, or roads, shall cease, but the defendants, their heirs and assigns, shall have access to the said frontage road, or roads. Said frontage road, or roads, shall be connected to the said Willamina-Salem Highway at a point not a greater distance to the west of the defendants' remaining land than a point approximately opposite Highway Engineer's centerline Station 672+00 and at a point not a greater distance to the east of the defendants' remaining land than a point approximately opposite Highway Engineer's centerline Station 857+00.

The right, so long as any portions of the remaining property on both sides of the said Willamina-Salem Highway and served by such crossing are held by a common ownership, to establish, maintain, and use a crossing of a width of 30 feet at Highway Engineer's centerline Station 719+75, such right to continue only so long as the crossing shall be used for farm purposes only. The construction of a frontage road, or roads, shall not defeat the right of crossing.

The right, so long as any portions of the remaining property on both sides of the said Willamina-Salem Highway and served by such crossing are held by a common ownership, to establish, maintain, and use a crossing of a width of 30 feet at Highway Engineer's centerline Station 752+70, such right to continue only so long as the crossing shall be used for farm purposes only. The construction of a frontage road, or roads, shall not defeat the right of crossing.

The right, so long as any portions of the remaining property on both sides of the said Willamina-Salem Highway and served by such crossing are held by a common ownership, to establish, maintain, and use a crossing of a width of 30 feet at Highway Engineer's centerline Station 741+25, such right to continue only so long as the crossing shall be used for farm purposes only. The construction of a frontage road, or roads, shall not defeat the right of crossing.

A right of passage across the Willamina-Salem Highway through a corrugated metal tube 84 inches in diamter which the plaintiff will place, at its sole cost, under the highway to be constructed at Highway Engineer's centerline Station 745+50. Said right of crossing shall continue only so long as any portion of the remaining property on both sides of the highway and served by the said underpass are held under a common ownership.

EXHIBIT "C-11" (Cont)

Exhibit A (Cont)

That this resolution be entered in full in the minutes and records of the Commission this 12th day of July, 1956 as Condemnation Resolution No. 540-a.

26811

EXHIBIT "C-12"

Minutes of July 12 and 13, 1956

RESOLUTION

WHEREAS the State Highway Commission, on the 3rd day of November, 1955, by resolution declared the necessity for the acquisition of certain real property owned by Edith B. Mars, et al., File No. R-23265, situated in Block "P", Railroad Addition to Ashland, Jackson County, Oregon, for right of way purposes for the relocation, construction, improvement, and maintenance of the northbound route of the Ashland Section of the Pacific Highway; and

WHEREAS the said State Highway Commission, after further investigation, has found that it is to the best interests of the state and the public to acquire an additional parcel of real property in connection with the proper relocation, construction, improvement, and maintenance of the northbound route of the Ashland Section of the Pacific Highway; and

WHEREAS said resolution of November 3, 1955, does not include the additional real property needed for the above-mentioned right of way and should, therefore, be amended to include the same; and

WHEREAS the State Highway Commission found it necessary to acquire an easement over certain real property for the purpose of constructing and maintaining and repairing the slopes of cuts or fills occasioned by or resulting from the relocation, construction, improvement, and maintenance of said northbound route of the Ashland Section of the Pacific Highway; and

WHEREAS the description of part 1 of said easement is incorrect; and

WHEREAS the Oregon Legislature, under ORS 374.405 and ORS 374.410 has provided that no rights of access shall accrue to any real property abutting upon any portion of any state highway constructed, relocated, or reconstructed after May 12, 1951, except that the said State Highway Commission may prescribe and define the location, width, nature, and extent of any rights of access that may be permitted to the owners' remaining real property; and

WHEREAS the said Commission, in said resolution of November 3, 1955, did not specifically prescribe and define the location, width, nature and extent of any rights of access from the said relocated northbound route of the Ashland Section of the Pacific Highway to the said owners' remaining real property; and

WHEREAS it appears to the said Commission that it will be to the best interests of the State of Oregon and the owners of the said real property to allow certain rights of access to be permitted from the said owners' remaining land to the said relocated section of the said Pacific Highway as prescribed and defined as follows:

EXHIBIT "C-12" (Cont)

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That certain resolution duly made and entered in full in the minutes and records of the Commission on the 3rd day of November, 1955, pertaining to the property owned by Edith B. Mars, et al., File No. R-23265, and described on page 7 of Exhibit A in said resolution, be and the same hereby is amended to include the following:

The following-described real property is necessary for right of way purposes for the relocation, construction, improvement, and maintenance of the northbound route of the Ashland Section of the Pacific Highway, to wit:

Parcel No. 3:

Parcel No. 3 being that portion of the North 15 feet of Lot 15, Block "P", Railroad Addition to Ashland, Jackson County, Oregon, that is situated southwesterly from a line which is 30 feet distant southwesterly from and parallel to the center line of the northbound route of the Pacific Highway in Ashland, said center line is described as follows:

Beginning at Engineer's centerline Station 31+47.96, said Station being 252.4 feet South and 192.6 feet East of the monument at the intersection of Second and "C" Streets; thence South 28° 36' East, 652.34 feet to Station 38+00.30, said center line crossing the northerly line of said Lot 17 and the easterly line of said Lot 20 approximately at Stations 34+42 and 35+83 respectively, containing 263 square feet, more or less.

2. That Part 1 of the real property necessary for an easement for the purpose of constructing and maintaining and repairing the slopes of cuts or fills on page 7 of Exhibit A of the resolution of November 3, 1955, is amended to read as follows:

A parcel of land lying in Lots 15, 16, 17, 18, 19 and 20, Block "P", Railroad Addition to Ashland, Jackson County, Oregon, the said parcel consisting of two parts:

Part 1 being that portion of said Lots 15, 16, 17, 18, and 19 included in a strip of land 5 feet in width lying adjacent to and westerly of the 60 foot strip of land described in Parcel No. 1. Except that portion lying within the North 15 feet of said Lot 15.

3. That Exhibit A, page 7, of that certain resolution duly made and entered in full in the minutes and records of the Commission on the

EXHIBIT "C-12" (Cont)

3rd day of November, 1955, pertaining to the property owned by Edith B. Mars, et al., File No. R-23265, be and the same hereby is amended to include the following paragraphs:

That there shall be granted unto the owners, their heirs and assigns, for service of their remaining land, the following:

A right of access to the relocated northbound route of the Ashland Section of the Pacific Highway of a width not to exceed 25 feet on the West side of the said highway opposite Highway Engineer's centerline Station 34+58.

A right of access to the relocated northbound route of the Ashland Section of the Pacific Highway of a width not to exceed 25 feet on the West side of the said highway opposite Highway Engineer's centerline Station 35+13.

A right of access to the relocated northbound route of the Ashland Section of the Pacific Highway of a width not to exceed 25 feet on the East side of the said relocated Pacific Highway opposite Highway Engineer's centerline Station 35+13.

4. That this resolution be entered in full in the minutes and records of the Commission this 12th day of July, 1956, as Condemnation Resolution No. 617-a.

EXHIBIT "C-13"

Minutes of July 12 and 13, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: for rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street, quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials, approach or hauling roads, connecting road, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to establish, construct and maintain Unit No. 2 of the T. H. Banfield Expressway, as a throughway; and

WHEREAS, in connection with the establishing, constructing and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and in connection with the establishment, construction and maintenance of the said Unit No. 2 of the T. H. Banfield Expressway, fee simple title to a certain parcel of real property and an easement over a certain parcel of real property. The said parcels of real property needed and required, or which in the best interests of the State and the owner should be acquired, and the specific use to be made thereof, is more particularly described in the attached list, marked Exhibit "A", under the Commission's respective file number and the name of the record owner or reputed owner; and said Exhibit "A" is by this reference adopted and made a part hereof as completely and fully as though set forth herein in full.*

EXHIBIT "C-13" (Cont)

2. That the establishment, construction and maintenance of the said Unit 2 of the T. H. Banfield Expressway and the highway facilities for which the said parcels of property are required and being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owner and other persons having an interest in said parcel of real property as to the compensation to be paid for the taking; and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcel of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interest of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 12th day of July, 1956, as Condemnation Resolution No. 644.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 644, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "D"

Minutes of July 12 and 13, 1956

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of State Highway projects have been completed according to the terms and provisions of said contracts and that said jobs are now ready for acceptance:

"Contract No. 4184 with Parker-Schram Co. for grading and paving on the St. Helens-McNulty Creek Section of the Old Portland and Goble County Roads in Columbia County, completed September 21, 1955.

"Contract No. 4185 with Parker-Schram Co. for grading and paving on the Tide Creek-St. Helens Unit, Goble-St. Helens Section of the Columbia River Highway in Columbia County, completed October 15, 1955.

"Contract No. 4297 with Tom Lillebo for constructing six structures on the Coast Fork Willamette River-Divide Unit of the Pacific Highway in Lane County, completed June 15, 1956.

"Contract No. 4333 with L. B. Read for constructing the Blodgett Overcrossing on the Corvallis-Newport Highway in Benton County, completed June 21, 1956.

"Contract No. 4382 with K. F. Jacobsen & Co., Inc. for grading and paving the Rock Creek-Damascus Section of the Clackamas-Boring Road in Clackamas County, completed June 21, 1956.

"Contract No. 4426 with Tom Lillebo for constructing the Applegate River Bridge on the Redwood Highway in Josephine County, completed April 15, 1956.

"Contract No. 4430 with Tri State Painting Co. for painting the North Fork Quartz Creek and Necarney Creek Bridges on the Sunset and Oregon Coast Highways in Clatsop and Tillamook Counties, completed June 17, 1956.

"Contract No. 4441 with Peterson Construction Co. for Beverly Beach Park Camp Extension on the Oregon Coast Highway in Lincoln County, completed May 16, 1956.

"Contract No. 4452 with Tom Lillebo for constructing the Luckiamute River Bridge on the Burns Corner-Suver Road in Polk County, completed June 29, 1956.

"Contract No. 4459 with the United Contracting Co. for paving the Cannon Beach (2nd St. -1st St.) Section of the Oregon Coast Highway in Clatsop County, completed June 19, 1956.

EXHIBIT "D" (Cont)

"Contract No. 4463 with Warren Northwest, Inc. for grading and paving on the Turner-Aumsville Section of the Salem-Turner-Aumsville County Road in Marion County, completed June 20, 1956.

"Contract No. 4519 with Tom Lillebo for constructing the Clear Lake Bridge and Approaches on Clear Lake County Road No. 604 in Marion County, completed June 13, 1956.

"Contract No. 4561 with Durbin Bros. for grading and oiling on the West Unit, Black Bridge-Richland Section of the Baker-Homestead Highway in Baker County, completed June 5, 1956.

"Contract No. 4580 with M. C. Lininger & Sons for furnishing crushed materials in stockpiles on the Ashland-State Line Section of the Pacific Highway in Jackson County, completed May 25, 1956.

"Contract No. 4583 with Trowbridge Electric Co. for installing traffic signals on the East Springfield Section of the McKenzie Highway in Lane County, completed June 27, 1956.

"Contract No. 4584 with Trowbridge Electric Co. for installing traffic signals on the Hunsacker Lane-Fir Lane Section of the Junction City-Eugene Highway in Lane County, completed June 15, 1956.

"Contract No. 4585 with Trussfab, Inc. for constructing guardrail on the Division No. 4 Guardrail Project on The Dalles-California and Willamette Highways in Klamath and Lane Counties, completed June 1, 1956.

"Contract No. 4612 with Umatilla Ready-Mix Co. for furnishing crushed material in stockpiles on the Milton-Freewater Section of the Oregon-Washington, Freewater and Sunnyside Highways in Umatilla County, completed May 29, 1956.

"Contract No. 4620 with Charles E. Wiedeman for constructing the Oak Creek Bridges on the Orleans-Lebanon and Lebanon-Brownsville County Roads in Linn County, completed June 26, 1956.

"Contract No. 4635 with J. C. Compton Co. for paving the 12th St.-Boyd St. (Medford) Section of the Pacific Highway in Jackson County, completed June 29, 1956.

"Contract No. 4641 with Warren Northwest, Inc. for paving on the Amity (4th & Stanley Sts.) City Street Section in Yamhill County, completed June 5, 1956.

"Contract No. 4668 with R & W Construction Co. for constructing guardrail on the Detroit Reservoir Section of the North Santiam Highway in Marion County, completed July 7, 1956.

EXHIBIT "D" (Cont)

"Contract No. 4676 with Vern Hoaglin for constructing guardrail in Divisions 1 and 2 on four State highways in Clatsop, Tillamook and Columbia Counties, completed July 3, 1956.

"Contract No. 4677 with E. H. Itschner Co. for furnishing crushed materials in stockpiles on the Beech Creek-Mt. Vernon Section of the Pendleton-John Day and Beech Creek Highways in Grant County, completed May 31, 1956.

"Contract No. 4684 with Russell Olson Construction Co., Inc. for grading and paving the Lexington (Arcade Street) City Street Section in Morrow County, completed June 11, 1956.

"Contract No. 4738 with Russell Olson Construction Co., Inc. for paving the Hermiston (Orchard Ave.) City Street Section in Umatilla County, completed June 21, 1956.

"Contract No. 4742 with Babler Bros., Inc., for paving on the Culver ("E" Street) City Section in Jefferson County, completed July 4, 1956."

THEREFORE BE IT RESOLVED that the work covered by State Highway Contracts for the construction of said State Highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

BE IT FURTHER RESOLVED that this Contracts Completed Resolution No. 53 shall be entered in the minutes and records of the Commission as of the 12th day of July, 1956.

26813

EXHIBIT "E"

Minutes of July 12 and 13, 1956

RESOLUTION

WHEREAS, ORS 366.800 provides that:

"There shall be and hereby are appropriated out of the highway fund annually such sums of money as will equal 10 per cent of all moneys credited to the highway fund by the State Treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the highway fund by the State Treasurer under ORS 319.410, 481.540, 767.635 and from fines and penalties collected for violations of the motor vehicle and transportation laws. The appropriation shall be distributed among the several cities as provided in ORS 366.785 to 366.820."

AND, WHEREAS, ORS 366.805 provides:

"The appropriation specified in ORS 366.800 shall be allocated to the cities as follows:

(1) The sum of $250,000 shall be withdrawn from the appropriation each year and set up in a separate account to be administered by the commission.

(2) Such account shall be spent each year by the commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area of heavy and unusual industrial traffic.

(3) The commission shall determine the distribution of the expenditures after considering applications made to it therefor from the cities.

(4) The balance remaining in the appropriation after the withdrawal of the $250,000 shall be distributed to all the cities.

(5) Each city shall receive such share of the balance as its population bears to the total population of the cities."

AND, WHEREAS, ORS 366.810 provides that:

"Funds accrued and payable to cities under ORS 366.785 to 366.820 shall be remitted semiannually by the Secretary of State to the financial officer of each city. The funds appropriated shall be apportioned on a semiannual basis immediately following June 30 and December 31 of each year by the commission, which shall certify the apportionment to the Secre-

EXHIBIT "E" (Cont)

tary of State. Upon receipt of such certificate the Secretary of State shall issue his warrants therefor payable to the cities in the amounts set out."

WHEREAS, the funds or moneys which have been by the State Treasurer credited to the state highway fund during the period of January 1 to June 30, inclusive, of the year 1956, and which have accrued from the sources named herein, produced the following amounts:

Funds resulting under the provisions of ORS 481.540 (motor vehicle registration and operators' license fees) total.....	$ 6,236,587.68
Funds resulting under the provisions of ORS 319.410 (gasoline tax) total.....	14,159,211.43
Funds resulting under the provisions of ORS 767.635 (motor carrier fees) total.....	5,066,533.72
Funds resulting from fines and penalties collected for violations of the motor vehicle and transportation laws total.....	205,142.67
	$25,667,475.50

AND, WHEREAS, the statutory ten per cent of said total produces for allocation and distribution by the Highway Commission to the benefited cities and towns a total of $2,566,747.55, from which sum there is to be deducted one-half of the sum of $250,000, or $125,000, thus leaving for allocation and distribution for the period January 1 to June 30, 1956, the sum of $2,441,747.55, and

WHEREAS, by applying the factors of allocation or distribution provided for in ORS 366.800 to 366.810, the State Highway Commission has determined upon an apportionment of said balance among the cities of the state as shown in the tabulation given below:

NOW, THEREFORE, be it and it hereby is resolved and ordered by this Commission as follows:

1. The Commission does hereby find, declare and order that the funds made available for allocation and distribution to the several cities of the State of Oregon pursuant to law, are hereby allocated and appropriated to the cities and/or towns named below in the amounts set opposite the names of the respective cities:

City	Population*	Amount
Adams	202	$ 589.99

EXHIBIT "E" (Cont)

City	Population*	Amount
Albany	12,300	$35,924.93
Amity	650	1,898.47
Antelope	60	175.24
Arlington	680	1,986.10
Ashland	8,597	25,109.48
Astoria	12,331	36,015.47
Athena	863	2,520.59
Aumsville	300	876.22
Aurora	217	633.80
Baker	9,500	27,746.90
Bandon	1,595	4,658.56
Banks	373	1,089.43
Barlow	96	280.39
Bay City	828	2,418.36
Beaverton	4,000	11,682.90
Bend	11,990	35,019.51
Boardman	118	344.65
Bonanza	259	756.47
Brookings	3,063	8,946.18
Brownsville	1,185	3,461.06
Burns	3,527	10,301.40
Butte Falls	362	1,057.30
Canby	2,035	5,943.68
Cannon Beach	516	1,507.10

EXHIBIT "E" (Cont)

City	Population*	Amount
Canyon City	642	$ 1,875.11
Canyonville	1,200	3,504.87
Carlton	1,081	3,157.30
Cascade Locks	795	2,321.98
Cave Junction	300	876.22
Central Point	1,985	5,797.64
Chiloquin	909	2,654.94
Clatskanie	907	2,649.10
Coburg	693	2,024.06
Columbia City	434	1,267.59
Condon	968	2,827.26
Coos Bay	7,200	21,029.23
Coquille	4,751	13,876.37
Cornelius	1,145	3,344.23
Corvallis	17,900	52,281.00
Cottage Grove	4,100	11,974.98
Cove	300	876.22
Creswell	768	2,243.12
Culver	301	879.14
Dallas	5,150	15,041.74
Dayton	719	2,100.00
Dayville	248	724.34
Delake	800	2,336.58
Detroit	274	800.28

EXHIBIT "E" (Cont)

City	Population*	Amount
Donald	208	$ 607.51
Drain	1,220	3,563.29
Dufur	504	1,472.05
Dundee	308	899.58
Eagle Point	607	1,772.88
Eastside	1,277	3,729.77
Echo	522	1,524.62
Elgin	1,397	4,080.25
Elkton	212	619.19
Empire	3,827	11,177.62
Enterprise	1,958	5,718.78
Estacada	854	2,494.30
Eugene	44,406	129,697.77
Fairview	458	1,337.69
Falls City	800	2,336.58
Florence	1,655	4,833.80
Forest Grove	5,004	14,615.32
Fossil	675	1,971.49
Garibaldi	1,249	3,647.99
Gaston	370	1,080.67
Gates	418	1,220.86
Gearhart	568	1,658.97
Gervais	467	1,363.98
Gladstone	3,500	10,222.54

EXHIBIT "E" (Cont)

City	Population*	Amount
Glendale	1,000	$ 2,920.73
Gold Beach	1,647	4,810.44
Gold Hill	655	1,913.07
Granite	3	8.76
Grants Pass	9,716	28,377.78
Grass Valley	196	572.46
Gresham	3,432	10,023.93
Haines	325	949.24
Halfway	330	963.84
Halsey	401	1,171.21
Hammond	520	1,518.78
Harrisburg	857	2,503.06
Helix	182	531.57
Heppner	1,648	4,813.36
Hermiston	4,495	13,128.66
Hillsboro	6,831	19,951.48
Hines	1,088	3,177.75
Hood River	4,050	11,828.94
Hubbard	493	1,439.92
Huntington	753	2,199.31
Idanha	442	1,290.96
Imbler	149	435.19
Independence	2,000	5,841.45
Ione	333	972.60

EXHIBIT "E" (Cont)

City	Population*	Amount
Island City	147	$ 429.35
Jacksonville	1,166	3,405.57
Jefferson	653	1,907.23
John Day	1,625	4,746.18
Jordan Valley	218	636.72
Joseph	730	2,132.13
Junction City	1,600	4,673.16
Juntura	110	321.28
Klamath Falls	18,300	53,449.29
Lafayette	600	1,752.44
La Grande	9,100	26,578.61
Lakeview	3,100	9,054.25
Lebanon	6,450	18,838.68
Lexington	259	756.47
Lonerock	34	99.30
Long Creek	345	1,007.65
Lostine	260	759.39
Lowell	581	1,696.94
Madras	1,452	4,240.90
Malin	592	1,729.07
Manzanita	455	1,328.93
Maupin	410	1,197.50
McMinnville	6,911	20,185.14
Medford	20,083	58,656.94

EXHIBIT "E" (Cont)

City	Population*	Amount
Merrill	835	$ 2,438.81
Metolius	233	680.53
Mill City	1,792	5,233.94
Milton-Freewater	4,200	12,267.05
Milwaukie	5,650	16,502.10
Mitchell	415	1,212.10
Molalla	1,472	4,299.31
Monmouth	2,282	6,665.10
Monroe	362	1,057.30
Monument	228	665.93
Moro	364	1,063.14
Mosier	259	756.47
Mount Angel	1,434	4,188.32
Mount Vernon	475	1,387.34
Myrtle Creek	2,521	7,363.15
Myrtle Point	3,084	9,007.52
Nehalem	285	832.41
Newberg	4,000	11,682.91
Newport	4,422	12,915.45
North Bend	7,440	21,730.20
North Powder	412	1,203.34
Nyssa	2,772	8,096.25
Oakland	1,017	2,970.37
Oakridge	2,035	5,943.68

EXHIBIT "E" (Cont)

City	Population*	Amount
Oceanlake	1,333	$ 3,893.33
Ontario	4,621	13,496.68
Oregon City	8,257	24,116.44
Oswego	4,489	13,111.14
Paisley	215	627.96
Pendleton	14,500	42,350.52
Philomath	1,372	4,007.24
Phoenix	875	2,555.64
Pilot Rock	1,680	4,906.82
Portland	269,920**	788,362.41
Port Orford	1,300	3,796.94
Powers	1,248	3,645.07
Prairie City	825	2,409.60
Prescott	119	347.57
Prineville	3,700	10,806.69
Rainier	1,285	3,753.13
Redmond	3,600	10,514.62
Reedsport	3,350	9,784.43
Richland	220	642.56
Riddle	1,054	3,078.45
Rockaway	1,200	3,504.87
Rogue River	609	1,778.72
Roseburg	12,600	36,801.15
St. Helens	4,990	14,574.42

**2/3 of 1956 census, as defined in ORS 366.785 (3).

EXHIBIT "E" (Cont)

City	Population*	Amount
St. Paul	268	$ 782.75
Salem	45,812	133,804.31
Sandy	1,246	3,639.23
Scappoose	854	2,494.30
Scio	455	1,328.93
Scotts Mills	149	435.19
Seaside	3,886	11,349.94
Shaniko	61	178.16
Sheridan	1,922	5,613.64
Sherwood	700	2,044.51
Siletz	570	1,664.81
Silverton	3,083	9,004.60
Sisters	700	2,044.51
Sodaville	175	511.13
Springfield	13,250	38,699.62
Stanfield	850	2,482.62
Stayton	2,041	5,961.20
Sublimity	413	1,206.26
Summerville	83	242.42
Sumpter	140	408.90
Sutherlin	2,737	7,994.03
Sweet Home	4,050	11,828.94
Taft	460	1,343.53
Talent	895	2,614.05

EXHIBIT "E" (Cont)

City	Population*	Amount
The Dalles	10,600	$30,959.70
Tillamook	4,271	12,474.42
Toledo	2,850	8,324.07
Troutdale	504	1,472.05
Tualatin	350	1,022.25
Turner	738	2,155.50
Umatilla	890	2,599.45
Union	1,367	3,992.63
Vale	1,347	3,934.22
Vernonia	1,521	4,442.42
Waldport	689	2,012.38
Wallowa	1,055	3,081.37
Warrenton	1,896	5,537.70
Wasco	325	949.24
Waterloo	180	525.73
West Linn	3,581	10,459.12
Weston	735	2,146.73
Wheeler	290	847.01
Willamina	1,082	3,160.23
Winston	2,458	7,179.14
Woodburn	2,700	7,885.96
Wood Village	796	2,324.89
Yamhill	513	1,498.33
Yoncalla	710	2,073.72

EXHIBIT "E" (Cont)

City	Population*	Amount
Totals	836,007	$2,441,747.55

*Population as determined by Oregon State Board of Census (April 15, 1956) or by actual count made under supervision of Secretary of State

2. That a certified copy of this resolution be delivered to the Secretary of State for his use and guidance in the administration of said law with respect to the distribution of said funds.

3. That this resolution be entered in the minutes and records of the Commission as of July 12, 1956.

26831

EXHIBIT "F-1"

Minutes of July 12 and 13, 1956

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: NEHALEM SECONDARY HIGHWAY (Clatsop County)

Highway number 102 Route number 202

Location of Termini				Established Speed
M.P. 0.41 (a point 0.16 mi. east of S. E. 8th St.)	to	M.P. 0.63 (a point 250 feet west of S. E. Wall St.)		45 M.P.H.
M.P. 0.67 (a point 50 ft. west of S. E. Wall St.)		M.P. 0.95 (a point 400 ft. west of S. E. Hancock St.)		45 M.P.H.
M.P. 1.14 (a point 100 feet east of S. E. Grant St.)		M.P. 1.26 (Williamsport Road)		45 M.P.H.

(Continued)

EXHIBIT "F-1" (Cont)

Location of Termini			Established Speed
M. P. 1.38 (south city limits of Astoria)	to M. P. 1.85 (a point 0.47 mi. south of south city limits of Astoria)		45 M. P. H.

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 228 be entered in the minutes and records of the Commission as of the 12th day of July, 1956.

26833

EXHIBIT "F-2"

Minutes of July 12 and 13, 1956

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: NORTH SANTIAM SECONDARY HIGHWAY (Marion Co.)

Highway number 162 Route number 22

Location of Termini				Established Speed
M.P. 8.42	(300' North of Fern Ridge Rd.)	to M.P. 8.48	(North city limits of Stayton)	35 M.P.H.
M.P. 9.96	(East city limits of Stayton)	to M.P. 10.07	(0.13 mi. east of east city limits)	45 M.P.H.

EXHIBIT "F-2" (Cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 229 be entered in the minutes and records of the Commission as of the 12th day of July, 1956.

26835

EXHIBIT "G-1"

Minutes of July 12 and 13, 1956

RESOLUTION

WHEREAS, the Oregon Coast Highway, No. 9, is one of the major state primary highways under the control and jurisdiction of the State Highway Commission, which highway throughout its entire length carries a large volume of traffic; and

WHEREAS, it appears that on the said Oregon Coast Highway in the vicinity of the Juno Inn just north of Tillamook, a hazard is created to both vehicular and pedestrian traffic by the parking of vehicles on the east side of the highway; and

WHEREAS, vehicular traffic moves at relatively high speeds over this section of the highway; and

WHEREAS, an area has been provided for off-highway parking at said location; and

WHEREAS, in the opinion of the Commission, public welfare and public safety require that shoulder parking of vehicles should be prohibited within said area,

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. The Commission does hereby find and declare, based upon investigations, reports, and recommendation by members of its staff, that the parking of vehicles on the east side of the said Oregon Coast Highway, No. 9, between M.P. 74.11 (Engineer's Station 124+00) and M.P. 74.19 (Engineer's Station 120+00), in the vicinity of the Juno Inn just north of Tillamook, creates a hazard to both vehicular and pedestrian traffic.

2. That this Commission does hereby find and declare that the parking of vehicles on the east side of said highway within said termini should be prohibited.

3. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points between said termini as in his judgment are necessary to accomplish the purpose of this resolution and the action of the Highway Commission as herein declared, on which signs shall be printed in plain, legible letters, "NO PARKING ON HIGHWAY SHOULDERS".

4. That a certified copy of this resolution be sent to the owners of the Juno Inn and a like copy to the Superintendent of the Department of State Police for his information.

EXHIBIT "G-1" (Cont)

5. That this resolution be entered in the minutes and records of the State Highway Commission as of the 12th day of July, 1956, as No Parking Resolution No. 145.

26837

EXHIBIT "G-2"

Minutes of July 12 and 13, 1956

RESOLUTION

WHEREAS, the Beaverton-Hillsdale Highway, No. 40, is a primary highway under the jurisdiction and control of the State Highway Commission; and

WHEREAS, the width of said highway from the Multnomah-Washington County line to the City of Beaverton does not permit the parking of vehicles on the shoulders of said highway and at the same time provide the degree of safety to which the traveling public is entitled, and

WHEREAS, parking of vehicles on said section of highway restricts the capacity of the highway and is considered hazardous to the traveling public as well as to the operators and occupants of said vehicles, and

WHEREAS, in the opinion of this Commission, public welfare and public safety require that shoulder parking of vehicles should be prohibited within said area,

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. The Commission does hereby find and declare, based upon investigations, reports, and recommendation by members of its staff, that the parking of vehicles on either side of the said Beaverton-Hillsdale Highway, No. 40, between the Multnomah-Washington County Line (M. P. 3.27) and the east city limits of Beaverton (M. P. 5.89) creates a hazard to the traveling public.

2. That in the opinion of this Commission, the right of way of said highway at said location is not of sufficient width to permit parking of vehicles thereon and at the same time provide the degree of safety and convenience which, in the opinion of the Commission, should be provided the motoring public.

3. That the Commission does further find and declare that the parking of vehicles on either side of the right of way of said highway within said termini should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points between said termini as in his judgment are necessary to accomplish the purpose of this resolution and the action of the Commission as herein declared, which signs installed along the uncurbed portion of the highway shall bear in plain letters the words "NO PARKING ON HIGHWAY SHOULDERS", and along the curbed portion shall bear the wording "NO PARKING AT ANY TIME."

EXHIBIT "G-2" (Cont)

5. That a certified copy of this resolution be sent to the Superintendent of the Department of State Police.

6. That this No Parking Resolution No. 146 be entered in the minutes and records of the State Highway Commission as of the 12th day of July, 1956.

26839

EXHIBIT "G-3"

Minutes of July 12 and 13, 1956

RESOLUTION

WHEREAS, the Richardson-Eugene Secondary Highway, No. 220, is a state secondary highway under the jurisdiction and control of the Oregon State Highway Commission; and

WHEREAS, it appears that on a section of the said Richardson-Eugene Highway in the vicinity of Fern Ridge Reservoir, a hazardous condition exists resulting from the parking of cars on the highway shoulders, and

WHEREAS, there have been provided two off-highway parking areas at said location, and

WHEREAS, in the opinion of the Commission, public welfare and public safety require that shoulder parking of vehicles should be prohibited within said area,

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. The Commission does hereby find and declare, based upon investigations, reports, and recommendation by members of its staff, that the parking of vehicles on either side of the said Richardson-Eugene Secondary Highway, No. 220, between M.P. 39.51 (Engineer's Station 512+00) immediately west of the bridge that crosses the west fork of Coyote Creek, and M.P. 41.63 (Engineer's Station 399+50), approximately the east end of the bridge crossing Coyote Creek, creates a hazard to the traveling public.

2. That in the opinion of this Commission, the right of way of said highway at said location is not of sufficient width to permit parking of vehicles thereon and at the same time provide the degree of safety and convenience which, in the opinion of the Commission, should be provided the motoring public.

3. That this Commission does hereby find and declare that the parking of vehicles on either side of the right of way of said highway within said termini should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points between said termini as in his judgment are necessary to accomplish the purpose of this resolution and the action of the Highway Commission as herein declared, on which signs shall be printed in plain, legible letters, "NO PARKING ON HIGHWAY SHOULDERS."

EXHIBIT "G-3" (Cont)

5. That a certified copy of this resolution be sent to Central Grange No. 360, of Veneta, Oregon, and a like copy to the Superintendent of the Department of State Police for his information.

6. That this resolution be entered in the minutes and records of the State Highway Commission as of the 12th day of July, 1956, as No Parking Resolution No. 147.

26841

EXHIBIT "H-1"

Minutes of July 12 and 13, 1956

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of:

a. China Gulch-Copper Road Section of the Medford-Provolt Highway in Jackson County;

b. River Banks Farm Section of the Rogue River Loop Highway in Josephine County;

c. Finn Rock-Elk Creek Section of the McKenzie Highway in Lane County; and

d. Walton-Noti Section of the Richardson-Eugene Highway in Lane County,

and in connection therewith to prepare maps showing the routes and locations of said sections, and to file said maps, reports, and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said surveys and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said surveys, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively as follows:

1-a. That the survey of the China Gulch Copper Road Section of the Medford-Provolt Highway, beginning at Highway Engineer's Station 116+00, approximately 0.75 mile west of Copper Road, and extending in an easterly direction to Highway Engineer's Station 69+00, a short distance east of Copper Road, together with the map, which for identification purposes bears Map File No. 8B-2-20 and the date of June, 1956 (Drawing No 1R-5-901), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

1-b. That the survey of the River Banks Farm Section of the Rogue River Loop Highway, beginning at Highway Engineer's Station 0+00, approximately 2.75 miles north of the junction with the Redwood Highway,

extending in a southerly direction to Highway Engineer's Station 0+36.05 at the junction with the Redwood Highway, together with the map, which for identification purposes bears Map File No. 8B-2-22 and the date of June, 1956, (Drawing No. 1R-5-903), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

1-c. That the survey of the Finn Rock-Elk Creek Section of the McKenzie Highway, beginning at Highway Engineer's Station 157+25.83 at Finn Rock, and extending in a northerly and easterly direction to Highway Engineer's Station 241+43, approximately 1.5 miles west of the community of Blue River, together with the map, which for identification purposes bears Map File No. 8B-2-17 and the date of June, 1956, (Drawing No. 1R-5-894), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

1-d. That the survey of the Walton-Noti Section of the Richardson-Eugene Highway, beginning at Highway Engineer's Station 754+65.60, a short distance west of the community of Walton, and extending in an easterly and northerly direction to Highway Engineer's Station 283+81.5 in the community of Noti, together with the map, which for identification purposes bears Map File No. 8B-2-18, 19 and the date of June, 1956, (Drawing No. 1R-5-900), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That when said highway sections are permanently constructed, the same shall be done in accordance with said surveys and locations unless otherwise directed or ordered by the Commission.

3. That the approval and adoption of said surveys shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the construction, re-construction, or improvement of the highways along and over said surveys. Said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right of Way Department to proceed promptly with the acquisition of rights of way pursuant to the normal and approved method.

4. That this resolution be entered in the minutes and records of the Commission as of the twelfth day of July, 1956, as Survey Resolution No. 142.

26843

EXHIBIT "H-2"

Minutes of July 12 and 13, 1956

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of:

a. Whiteson Unit of the South Yamhill River-Amity Section of the Pacific Highway West in Yamhill County;

b. Willowdale-Lyle Gap Unit of the Willowdale-Madras Section of The Dalles-California Highway in Jefferson County; and

c. Gold Beach-Cape Sebastian Section of the Oregon Coast Highway in Curry County;

and in connection therewith to prepare maps showing the routes and locations of said sections, and to file said maps, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said surveys and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said surveys, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1-a. That the survey of the Whiteson Unit, South Yamhill River-Amity Section of the Pacific Highway West, beginning at Highway Engineer's Station 168+00, approximately 0.75 mile south of the South Yamhill River, and extending in a southerly direction to Highway Engineer's Station 225+00, approximately 2 miles north of the town of Amity, together with the map which for identification purposes bears Map File No. 8B-2-21 and the date of June, 1956 (Drawing No. 1R-5-902), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

1-b. That the survey of the Willowdale-Lyle Gap Unit, Willowdale-Madras Section of The Dalles-California Highway, beginning at Highway Engineer's Station 449+00 in the community of Willowdale, and extending in a southerly direction to Highway Engineer's Station 736+81 at Lyle Gap,

EXHIBIT "H-2" (Cont)

together with the map which for identification purposes bears Map File No. 8B-2-24 and the date of June, 1956, (Drawing No. 1R-5-906), field notes and other engineering data submitted by the Engineer hereby are approved and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

1-c. That the survey of the Gold Beach-Cape Sebastian Section of the Oregon Coast Highway, beginning at Highway Engineer's Station 15+54 in the town of Gold Beach, and extending in a southerly direction to Highway Engineer's Station 320+00, approximately one mile north of Cape Sebastian Park, together with the map, which for identification purposes bears Map File No. 8B-2-28, 29 and the date of July, 1956, (Drawing No. 1R-5-911), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That when said highway sections are permanently constructed, the same shall be done in accordance with said surveys and locations unless otherwise directed or ordered by the Commission.

3. That the approval and adoption of said surveys shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the construction, reconstruction, or improvement of the highways along and over said surveys. Said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right of Way Department to proceed promptly with the acquisition of rights of way pursuant to the normal and approved method.

4. That heretofore by resolution of this Commission said sections of said highways have been designated as throughways within the meaning and purpose of ORS 374.055, commonly known as the "Throughway Law", and, for the reasons stated therein, the above named sections of said highways should be and it is hereby directed that the construction of the same shall be accomplished pursuant to and within the meaning and scope of said law, except any portion of said sections which had more than ten commercial businesses abutting thereon catering to the motoring public in any one mile as of the date said sections of highways were designated as throughways.

5. That this resolution be entered in the minutes and records of the Commission as of the twelfth day of July, 1956, as Survey Resolution No. 143.

26845

EXHIBIT "I"

Minutes of July 12 and 13, 1956

RESOLUTION

WHEREAS, the Wallowa Lake State Park is an Oregon Park established by and under the jurisdiction and control of the State of Oregon, by and through its State Highway Commission; and

WHEREAS, picnic facilities and overnight camping facilities are provided in the North area of said Wallowa Lake State Park; and

WHEREAS, various persons on numerous occasions ride horses in said North area of said Wallowa Lake State Park. Said riders do not confine their riding to the roads located therein but ride through the picnic area and through the overnight camping area endangering the lives and safety of the persons using the picnic facilities and the overnight camping facilities; and

WHEREAS, it is the opinion of the Highway Commission that it is necessary, in order to protect the lives and safety of persons using the picnic facilities and overnight camping facilities in the North area of said state park, to prohibit the use or riding of horses at any time within the North area of Wallowa Lake State Park;

NOW, THEREFORE, BE IT, AND IT HEREBY IS, RESOLVED AND ORDERED by the Highway Commission, as follows:

1. The Commission does hereby find and declare that the riding of horses in the North area of the Wallowa Lake State Park creates a hazard that endangers the lives and safety of those using the picnic facilities and the overnight camping facilities therein. Attached hereto, marked Exhibit A and by this reference made a part hereof, is a map of one page of the said North area of the Wallowa Lake State Park.

2. The Highway Commission does further find, declare and order that the use or riding of horses in said North area of said Wallowa Lake State Park is prohibited at all times.

3. The State Parks Superintendent or his authorized representative is hereby instructed to erect signs within the said park area prohibiting the use or riding of horses therein.

4. A duplicate original hereof shall be filed with the Secretary of State of Oregon in accordance with ORS 183.020.

5. That this resolution be entered in the minutes and records of the State Highway Commission as of the 12th day of July, 1956.

July 12, 1956

EXHIBIT "J"

Minutes of July 12 and 13, 1956

RESOLUTION

WHEREAS, the State Highway Commission relocated a certain section of the Columbia River Highway (Ore. 2) in Hood River County, known as the Hood River-Mosier Section of the Columbia River Highway; and,

WHEREAS, as a consequence of the relocation of the said section, a certain portion of the old Columbia River Highway as located before the re-location, known as the Hood River Loops, was no longer needed for state highway purposes; and,

WHEREAS, this Commission did therefore, in accordance with an agreement entered into with Hood River County, dated on the 16th day of April, 1952, and under the provisions of ORS 366.300, by Abandonment and Retention Resolution Number 256, dated on the 6th day of August, 1953, transfer the jurisdiction of and vest the title to the said Hood River Loops to and in Hood River County to be maintained as a county road for the service of persons living on the said highway and for the service of a community served thereby. Said portion of the old Columbia River Highway transferred to and vested in Hood River County is designated as Unit B in the said Abandonment and Retention Resolution; and,

WHEREAS, this Commission had acquired certain property within the loops of the said Hood River Loops of the old Columbia River Highway for sight clearance on the said highway, which property was not transferred to Hood River County by the said resolution; and,

WHEREAS, it is the intent and purpose of this Commission to transfer to Hood River County that property between the loops of the said Hood River Loops of the old Columbia River Highway, to become a part of the said unit of the old Columbia River Highway transferred to the county for county road purposes.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the following described real property be and the same hereby is transferred to Hood River County, and all right, title and interest which the State has in the said property hereby passes to and vests in Hood River County, by and through its County Court, to become a part of that portion of the old Columbia River Highway transferred to and vested in the said County as Unit B in Abandonment and Retention Resolution Number 256.

Beginning at a point on the north line of Sec. 31, T. 3 N. R. 11 E., W. M., 663.63 feet east of the northwest corner of

EXHIBIT "J" (Cont)

said section; thence north 26° 55' West 220.7 feet to a point on the northerly right of way line of the Columbia River Highway; thence southerly on a 132.3 foot radius curve to the right 151 feet to a point of tangency on said right of way line; thence South 39° 14' West 70 feet to a point on the North line of said Section 31, thence east on said section line 158.03 feet to point of beginning, containing 0.24 acre, more or less. All in Hood River County, State of Oregon.

Also:

Beginning at a common point on the west property line of F. H. Button and south right of way line of the Columbia River Highway, said point being 663.63 feet east and 74 feet south of the northwest corner of Sec. 31, T. 3. N. R. 11 E., W. M., thence south on said west property line 132 feet to the northwest right of way line of the Columbia River Highway; thence north 52° 31' East, 15 feet to point of curve on said right of way line; thence on a 72.3 foot radius curve to the left 146.5 feet to the point of beginning; containing 0.08 acres, more or less, Hood River County, State of Oregon.

Also:

Beginning at a common point on the north line of Sec. 31 T. 3 N. R. 11 E., W. M., and west property line of F. H. Button, said point being 663.63 feet east of the northwest corner of Section 31, T. 3 N. R. 11 E., W. M., thence south 11.0 feet to a point on northerly right of way line of Columbia River Highway; thence southerly on a 142.3 foot radius curve to the right 295 feet to point of tangency on said right of way line; thence south 52° 31' west 60 feet on said right of way line to a point on the west property line of F. H. Button; thence south 152 feet on said west property line to a point on the northerly right of way line of the Columbia River Highway; thence easterly on a 72.3 foot radius curve to the left 103.5 feet to a point of tangency on said right of way line; thence north 16° 19' east 59.6 feet to a point of curve on said right of way line; thence on a 290.5 foot radius curve to the right 354.4 feet to point of tangency on said right of way line; thence north 71° 29' west 372.5 feet to the point of beginning; containing 1.03 acres, more or less, Hood River County, State of Oregon,

Also:

Beginning at a common point on the Southerly right of way line of the Columbia River Highway and east property line of V. T. Bauregard, said point being 663.63 feet east and 281 feet south of northwest corner of Sec. 31, T. 3 N. R. 11 E., W. M.,

EXHIBIT "J" (Cont)

thence south on said property line 152 feet to a point on northerly right of way line of the Columbia River Highway; thence northerly on a 72.3 foot radius curve to the right 169.4 feet to point of tangency on said right of way line; thence North 52° 31' East 42.3 feet to point of beginning; containing 0.14 acre, more or less, Hood River County, Oregon.

Also:

Beginning at a common point on the east property line of V. T. Bauregard and the south right of way line of the Columbia River Highway, said point being 663.63 feet east and 74 feet south of the northwest corner of Section 31, T. 3 N. R. 11 E, W. M., thence south on said east property line 132 feet to the northwest right of way line of the Columbia River Highway; thence south 52° 31' west on said right of way line 87.3 feet to point of curve; thence on a 132.3 foot radius curve to the left 301.2 feet to a point on the southerly right of way line of the Columbia River Highway; thence North 77° 44' west 319.4 feet to a point on the southerly right of way line of the Columbia River Highway; thence on a 134.2 foot radius curve to the left 197.0 feet to point of tangency on said right of way line; thence north 18° 10' east 231.0 feet to point of curve on said right of way line; thence on a 72.3 foot radius curve to the right 124 feet to point of beginning; containing 0.90 acres, more or less, Hood River County, Oregon.

Also:

Beginning at a point 505.6 feet east of the northwest corner of Sec. 31, T. 3 N. R. 11 E., W. M., said beginning point being the intersection of north line of said Sec. 31, and the easterly right of way line of the Columbia River Highway; thence south 39° 14' west along the easterly right of way line of the Columbia River Highway 316 feet to point of curve; thence on a 74.2 foot radius curve to the left 260.4 feet to point of tangency on westerly right of way line of the Columbia River Highway; thence north 18° 10' east along said westerly right of way line 231.1 feet to point of curve; thence on a 132.3 foot radius curve to the right 200 feet to point of intersection of north right of way line of Columbia River Highway and east property line of V. T. Bauregard as recorded in Book of Deeds 13, page 197, of Hood River County Records; thence north 11 feet on said east property line to a point on north line of Section 31, T. 3 N. R. 11 E , W. M. thence west 158.03 feet to point of beginning; containing 0.96 acres, more or less, Hood River County, Oregon.

Also:

Beginning at a point 226 feet east of the northwest corner of Sec. 31, T. 3 N. R. 11 E., W. M., said beginning point being

EXHIBIT "J" (Cont)

the intersection of north line of said Section 31 and the southerly right of way line of the Columbia River Highway; thence south 8° 40' east 212.6 feet to point of curve on northwesterly right of way line of the Columbia River Highway; thence north 39° 14' east 386 feet along the northwest right of way line of the Columbia River Highway to point of curve; thence northerly on a 72.3 foot radius curve to the left 238.2 feet to point of tangency on said right of way line; thence south 25° 44' west 57.0 feet to a point of curve on said right of way line; thence southerly on a 234.6 foot radius curve to the right 177 feet to point of beginning; containing 1.00 acres, more or less, Hood River County, Oregon.

Said parcels are shown in red on the map attached hereto, marked Exhibit A and by this reference made a part hereof.

2. That this resolution shall be entered in the minutes and records of the Commission on this 12th day of July, 1956, as Abandonment & Retention Resolution Number 256a, and the Secretary is directed to mail a duly certified copy thereof to the County Court of Hood River County.

Salem, Oregon
July 26, 1956

At the call of the Chairman, a special meeting of the State Highway Commission was held in the office of the State Highway Engineer, Room 137, State Highway Building, at 10:45 a. m., this date, to consider the resignation of Mr. R. H. Baldock as State Highway Engineer, and other matters. Present were:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, Deputy State Highway Engineer
H. B. Glaisyer, Secretary

The meeting was called to order by the Chairman who explained that Mr. Baldock has submitted his resignation, effective August 16, 1956, to permit him to accept an appointment as head of a special mission to the country of Iraq to assist the government of that country in the establishment of a modern highway system. He expressed regrets that Mr. Baldock considers it necessary to terminate his connections with the Oregon State Highway Department after having served that department for 41 years, of which 24 were as State Highway Engineer, but he complimented Mr. Baldock on his new appointment and extended to him every good wish for success in his new endeavors. Commissioners Reynolds and McIver expressed themselves similarly. The following resolution wherein the Commission expresses its regard for Mr. Baldock was thereupon adopted by the Commission by unanimous vote upon motion offered by Commissioner Reynolds which was duly seconded by Commissioner McIver, and a signed copy thereof was delivered to Mr. Baldock:

RESOLUTION

WHEREAS, R. H. Baldock has tendered his resignation as Highway Engineer of the State of Oregon after having faithfully served the State Highway Department since 1915, during which time he rose to the office of State Highway Engineer through merit; and

WHEREAS, R. H. Baldock, during his employment by the State Highway Commission, has continually exhibited outstanding leadership, integrity, and engineering competence; and

WHEREAS, R. H. Baldock has lead the Highway Department in the adoption of new and superior methods, practices, and ideas in the field of highway engineering and finance, thereby earning the title "pioneer for highways in the State of Oregon"; and

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WHEREAS, R. H. Baldock, in addition to crusading for superior highways in the State of Oregon and thereby establishing Oregon's national highway leadership, has been recognized for his many activities in promoting high standards for highways throughout the nation, and for his many bold innovations, methods, theories, and ideas which have been adopted and used by sister states and the Federal Bureau of Public Roads; and

WHEREAS, the highway leadership of R. H. Baldock has been nationally recognized, and he has received national honors as President of the Western Association of State Highway Officials, President of the American Association of State Highway Officials, Chairman of the Highway Research Board of the National Academy of Sciences, and recipient of the George S. Bartlett Award in 1950, all of which brought great credit to himself and the State of Oregon; and

WHEREAS, R. H. Baldock's career in the Oregon State Highway Department has been characterized by his intense fidelity to truth, based upon the accurate and fair evaluation of assembled facts, and to the building of highways to standards not limited by present accepted practices and requirements, but governed by requirements of traffic in future years which are not perceptible to persons of less vision and imagination, and to the defending of his ideas and theories in the face of opposition, such fidelity being easy to describe but difficult to execute.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively, as follows:

1. That in behalf of the State Highway Department and the people of the State of Oregon, sincere regret is hereby expressed for the loss of the services of R. H. Baldock, which regret is nevertheless tempered by the realization that the high standards established and the valuable contributions made by him during his years with the Highway Department will have lasting effect and have charted the course for even greater advancements.

2. That the Oregon State Highway Commission hereby officially expresses its appreciation for the years of effective leadership of and service to the State, the Nation and the citizens thereof.

3. That a signed copy of this resolution be delievered to R. H. Baldock.

4. That this resolution be entered in the minutes and records of this Commission this 26th day of July, 1956.

July 26, 1956

STATE OF OREGON, by and through its State Highway Commission

/s/ Ben R. Chandler
Chairman

/s/ Chas. H. Reynolds
Commissioner

/s/ M. K. McIver
Commissioner

The next order of business was the selection of a State Highway Engineer to fill the vacancy caused by Mr. Baldock's resignation. Commissioner Reynolds nominated Mr. W. C. "Dutch" Williams, present Deputy State Highway Engineer, for a four year term, commencing August 16, 1956, at an annual salary of $15,000. The motion was seconded by Commissioner McIver and was declared by Chairman Chandler to have received the unanimous vote of the Commission. The following resolution in regard thereto was thereupon adopted by the Commission by unanimous vote:

RESOLUTION

WHEREAS, under the provisions of ORS 366.145 the State Highway Commission is required to appoint a State Highway Engineer who shall, after appointment, hold office during the pleasure of the Commission; and

WHEREAS, said law further provides that said State Highway Engineer shall receive an annual salary to be fixed by the Commission; and

WHEREAS, the Commission has considered and examined the experience, training and qualifications of W. C. Williams;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED AND ORDERED by this Commission as follows:

1. That it is the judgment and finding of this Commission that W. C. Williams is a competent Civil Engineer and is well qualified by technical training as well as practical experience in highway engineering, and by reason of said experience and qualifications is a competent person to serve as State Highway Engineer.

2. That W. C. Williams be and he hereby is appointed, effective August 16, 1956, to the office of State Highway Engineer, to hold office during the pleasure of the Commission, but for a period not in excess of four years without reappointment.

July 26, 1956

3. That from the effective date of his appointment as State Highway Engineer, W. C. Williams shall receive an annual salary of $15,000.00, payable in monthly installments of $1,250.00, and shall be entitled to receive reimbursement for such actual traveling and other necessary expenses as may be incurred in the performance of his official duties.

4. That W. C. Williams shall furnish a fidelity bond as required by ORS 366.150, and prior to entering into the discharge of his respective duties, shall take and subscribe the usual official oath.

5. That a copy of this resolution be certified by the Secretary of this Commission and by him filed with the Secretary of State, together with a sample of the signature of W. C. Williams as State Highway Engineer.

6. That this resolution be entered in the minutes and records of this Commission as of the 26th day of July, 1956.

The following letter, directed to the Hon. Earl T. Newbry, Secretary of State, notifying him of Mr. Williams' appointment as State Highway Engineer, was approved and signed by the Commission:

July 26, 1956

Honorable Earl Newbry
Secretary of State
Capitol Building
Salem, Oregon

Dear Sir:

The State Highway Commission, due to the resignation of R. H. Baldock as State Highway Engineer, has on this date appointed W. C. Williams to that position, effective August 16, 1956. A certified copy of the resolution adopted by the State Highway Commission for that purpose is enclosed herewith for your information.

Under the provisions of ORS 366.145, the State Highway Commission is authorized to fix the salary to be paid the State Highway Engineer. You will note that in the enclosed resolution the annual salary of W. C. Williams has been fixed at $15,000.00, payable in monthly installments of $1,250.00. The salary fixed by the Highway Commission is greater than the minimum salary provided for the State Highway Engineer under ORS 292.317, and because of that fact this notification

is filed in your office as required by ORS 292.318.

Yours very truly,

APPROVED:

OREGON STATE HIGHWAY COMM.

/s/ Elmo Smith
Governor

/s/ Ben R. Chandler
Chairman

/s/ Chas. H. Reynolds
Commissioner

/s/ M. K. McIver
Commissioner

The Secretary was instructed to deliver the letter to Mr. Newbry if approved and signed by Governor Elmo Smith. (The letter was approved by Governor Smith and was delivered to Mr. Newbry on the following day together with Mr. Williams' official "Oath of Office" and a sample of his signature. See fully executed copy of the letter attached to the resolution appointing Mr. Williams State Highway Engineer, being Miscellaneous Resolution No. 194.)

Next discussed was the appointment of an engineer to fill the position of Deputy State Highway Engineer caused by the promotion of Mr. Williams to State Highway Engineer. Mr. Williams stated that Mr. Forrest Cooper, who is presently serving the department as Construction Engineer, is well qualified to fill this position, and he recommended that Mr. Cooper be appointed first Assistant State Highway Engineer to serve as Deputy State Highway Engineer, effective August 16, 1956. The Commission approved the recommendation unanimously upon motion of Commissioner Reynolds which was duly seconded by Commissioner McIver, it being understood that Mr. Cooper's starting annual salary shall be $10,140 as approved by the Civil Service Commission and the Department of Finance and Administration. The following resolution relative to Mr. Cooper's appointment was thereupon adopted by the Commission by unanimous vote:

RESOLUTION

WHEREAS, under the provisions of ORS 366.145, the Highway Commission is authorized to appoint one or more Assistant State Highway Engineers who, after appointment, hold office during the pleasure of the Highway Commission; and

WHEREAS, said ORS 366.145 further provides that said Assistant State Highway Engineers shall receive annual salaries to be fixed by the

Commission, subject to any applicable provision of the State's Civil Service Law; and

WHEREAS, Forrest Cooper is a registered Civil Engineer and has had many years experience in Highway Engineering and Construction;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED AND ORDERED by the Highway Commission, as follows:

1. That it is the judgment and finding of this Commission, having duly considered and examined his qualifications, that Forrest Cooper is a competent Civil Engineer and is well qualified by technical training as well as practical experience in Highway Engineering and Construction, and by reason of said qualifications is a competent person to serve as Assistant State Highway Engineer.

2. That Forrest Cooper is hereby appointed, effective August 16, 1956, as an Assistant State Highway Engineer to serve with the working title of Deputy State Highway Engineer, and shall perform such duties as may be assigned to him by the State Highway Engineer or by this Commission and shall, under the direction of or in the absence of the State Highway Engineer, have full authority to perform any duty required or permitted by law to be performed by the State Highway Engineer.

3. That Forrest Cooper as Assistant Highway Engineer shall receive a starting annual salary of $10,140.00 payable in monthly installments of $845.00 per month, as approved by the Civil Service Commission and the Department of Finance and Administration for the classification of Deputy Highway Engineer (Civil Service Classification No. 3018) in step IV, providing, however, that he shall receive annual or other raises as provided by the Civil Service Commission for his Civil Service Classification, and shall be entitled to receive reimbursement for such actual traveling and other necessary expenses as may be incurred in the performance of his official duties.

4. That prior to entering into the discharge of his respective duties, the said Forrest Cooper shall take and subscribe the usual official oath.

5. That a copy of this resolution be certified by the Secretary of this Commission and by him filed with the Secretary of State, together with a sample of the signature of Forrest Cooper as Assistant State Highway Engineer.

6. That this resolution be entered in the minutes and records of this Commission as of the 26th day of July, 1956.

The Secretary was instructed to file a certified copy of this resolution, together with Mr. Cooper's official "Oath of Office" and a sample of his signature, with the Secretary of State. (A certified copy of the resolu-

tion, a copy of Mr. Cooper's "Oath of Office" and a sample of his signature were sent to the Secretary of State on August 30, 1956.)

At the request of the Commission Mr. Cooper was present throughout the remainder of the session.

The appointment of a Construction Engineer to fill the vacancy caused by the advancement of Mr. Forrest Cooper to the position of Deputy State Highway Engineer was next discussed. Mr. Williams stated that Mr. Tom Edwards, presently Division Engineer, Division III, Roseburg, is well qualified for this position, and he recommended approval of Mr. Edwards' appointment as Construction Engineer, effective August 16, 1956. The Commission adopted the recommendation by unanimous vote upon motion of Commissioner Reynolds which was duly seconded by Commissioner McIver.

There followed a general discussion of the new appointments and the effect they will have on the State Highway Department as a whole and on the State of Oregon. The Commission authorized public announcement of the appointments through the press at 12:00 noon this day.

The Engineer (Mr. Baldock) brought up for discussion the desirability to negotiate for advertising rights on the owners' remaining property within view of interstate highways at the time negotiations are being carried on to acquire rights of way for such highways. He recommended that such authority be granted as being in the best public interest. The Commission accepted the recommendation and thereupon unanimously adopted the following resolution with regard thereto upon motion offered by Commissioner Reynolds which was duly seconded by Commissioner McIver:

RESOLUTION

WHEREAS, it is the declared legislative policy of this State that in order to provide for the safe and efficient use, and the orderly appearance of the public highways in the State, it is necessary and is in the public interest to regulate the erection and maintenance of advertising structures and signs within view from public highways, and

WHEREAS, it is the desire and purpose of this Commission to conform to the fullest practical extent with the declared policy of the legislature.

NOW, THEREFORE, BE AND IT HEREBY IS RESOLVED BY THIS HIGHWAY COMMISSION,

1. That, in all negotiations for rights of way and for abutting lands acquired for other highway purposes on state highways or portions thereof which have been or may hereafter be designated as portions of the "Interstate System" under the Federal-Aid Highway Act of 1944, as amended and supplemented by the Federal-Aid Highway Act of 1956, there be a serious endeavor and attempt to agree with the owners of such lands that instru-

ments of conveyance contain a clause reading substantially as follows:

"The grantors herein hereby expressly convenant to and agree with the grantee that the remaining land of the grantors shall never be used for the placing, maintenance or display of any advertising sign, bill or poster, within view from the _____ Highway, except such thereof as may advertise the use to which the said remaining property is devoted, or for the sale or lease of said property or any portion thereof. In the event of violation of this convenant and agreement the grantee herein shall have the right through its authorized officers, agents or employees to enter upon the said remaining property and to remove, destroy or obliterate any offending sign, bill or poster, without liability for damage or injury thereto, and to recover the costs thereof from the owners of the property. The rights herein stated shall not be exclusive and shall not be in derogation of any other right or remedy which the grantee may have. The covenants, agreements, restrictions, rights and conditions herein contained, shall run with the land and shall forever bind the grantors, their heirs, successors and assigns".

2. That this Resolution be entered in the minutes and records of the Commission as of the 26th day of July, 1956, as Miscellaneous Resolution No. 190a.

Consideration was given by the Commission to the adoption of a memorial for the retiring State Highway Engineer, Mr. R. H. Baldock, in recognition of the exceptional and meritorious service that he has rendered to the State of Oregon and to the State Highway Department in the capacity of State Highway Engineer. Chairman Chandler expressed his feeling that a fitting and proper way to record the achievements of Mr. Baldock and to credit them permanently in the memories of the people of Oregon and more especially in the minds of the traveling public, would be to rename the Portland-Salem Expressway between Hayesville Interchange, north of Salem, and its connection with the Harbor Drive Section of the Pacific Highway West in Portland the "R. H. Baldock Freeway". Commissioners Reynolds and McIver expressed concurrence in the suggestion which was approved by the Commission by unanimous vote upon motion of Commissioner Reynolds, duly seconded by Commissioner McIver. The following resolution relative thereto was unanimously adopted by the Commission:

RESOLUTION

WHEREAS, R. H. Baldock has completed 41 years of exceptional and meritorious service to the State of Oregon and the Oregon State Highway Department, 24 of the years having been in the capacity of State Highway Engineer; and

WHEREAS, R. H. Baldock during his tenure of office was highly

instrumental in the development of modern high speed highways and specifically the Portland-Salem Expressway; and

WHEREAS, the Highway Commission deems it desirable to record the achievements of the said R. H. Baldock and to credit them permanently in the memories of the people of Oregon and more especially the traveling public;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission that:

1. The section of the Portland-Salem Expressway which lies between the Hayesville Interchange, north of Salem, and the connection of the Portland-Salem Expressway with the Harbor Drive Section of the Pacific Highway West in Portland, is hereby designated and shall hereafter be known as the R. H. Baldock Freeway.

2. This Resolution be entered in the minutes and records of the Commission as of the 26th day of July, 1956, as Miscellaneous Resolution No. 195, and a true copy thereof filed with the Secretary of State.

The Commission ordered signs erected immediately along this freeway bearing the new name.

Commissioner Reynolds expressed a desire for a copy of the report that was rendered by Mr. Forrest Cooper upon his return from a meeting of the Administrative Heads of the members of AASHO which was held in Chicago, Illinois, during July 12 and 13, 1956 to consider adoption of standards for the geometric design of the national system of interstate and defense highways, which meeting Mr. Cooper attended as a representative of the State Highway Engineer, Mr. R. H. Baldock. The Deputy Highway Engineer, Mr. W. C. Williams, stated that he would furnish each member of the Commission a copy of the report which bears the date July 16, 1956. (A copy of the report was furnished each commissioner later in the session.)

A suggestion from Governor Elmo Smith that the people of the state be advised more fully through press releases, regarding the new federal funds that have been authorized by Congress for highway construction was called to the Commission's attention by the Deputy Engineer. It is the Governor's thought, he said, that such press releases will eliminate numerous requests that are being received concerning such funds. He stated his concurrence in the Governor's feeling in the matter and advised that he will prepare a press release for approval by the Commission at its meeting on August 16, 1956. The Commission approved the Governor's suggestion unanimously and instructed the Engineer to prepare the release in such a manner that it can be easily understood by everyone.

The State Highway Engineer read aloud and presented to the Commission a letter, dated July 26, 1956, with reference to the problem of the

trans-Columbia Bridge at Astoria. He advised that the Tudor Engineering Company, which has been retained by local authorities to investigate the feasibility of this bridge, estimated in 1955 that the bridge would cost about $25,430,000. He gave as his feeling that the eventual cost of the structure would be nearer $30,000,000 considering the increase in price of steel, and other factors. It is estimated, he said, that tolls will finance approximately 50% of this cost, so other sources must be found to take care of the balance. If the States of Oregon and Washington joined in the undertaking each would be called upon to contribute $6,357,500, and if the States guaranteed the interest on the bonds, it would require an additional contribution from each State that would average $400,000 annually for 22 years when it is believed that revenues will equal debt-service requirements. The Engineer pointed out that the ferry service that is now being rendered at this place is not able to take care of peak traffic volume during mid-day rush hours, on Sundays, and on several other days and that some cars even when all three ferries are operating have to wait at the dock approximately 30 minutes of time, except on Sundays when the waiting period is much longer. A careful review of the situation, he said, discloses that were another ferry provided equal in size to the "Chessman", delays to present day traffic volume when four ferries are being operated would be entirely eliminated. He gave as his opinion that four ferries will be able to handle the traffic satisfactorily for the next five years, and he expressed his feeling that the State of Washington is equally concerned with the facilities as is the State of Oregon. He recommended in view thereof that consideration be given to interesting that State in participating in the ferry operation and the placement of another ferry in service at the earliest possible time, also, in the replacement of the small ferry with a larger one. The matter of constructing the proposed bridge, he added, could be deferred for another ten years and then be given further study. There followed a general discussion of the matter, during which the feeling was expressed that the State of Washington should pay its proportionate share of the cost to provide suitable ferry service at this place. The suggestion was offered that the Commission go to Astoria for a discussion of the matter with local authorities with the view to getting them to initiate the matter with the authorities of the State of Washington. As a result of the discussion, the Commission decided to ask the Astoria group to be present on the first day of the Commission's next regular meeting, scheduled for August 16 and 17, 1956. The Secretary was instructed to invite the group to be present at such meeting.

The adoption of a definite two-year construction program and a tentative five-year construction program for the new federal funds that have been made available by the Congress was brought up for discussion by the Engineer who urged early action in order to get the new program underway. Consideration of this matter was deferred by the Commission until the afternoon session.

The meeting recessed for luncheon at 12:00 noon and reconvened at 1:30 p.m. with the same persons present and participating.

Consideration was given by the Commission to the award of the contract for paving the Dolph Corner-Rickreall Section of the Willamina-Salem

Highway, Polk County, bids for which were received by the Commission at its meeting on July 12, 1956, the award having been postponed at that time awaiting the decision of the Oregon Supreme Court on the injunction proceedings brought by Mr. Joseph Harland. The Engineer advised that the Supreme Court has decided the case in favor of the State. He recommended in view thereof immediate award of the contract to the Central Paving Company, Independence, which submitted the low bid for the project at $307,503. Motion was made by Commissioner Reynolds that this contract be awarded to the Central Paving Company at its bid price. The motion was seconded by Commissioner McIver and was declared by Chairman Chandler to have received the unanimous vote of the Commission.

The Commission resumed discussion of its two-year program and five-year construction program for the new federal funds as recommended by the Engineer during the morning session. The Engineer presented two lists of projects for consideration, one being for the proposed two-year program and the other for the proposed five year program. He recommended definite approval of the projects listed for the two-year program and tentative approval of those proposed for the following three years. Both programs were carefully considered by the Commission, and as a result thereof, the Commission unanimously approved the projects listed for the first two years subject to confirmation at its next regular meeting on August 16, 1956. Action on the program for the next following three-year period was deferred for future consideration. The Commission decided not to release the two-year program to the press until after it has been confirmed by the Commission at the August meeting. (The two-year program as adopted was confirmed by the Commission at its meeting on August 16, 1956 and the list of projects contained therein are recorded in the minutes of that meeting.)

The Secretary presented, in behalf of the Chief Counsel, Mr. C. W. Enfield, a request for authority to condemn property needed from Hazel Bodding, et al., as right of way for the Neskowin-Salmon River Section of the Oregon Coast Highway, Tillamook County, File No. R-24129. He explained that the Commission on June 4, 1956, by resolution, authorized the condemnation of this property and at that time there was reserved for the service of the remaining land of Hazel Bodding, et al., two rights of access to the highway, said rights of access being subject to termination upon the future construction of a frontage road within the boundaries of the highway. Since that time it has been considered in the best interest of the State and the public that these rights of access should not be subject to termination upon construction of the frontage road, and it has been deemed advisable by the Chief Counsel to amend the original resolution in that respect. The following resolution covering the matter was presented and adopted by the Commission by unanimous vote:

RESOLUTION

WHEREAS, the State Highway Commission on the 4th day of June, 1956, by resolution declared the necessity for the acquisition of certain real property owned by Hazel Bodding, et al., File No. R-24129, situated in Tillamook County, Oregon, for right of way purposes, for the reloca-

tion, construction, improvement and maintenance of the Neskowin-Salmon River Section of the Oregon Coast Highway; and

WHEREAS, the said State Highway Commission deemed it necessary that there be no rights of access between said highway and all of the contiguous real property of Hazel Bodding, et al., reserving, however, two rights of access to said highway for the service of the remaining land of Hazel Bodding, et al.; and

WHEREAS, said rights of access were made subject to termination upon the future construction of a frontage road, or roads, within the boundaries of said highway; and

WHEREAS, the said Commission has determined after further investigation and consideration that it is in the best interests of the State and the public that the above-mentioned rights of access should not be subject to termination upon the construction of said frontage road, or roads;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That that certain resolution duly made and entered in full in the minutes and records of the Commission on the 4th day of June, 1956, pertaining to the property owned by Hazel Bodding, et al., File No. R-24129, is hereby amended by deleting from page 3 of Exhibit "A" of said resolution the following language.

> The State shall, however, have the right at its option to build at any future time, at its sole cost, a frontage road, or roads, within the boundaries of any present or hereafter acquired right of way; thereupon the rights of access herein granted to and from the aforesaid highway which are on or adjacent to any such frontage road, or roads, shall cease, but the owners, their heirs and assigns, shall have access to the said frontage road, or roads. Said frontage road, or roads, shall be connected to the said relocated Oregon Coast Highway at a point not a greater distance to the North of the owners' remaining land than a point approximately opposite Highway Engineer's centerline Station 251+00, and at a point not a greater distance to the South of the owners' remaining land than a point approximately opposite Highway Engineer's centerline Station 300+00.

2. That this resolution be entered in full in the minutes and records of the Commission this 26th day of July, 1956, as Condemnation Resolution No. 626a.

There being no further business to come before the Commission at this time, the meeting adjourned at 3:30 p. m.

Deputy State Highway Engineer

Chairman

Commissioner

Secretary

Commissioner

July 26, 1956

Portland, Oregon
August 16, 1956

The Oregon State Highway Commission met in regular session at 9:00 a.m. in the Queens Room of the Imperial Hotel. Present were:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway Engineer
W. W. Stiffler, Assistant State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
Robert L. May, Jr., Assistant Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

(C. W. Enfield, Chief Counsel, was excused because of military duty.)

Chairman Chandler announced to those assembled for the opening of bids that today is the effective date of Mr. R. H. Baldock's resignation as State Highway Engineer, and that he is now on his way to Iraq. Today, he continued, marks completion of the five-year program inaugurated in 1951 and the launching of a new thirteen-year highway construction program under the new Federal Act. This new program, he stated, will be a great challenge to contractors, to the Highway Department, and to the Commission. It was his thought that the Highway Commission will at this meeting adopt a program for the first two years of that period, and that some of the projects under the new program will be offered for bids at the September meeting. He introduced Mr. W. C. Williams as State Highway Engineer, replacing Mr. R. H. Baldock. The Commission, he concluded, is confident that Mr. Williams and members of his staff will meet the challenge of the new program. He called on Mr. Williams, who stated that he was elated and awed at the work which lies ahead. During the next thirteen years, he said, it is expected that Oregon will spend approximately $640,000,000 for highway construction and rights of way, or approximately $50,000,000 annually. He expressed appreciation for the confidence exhibited by the Commission in appointing him as Chief Highway Engineer and commented that this confidence had been enhanced by the cooperation given by the highway contractors. He expressed the hope that the pleasant relations between contractors and the State Highway Department will continue on the same high plane as in the past.

Bids as follows were then opened and read aloud by the Secretary, who announced that the Commission would award contracts at 3:00 p.m. in the same room.

26861

STATE-WIDE
AERIAL PHOTOGRAPHY PROJECT

Columbia Aerial Survey, Inc., Boise, Idaho	$ 5,980.00
Delano Aerial Surveys, Portland	6,225.00

CLATSOP COUNTY
FORT STEVENS STATE PARK LATRINE

P. S. Lord Mechanical Contractors, Portland	$ 9,690.00
John Helstrom, Astoria	9,735.00

COOS COUNTY
BROADWAY-FRONT ST. (COOS BAY) CONNECTION IN COOS BAY
(GRADING AND PAVING)

A. T. Fox, North Bend	$11,057.00

DOUGLAS COUNTY
EMBANKMENT REPAIR ON MILO-CORN CREEK SECTION OF THE TILLER-TRAIL HIGHWAY

Rupert Fish, Days Creek	$10,132.00
F. L. Somers, Medford	11,900.00
Fred H. Stegeman, Lebanon	11,900.00
Funderburk Construction Corp., Sutherlin	12,070.00
Angell Bros., Coos Bay	12,206.00
Henry H. Miller, Roseburg	12,750.00

DOUGLAS COUNTY
UMPQUA LIGHTHOUSE STATE PARK LATRINE

Tom Lillebo, Reedsport	$ 5,770.00

GRANT COUNTY
CONSTRUCT BEECH CREEK BRIDGE AT MT. VERNON
ON THE JOHN DAY HIGHWAY

George E. Berry, Beaverton	$37,110.00
Marshall Construction Co., Hermiston	42,740.00

JOSEPHINE COUNTY
CONSTRUCTIONS OF FINCH BRIDGE PIERS FOR THE FINCH BRIDGE OVER THE ILLINOIS RIVER

Tom Lillebo, Reedsport	$32,960.00
Ausland Construction Co., Grants Pass	37,680.00
Hamilton & Thoms, Eugene	38,290.00

JOSEPHINE COUNTY
SLATE CREEK BRIDGE ON THE REDWOOD HIGHWAY AT WILDERVILLE

Ausland Construction Co., Grants Pass	$21,435.00
Tom Lillebo, Reedsport	24,580.00
Hamilton & Thoms, Eugene	29,070.00
P. S. Lord Mechanical Contractors, Portland	34,915.00

LAKE COUNTY
SILVER LAKE EMPLOYEE'S HOUSE

Hampton C. Platt, Salem	$12,100.00
J. L. Ross, Bend	14,828.00
K. L. Clark, Contractor, Hermiston	16,835.00
Walt M. Young, Hermiston	19,910.00

LANE COUNTY
CAPE CREEK TUNNEL RELINING

Miller & Strong, Inc., Eugene	$243,600.00

LANE COUNTY
GRADING AND PAVING, BRIDGE CONSTRUCTION ON EAST UNIT, FINN ROCK-ELK CREEK SECTION OF THE McKENZIE HIGHWAY

A. H. Saxton & Son, Portland	$161,858.50
J. Bacaloff Co., Portland	169,911.00
E. C. Hall Co., Portland	182,167.50
Miller & Strong, Inc., Eugene	224,076.00

LANE COUNTY
GRADING AND OILING, FURNISHING CRUSHED MATERIAL IN STOCK PILES ON WALTON-NOTI SECTION OF THE RICHARDSON-EUGENE HIGHWAY

Morse Bros. & Durbin Bros., Lebanon and Eugene	$371,439.00
E. C. Hall Co., Portland	390,607.00
J. N. Conley, Portland	396,972.50
F. L. Somers, Medford	469,738.00
J. Ira McNutt Construction Co., Springfield	493,638.00

LINN AND JEFFERSON COUNTIES
SANTIAM JUNCTION ROCK PRODUCTION PROJECT ON THE SANTIAM AND NORTH SANTIAM HIGHWAYS

C. C. Meisel, McMinnville	$28,500.00

MALHEUR COUNTY
GRADING AND PAVING HORSESHOE BEND-GWYNN UNDERCROSSING UNIT, JUNTURA-VALE SECTION OF THE CENTRAL OREGON HIGHWAY

C. E. Leseberg, Nyssa	$172,120.90

August 16, 1956

Horseshoe Bend-Gwynn Undercrossing Unit - Cont.

Fred H. Slate Co., Ore. Ltd., & E.C. Hall Co., Portland	$223,113.00
Babler Bros., Inc., Portland	233,935.00

UNION COUNTY
STONE BASE AND OILING IOWA SCHOOL-LA GRANDE SECTION OF THE MT. GLEN ROAD

Arthur Simonsen & Co., Baker	$156,520.00
E. H. Itschner, Molalla	189,523.00

Commissioner Reynolds reported receipt of a telephone call from Mr. Tom Roach, of the Idaho Power Company, concerning an agreement with the Company pertaining to the rebuilding of a section of the Baker-Homestead Highway, which will be flooded when the dams on the Snake River near Brownlee and Oxbow are completed. Mr. Roach, he stated, advised that the Company is not satisfied with the proposed agreement in its present form, claiming that the specifications are too rigid, and requested revisions. The Engineer commented that the agreement as prepared contains no unusual requirements. He pointed out that it allows 12-degree curves, requires the installation of guardrail at dangerous locations, and that the roadbed width has been reduced from 33 feet in width to 32 feet. Commissioner Reynolds continued that Mr. Roach also complains about the application of crushed rock to the road after it is built, and concerning the width of right of way.

The Assistant Counsel pointed out that the contractor for the dams will haul much heavy equipment over the road for construction of the dams and should be required to maintain the roadway during such hauling. In connection with right of way width he stated that 100-foot width had been required on private land, 200-foot width on government-owned property, with the exception that all of the land is to be acquired between the highway and the edge of the pool. The Engineer stated that in his opinion the Company should not be permitted to start work on construction of the highway until the agreement is approved by all concerned. The Assistant Counsel called attention to the fact that legislative action will be required before the old route of the Baker-Homestead Highway can be abandoned and a new route approved. It was pointed out by the Engineer that there is not much that can be told the Power Company until the Legislature takes action, unless the Power Company wishes to replace the highway along the canyon wall, which would be very expensive. Replacement of the highway on an entirely new line would, of course, require legislative action. Chairman Chandler stated that in his opinion the Power Company must agree in writing to replace the highway, although at this time the Commission cannot tell them where, and that the Commission does not intend to change its previous action on the matter.

(On the following day the matter was again brought up by Commissioner Reynolds. He stated his feeling at that time that the Commission

is obligated to the Power Company to the extent that the Power Company should be directed as to what highway work they can perform, when and where. He mentioned a meeting with the Company officials, who, he said, will meet with the Commission any time at any place that may be designated. The Engineer stated his willingness to meet with the Power Company officials to discuss the matter, but he cautioned against any formal action until the Legislature acts and the Power Company agrees to rebuild the highway along the Pine Creek or some other alternate route that is approved by the Commission. The Commission left it with Commissioner Reynolds to inform the Company of the action taken.)

The State Parks Superintendent, Mr. C. H. Armstrong, reported on the following park matters:

1. Appointment of George H. Weyerhaeuser as a member of the Travel Advisory Committee: Mr. Carl Jordan, Director of Travel and Information Department, reported that Mr. Weyerhaeuser accepted the appointment with pleasure and had so informed the Secretary by letter.

2. Request of Bonneville Power Administration to install a power transmission line along the east side of Cove Palisades State Park: The Parks Superintendent explained that part of the land over which they desire to build is government-owned land, leased to the State for park purposes, and part is owned by the State. The transmission line, he stated, will not interfere with the operations of the park, and he recommended that the Commission approve a permit to the Federal Government on the State-owned land, and that a letter be sent to the Department of Agriculture advising that the State has no objection to construction of the power line on the land leased from the government. The Commission approved his recommendation.

3. Purchase of Indian-owned land adjoining Shore Acres State Park, Coos County: The Parks Superintendent requested confirmation of the telephonic authority granted him by the Commission to negotiate acquisition of this tract, which consists of 46 acres of land situate in Government Lot 3, S. 8, T. 26 S., R. 14 W., W.M. He said that 72/105 shares of this land are Indian-owned and that the remaining 33/105 shares are owned by two other people who are not Indians, one of whom passed away in 1946, and the whereabouts of the other is unknown, but neither have any heirs. He further stated that the 46 acres were appraised by a Highway Department appraiser at $18,889.00 and by a representative of the Bureau of Indian Affairs at $14,643.00. The land was offered for sale by the Bureau of Indian Affairs in June, but no bids were received. Since then the Bureau of Indian Affairs has stated a willingness to accept $10,041.00 for the 72/105 portion, plus $2.50 filing fee, a total of $10,043.50. In order to acquire the remaining 33/105 portion, he said, it will be necessary to resort to condemnation. He asked the Commission to approve payment of $10,043.50 for the 72/105 share and to authorize the Chief Counsel to condemn the remainder. He also requested authority to negotiate acquisition of an additional two or three acres of land owned by John B. and Julia Keizer, which lies west of the other tract. He explained that he did not know about this small area when negotiations were being conducted for the

46-acre tract, but it is needed in order to fill out the park. The Commission confirmed purchase of the 72/105 portion of the 46 acres for the sum of $10,043.50 and also authorized the Chief Counsel to condemn the remaining 33/105 portion. The Commission also authorized the Parks Superintendent to negotiate purchase of the additional two or three acres from Mr. and Mrs. Keizer.

4. Agreement with the Central Lincoln People's Utility District to furnish electric power at Fogarty Creek State Park in Lincoln County: An area is being developed at Fogarty Creek for public use, the Parks Superintendent stated, and in order to furnish the necessary electric power the Utility District has requested an agreement guaranteeing a minimum annual payment of $48.00. It was his thought that the annual charge for the current would considerably exceed this figure and he recommended that the agreement be approved. The Commission approved the agreement.

5. Request of the Bureau of Land Management to issue an oil lease on a portion of the land in Cove Palisades State Park: These lands, the Parks Superintendent stated, are leased from the U. S. Department of Agriculture for state park purposes, and the lease agreement reserves to the Federal Government all rights to minerals, gas and oil. The Bureau of Land Management, he said, wishes to issue oil and gas leases on twenty-seven 40-acre tracts west of the Deschutes River, and on seven 40-acre tracts east of the Deschutes River. The tracts are so located that the oil operations will not interfere with the operation of the park. He recommended that permission be given to the Federal Government to issue the leases. The Commission accepted his recommendation.

6. Requests of "The Oregon Journal" and "The Oregonian" newspapers to sell newspapers from vending machines within overnight camping areas: Overnight campers, the Parks Superintendent stated, are much in favor of having the newspapers, and he recommended that this accommodation be extended to them on a trial basis at convenient spots in Wallowa Lake and Honeyman State Parks. The Commission adopted the recommendation.

7. Request of W. B. Tucker, Jackson County Extension agent, and State Representative E. A. Littrell, Medford, for development as state parks reservoir sites located at Emigrant Springs near Ashland, at Howard Prairie, about 20 miles east of Ashland, and at Hyatt Prairie, all in Jackson County: The Parks Superintendent reported that he does not have enough information on these locations as to their value from a park standpoint to make a recommendation. He requested that he be given authority to study the areas. The Commission granted the request.

8. Report on results of competitive bidding for Indian land on the Oregon Coast Highway near the north limits of Oceanlake: The Parks Superintendent recalled that at the July meeting the Commission authorized him to submit a bid of $18,000 for this property. The bid was submitted but along with others was not accepted, because the amounts offered were considered by the Bureau of Indian Affairs too low. The Commission accepted his report.

9. Transfer to Grant County of a portion of the entrance road to Mascall Overlook on US 26, a short distance west of Dayville: In 1935 an overlook was purchased from Mr. Mascall, the Parks Superintendent reported, together with a roadway 4100' long leading to it. Mr. Mascall now requests that a cattle guard be placed along the highway entrance or that the right of way be fenced to control his stock. An investigation of the matter disclosed that little use is being made of the overlook and the road; accordingly, the matter was discussed with the Grant County Court, which agreed to take over and maintain approximately one half of the road as a county road. Upon his favorable recommendation, the Commission approved conveyance to the County by deed that portion of the road which is being used by the County as a county road.

The Parks Superintendent reported that so far this year overnight camping facilities that have been provided in state parks have not been sufficient to accommodate the large number of people who want to use them, especially in the coast area. He pointed out that 200 additional overnight camping spaces have been made available but there still are not enough of them. Commissioner Reynolds in this regard commented that the development at Fort Stevens State Park is excellent. The Parks Superintendent stated that use of the park had far exceeded expectations and that it has been very crowded this summer; also, that plans call for oiling the park roadway.

The Right of Way Engineer presented for consideration options secured for acquisition of real property needed as state highway right of way or for other purposes. After careful consideration the Commission unanimously approved closing the options at the prices mentioned therein by adopting the attached resolution relative thereto, marked EXHIBIT "A", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

Authority was requested by the Right of Way Engineer to acquire three parcels of property in Clackamas County and one parcel in Hood River County, for which no authority previously has been granted. These parcels, he stated, are needed in connection with highway improvements to be undertaken in the near future. The Commission authorized negotiations as requested for the following parcels of property:

COUNTY and SECTION	FILE NO. and NAME	PURPOSE	AREA	HWY.
Clackamas				
Portland-Milwaukie	25036-Charles H. Counsell	Right of Way	163 sq. ft.	Pacific East
	25035-General Petroleum Corp.	"	96 sq. ft.	"
	25037-Pioneer Bank	"	2440 sq. ft.	"

COUNTY and SECTION	FILE NO. and NAME	PURPOSE	AREA	HWY.
Hood River Cascade Locks-Herman Road	19973-Walter and Elnora Kendrick	Slide removal-Right of Way	14.1 ac.	Columbia River

A report on sales of miscellaneous properties made since the last Commission meeting was presented by the Right of Way Engineer and accepted by the Commission.

(For details, see Miscellaneous Sales Report, dated August 16 and 17, 1956, in the General Files).

Also presented was a Supplemental Rental Report prepared by the Property Manager showing properties newly rented and properties sold between July 1, 1956 and August 10, 1956. The report was accepted by the Commission.

(For details, see Supplemental Rental Report for July 1, 1956 to August 10, 1956, in the General Files.)

In connection with the sales of miscellaneous properties, the Right of Way Engineer reported that approximately $21,000 has been received from sale of machinery and tools from the Superbilt factory in Portland. Receipts of about $25,000 had been expected.

A number of changes in points of access for property owners was presented by the Right of Way Engineer. He explained that in no instance is additional access being granted, merely changes in existing points of access for a greater degree of safety and convenience to the traveling public and the property owners. Following his favorable recommendation, the Commission approved indentures of access as follows:

1. Engle property, File 21583, on the Clackamas Overcrossing Section of the Clackamas Highway in Clackamas County.

2. Maiken property, File 5228A, on the Manning-Sunset Camp Section of the Sunset Highway in Washington County.

3. Jacobsen property, File 24067, on the Coquille-Rink Creek Section of the Coos Bay-Roseburg Highway in Coos County.

4. McKean property, File 23871, on the Moro-Grass Valley Section of the Sherman Highway in Sherman County.

5. Haslebacher property, File 18162, on the Dolph Corner-Rickreall Section of the Willamina-Salem Highway in Polk County.

6. Bogert property, File 24064, on the Coquille-Rink Creek Section of the Coos Bay-Roseburg Highway in Coos County.

7. Moore property, File 23874, on the Moro-Grass Valley Section of the Sherman Highway in Sherman County.

A grant of access form was presented by the Right of Way Engineer allowing access from the Robert E. and Mary Morris property to the Noble Slough-Foster Section of the Santiam Highway in Linn County. He explained that no access had originally been given to this property, as the property owners could use a roadway easement across property abutting on the south of the owners' remaining property. However, the roadway easement has been terminated and the owners are now without access to any public road. He recommended that access be allowed in the same manner as was granted to other property owners in the vicinity. The Commission approved the access as recommended.

Upon the favorable recommendation of the Right of Way Engineer the Commission approved the payment of $2,433.00 as final settlement for use of a gravel pit optioned from Harry Fukiage for the same amount. He explained that the gravel supply has been exhausted and the property is of no further value to the State. Although it was originally intended under the option to take title to the property, difficulties were encountered due to the objections of a mortgage holder, and it now appears that the best thing to do is to pay for the gravel taken and not take title to the property.

An exchange of properties with the Union Pacific Railway Company on the Cascade Locks-Viento Section of the Columbia River Highway in Hood River County was considered. The Right of Way Engineer explained that agreement has been reached with the U.S. Forest Service whereby a portion of Lot 5, S. 6, T. 2 N., R. 9 E. can be exchanged for a portion of Lot 2, S. 5, T. 2 N., R. 9 E. The properties are of comparable value and will provide land which the State is obligated to deed to the Union Pacific Railway Company. The Commission approved the exchange of properties.

Compensation to Douglas Electric Cooperative for the actual cost of moving a power line situated on its land along the Hinsdale Slough-Luder Creek Section of the Umpqua Highway in Douglas County was discussed. The Right of Way Engineer explained that it was necessary to move the power line to accommodate construction of this section of highway. He recommended that the Company be paid the sum of $413.95, which is the actual cost of moving the line. The Commission approved the payment.

The Right of Way Engineer requested authority to offer at public sale 9.3 acres of excess property, acquired under File No. 19105, on the Divide-Rice Hill Section of the Pacific Highway in Douglas County at a minimum price of $2,325.00 and with the usual restriction of access and limitations on advertising. The Commission granted the authority by adopting the attached resolution relative thereto, marked EXHIBIT " B", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The Right of Way Engineer also requested and the Commission granted authority to offer at public sale timber located on the Reckon

Quarry Site on the Alsea-Deadwood Secondary Highway in Benton County for a minimum price of $900.00, which is the appraised value of the timber.

The Right of Way Engineer reported the results of negotiations with the U.S. Public Housing Administration with reference to acquisition of land to enlarge the East Portland Division Headquarters on US 99E between Portland and Milwaukie. As a result of these negotiations, he said, it is now possible for the State to purchase 4.0815 acres lying east of the present site and extending to the Southern Pacific Company's right of way. This tract, he said, is badly needed for the proper functioning of the State Highway Department's activities at this location and can be purchased from the Public Housing Administration for the sum of $37,788.88, which is considerably less than the State would have to pay for it later on. He mentioned that the expansion of the present headquarters is an immediate necessity, and in view thereof he recommended purchase of the area now at the price quoted. As a result of the discussion the Commission unanimously authorized purchase of the property for $37,788.88 as recommended. The Right of Way Engineer was authorized to complete the transaction on such basis and to assure the Public Housing Administration that the property is to be utilized exclusively for purposes for which the State Highway Department was organized. The attached resolution relative to the foregoing transaction, marked EXHIBIT "L", which resolution by this reference is made a part hereof with like effect as though extended in full herein, was adopted by the Commission unanimously.

The Commission considered the matter of compensating the Pacific Power and Light Company for rearranging its transmission lines on the South Unit, Pendleton-Pilot Rock Section of the Pendleton-John Day Highway in Umatilla County. These power lines, the Right of Way Engineer stated, are on the Company's own right of way and must be re-established to make way for highway construction. The estimated cost to move the lines, he said, is $1,506.66, and he recommended that the Company be reimbursed for the actual cost of the work. The Commission approved his recommendation.

Sale of 0.15 acre of property situate on the Kilchis River-Bay City Section of the Oregon Coast Highway in Tillamook County to a Mr. Robert Illingsworth was discussed. This property, the Right of Way Engineer stated, is excess property no longer needed for highway purposes, and Mr. Illingsworth has offered to pay $75.00 for the land, which in his estimation is a reasonable price. He recommended that it be sold to Mr. Illingsworth with complete restriction of access to the Oregon Coast Highway and with the usual restriction on display advertising. The Commission approved the sale on such basis.

Consideration was given to a request from the Bonneville Power Administration for a power line easement across excess state highway property acquired in connection with the R.H. Baldock Freeway in Marion County. The Right of Way Engineer explained that the easement is adjacent to but outside of the normal westerly right of way line and that the Power Administration is willing to pay for it the sum of $9,486.50, which is more than one half of what was originally paid for the property. He recommended that the easement be granted. The Commission accepted his recommendation

The Right of Way Engineer asked the Commission to approve release of a haul road that was acquired to serve a gravel pit on the Klamath Indian Reservation which was used in construction of the Mazama Junction-Lobert Section of The Dalles-California Highway in Klamath County. He pointed out that in order to secure gravel from the pit permission was received from the Commissioner of Indian Affairs to use this haul road. The gravel pit has been exhausted and a request has been received for the cancellation of the haul road easement. He recommended that the haul road be returned to the Agency and he presented a form of agreement to accomplish this purpose, which the Commission approved.

Consideration was given to the matter of compensating the West Coast Telephone Company for its cost to adjust and re-establish its telephone line on the Catching Slough-Chandler Bridge Section of the Coos River Secondary Highway. The Right of Way Engineer explained that it is necessary to reimburse the Company for this expense because the telephone line is situated on company property which is needed for construction of the highway. The estimated cost of the work, he said, is $2,110, and he recommended that the Telephone Company be paid the actual cost of moving on a time and material basis. The Commission approved payment as recommended.

Upon the favorable recommendation of the Right of Way Engineer the Commission signed a Bargain and Sale Deed conveying to Frank H. Lux and Donna Lux a parcel of excess property containing 9.86 acres on the Valley Junction-Sheridan Section of the Salmon River Highway, the sale of which at a minimum price of $4,000 was authorized by the Commission at the July 12 and 13, 1956 meeting.

The Right of Way Engineer presented a form of "Application for Public Highway", requesting the U.S. Department of Interior to grant a right of way 250 feet wide across Indian lands to facilitate widening to four lanes the Emigrant Hill-Deadman's Pass Section of the Old Oregon Trail. The Commission approved the application upon favorable recommendation of the Engineer.

The Chief Counsel requested authority to acquire by condemnation, if necessary, the following properties which are needed as right of way in connection with various highway improvements or for other purposes, and to tender offers for the same in conformity with instructions given him by the Commission's resolution dated December 20, 1951:

Canyonville Section of the Pacific Highway

R-23774- Darrell E. Brown and Lillian Brown
Right of Way (Douglas County)
0.32 acre

R-23783- Bernard O. Bordeaux and Virginia Bordeaux
Right of Way (Douglas County)
0.09 acre

Jumpoff Joe Creek-Grants Pass Section of the Pacific Highway

R-23614- Harold E. Brunner and Gladys E. Brunner
Right of Way (Josephine County)
9.02 acres

Myrtle Creek-Canyonville Section of the Pacific Highway

R-25140- Lois M. Clough
Right of Way (Douglas County)
1.28 acres

Walton-Noti Section of the Richardson-Eugene Secondary Highway

R-25164- H. R. Swanson and Nettie Swanson, W. H. Swanson and Ethel Swanson
Right of Way (Lane County)
1.25 acres

R-25331- The Long-Bell Lumber Company
Right of Way (Lane County)
4.70 acres

R-25330- Otto W. Heider and Callie B. Heider
Right of Way (Lane County)
0.16 acre

R-25335- Clarence C. Woodbury and Hazel L. Woodbury
Right of Way (Lane County)
0.01 acre

River Bank Section of the Rogue River Loop Highway

R-25168- John C. Rawls and Elva T. Rawls
Right of Way (Josephine County)
0.67 acre

R-25169- William W. Woodward and Hallie T. Woodward
Right of Way (Josephine County)
2.62 acres

R-25165- Harvey Warner Mead, Sr., and Opal Phillips Mead
Right of Way (Josephine County)
0.18 acre

R-25172- Stanley M. Adcock and Henrietta H. Adcock
Right of Way (Josephine County)
Parcel No. 1: 0.92 acre
Parcel No. 2: 2.22 acres

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Pendleton-Pilot Rock Section of the Pendleton-John Day Highway

R-24870- Joseph W. Miller and Belle Miller
New resolution to reduce right of way

R-24231- Wayne E. Chapman and Eathel Chapman
New resolution to condemn a right of entry to go upon owners' remaining real property to remove and destroy a house which is located partially upon the right of way and partially upon the owners' remaining real property

R-13014- George R. Runyan and Grace Runyan
Right of Way (Umatilla County)
0.076 acre

Tillamook-Donaldson Creek Section of the Wilson River Highway

L-2535- John Kunzi, et ux.
New resolution to change the location of the underpass

L-2558- Lester Donaldson, et al.
New resolution to change the location of the underpass

Horseshoe Bend-Peach Section of the Central Oregon Highway

R-25591- Union Pacific Railroad
Right of Way
0.70 acre

Salem By-Pass-Jefferson Junction Section of the Pacific Highway East

R-24316- Harvey Jacobsen and Cornelia Jacobsen
Right of Way (Marion County)
0.32 acre

R-24312- Roy V. Bell and Mary Jane Bell
Right of Way (Marion County)
0.09 acre

Wilderville-Grants Pass Section of the Redwood Highway

R-23985- Martin Kamzay
(Josephine County)
Parcel No. 1: 2.8 acres Right of Way
Parcel No. 2: 0.3 acre Excess Taking

R-22987- George L. Shoaf and Irene M. Shoaf, husband and wife
Right of Way (Josephine County)
0.83 acre

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River Banks Farm Section of the Rogue River Loop Highway

R-25166- David E. Turnidge and Wilma B. Turnidge, husband and wife; J. Eldon Turnidge and Mary E. Turnidge, husband and wife
Right of Way (Josephine County)
20.04 acres

R-25171- Neal McCorkle and Marie A. McCorkle
Right of Way (Josephine County)
2.84 acres

Unit No. 2 of the T. H. Banfield Expressway

R-25117- M. C. Curtis
Temporary Easement for Detour (Multnomah County)
2205 square feet

Cascade Locks-Viento Section of the Columbia River Highway

R-24568- Frank L. Johnson, et al.
Right of Way (Hood River County)
0.65 acre

Johns-Glendale Junction Section of the Pacific Highway

R-12198- Robert Gordon Stumbo, Allan P. Stumbo, Harry W. Stumbo, Clair W. Stumbo
Right of Way (Douglas County)
0.08 acre

McMinnville Airport-Dayton Junction Section of Three Mile Lane Secondary Highway

R-25297- Frank Foster
Right of Way (Yamhill County)
0.5 acre

Horseshoe Bend-Peach Section of the Central Oregon Highway

R-25448- F. C. Vaughan and Floyd Vaughan
(Malheur County)
Parcel No. 1: 6.86 acres Right of Way
Parcel No. 2: 30.46 acres Right of Way
Parcel No. 3: 28.81 acres Material Source

McMinnville (Adams Street) Section of the Pacific Highway West

R-22193- Allie O. Middleton Steinbruck and Fred V. Steinbruck
Right of Way (Yamhill County)
13,300 square feet

R-22202- Cyril D. Henderson and Anabel D. Henderson
Right of Way (Yamhill County)
0.077 acre

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Right of way maps, constructions plans and other data were submitted to the Commission and the Engineer advised that the acquisition of the properties listed is required in order to carry out plans for highway improvements and other projects heretofore authorized by the Commission. After considering the matter in the light of the information and advice submitted, together with the general knowledge of the members of the Commission concerning the various projects and the properties involved, the Commission approved the Chief Counsel's request by adopting the attached resolutions relative thereto, marked EXHIBITS "C-1" through "C-16", which resolutions by this reference are made a part hereof, with like effect as though extended in full herein.

With regard to the Stumbo property on the Johns-Glendale Section of the Pacific Highway in Douglas County, File R-12198, the Assistant Counsel explained that when adjoining property was acquired a few years ago for right of way purposes it was considered unnecessary to acquire this 16.5-foot lane because it was understood to be a public road. He referred briefly to the recent action taken by the Stumbos in erecting a blockade across the highway and their talk of collecting tolls for crossing over the 16.5-foot strip of road.

The Commission accepted a report submitted by the Chief Counsel enumerating details concerning cases tried before the courts since the Commission meeting held on July 12 and 13, 1956, as follows:

REPORT OF CONDEMNATION CASES TRIED JULY 12 TO JULY 25, 1956

Case	County	Highway	Section	State's Offer	Defendant's Demands	Verdict
Round Prairie Lumber Co. R-21567 R-21568	Douglas	Pacific	Shady Point-Booth Ranch	$4,150	$30,000	$22,500
Hoyt R-19776	Linn	Santiam	Noble Slough-Foster	168	1,500	2,280
Schwab R-23841	Washington	Tualatin Valley	Hillsboro-One-way Street	7,000	16,290	5,700

(For additional details see copy of the Chief Counsel's letter of August 9, 1956, in the General Files.)

The Commission also considered and accepted a report from the Chief Counsel concerning cases which have been settled out of court since the Commission meeting held on July 12 and 13, 1956, as follows:

REPORT OF CONDEMNATION CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
Briggs R-23901	Clackamas	Mt. Hood	Laurel Hill-Still Creek	$4,860	$4,860
Wilkinson R-24628	Coos	Ore. Coast	Davis Creek-Bethel Creek	325	325
Garrett R-24930	Douglas	Pacific	Oakland-Deady	6,500	7,000
Dean R-23232	Jackson	Pacific	Ashland	17,500	20,000
Shaw R-23245	Jackson	Pacific	Ashland	7,500	8,750
Coulsey R-24788	Lane	Ore. Coast	Glenada Climbing Lane	100	150
Jones R-24420	Washington	Tualatin Valley	Forest Grove-Hillsboro	5,500	5,500
Moore R-19831	Washington	Wilson River	Washburn-North Plains	2,280	5,250
Towne R-24381	Washington	Tualatin Valley	Forest Grove-Hillsboro	360	360
Smith L-2344	Marion	Pacific East	Salem By-pass-Jefferson Jct.	1,500	1,500

(For additional details, see copy of the Chief Counsel's two letters of August 9, 1956, in the General Files.)

The Commission approved offers as follows, made by the Chief Counsel to owners for acquisition of real property, which offers were tendered prior to the institution of condemnation proceedings, in compliance with a resolution adopted by the Commission on December 20, 1951:

Neskowin-Salmon River Section of the Oregon Coast Highway:

R-24129 - Hazel Rogers, et al. 2.6 acres for right of way purposes. Offer of $2,825.00 approved by Mr. McIver July 18, 1956.

R-24652- E. G. Calkins, et al. 19.3 acres for right of way purposes. Offer of $5,710.00 approved by Mr. McIver July 18, 1956.

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Neskowin-Salmon River Section of the Oregon Coast Highway - Cont.

R-24653 - Lawrence Gnos, et al. 18.69 acres for right of way purposes. Offer of $7,275.00 approved by Mr. McIver July 18, 1956.

R-24654 - Lynn Goyne, et al. 9.6 acres for right of way purposes and 0.79 acre for excess taking. Offer of $2,860.00 approved by Mr. McIver July 18, 1956.

R-24656 - Lloyd Wallace, et al. 3.48 acres for right of way purposes. Offer of $3,950.00 approved by Mr. McIver July 18, 1956.

R-24657 - Elmer Wallace, et ux. 0.13 acre for right of way purposes. Offer of $865.00 approved by Mr. McIver July 18, 1956.

R-24658 - Leola Church, et al. 6.40 acres for right of way purposes. Offer of $2,570.00 approved by Mr. McIver July 18, 1956.

R-24659 - Elden Church, et al. 2.18 acres for right of way purposes. Offer of $1,010.00 approved by Mr. McIver July 18, 1956.

Florence-Douglas County Line Section of the Oregon Coast Highway:

R-24791 - Albert O. Weekly Estate. 0.11 acre for right of way purposes. Offer of $345.00 approved by Mr. Chandler July 20, 1956.

Pendleton-Pilot Rock Section of the Pendleton-John Day Highway:

R-24231 - Wayne E. Chapman, et ux. 2.5 acres for right of way purposes. Offer of $9,000.00 approved by Mr. Chandler August 15, 1956.

R-24860 - Joseph C. Winslow, et ux. 0.16 acre for right of way purposes. Offer of $610.00 approved by Mr. Chandler August 15, 1956.

R-24867 - Mary Lyon. 2.84 acres for right of way purposes. Offer of $17,430.00 approved by Mr. Chandler August 15, 1956.

R-24870 - Joseph W. Miller, et ux. 3.0 acres for right of way purposes. Offer of $3,800.00 approved by Mr. Chandler August 15, 1956.

A report was presented by the Assistant Counsel and accepted by the Commission concerning matters before the Public Utilities Commissioner, summarized as follows:

PUX 157: Grade crossing signals near the north limits of Newberg at the relocated grade crossing of Southern Pacific Company tracks on the Hillsboro-Silverton Highway. Reconsideration of the original order had been requested so as to allocate 50 percent of the cost of the signals to Southern Pacific Company instead of 10 percent. On July 20, 1956, the

motion for reconsideration was denied.

PUX 170: Weaver County Road Overcrossing of the tracks and right of way of the Southern Pacific Company near Myrtle Creek in Douglas County. This involves relocation of the Weaver County Road and will include an overcrossing of Southern Pacific Company tracks and the revised location of the Pacific Highway. No part of the cost is to be borne by Southern Pacific Company.

PUX 173: Signals on South Sixth Street in Klamath Falls at the north end of the new South Sixth Street Overcrossing: By agreement the State is to reimburse Southern Pacific Company for 50 percent of the cost of acquisition and installation of the signals. Maintenance of the signals will be the responsibility of Southern Pacific Company.

PUX 175: Grade crossing of the tracks of Southern Pacific Company near Richardson in Lane County. This involves a grade crossing of Southern Pacific Company tracks. This is a county road and does not directly affect the State Highway Commission.

PUX 186: Grade crossing of Baker-Homestead Highway at Robinette in Baker County: If a plank crossing is installed, the Railroad Company is required to maintain the same between the rails and for two feet on each side thereof. If in the future the highway is paved, the Railroad Company is required to remove the planked crossing and to provide guardrails to retain the highway pavement, with maintenance of the street portion thereafter to be assumed by the Highway Commission, including the area between the rails. Cost of construction of the present crossing is to be borne by the Railroad Company, the Oregon-Washington Railroad and Navigation Company. The State is to install and maintain advance warning signs.

The Assistant Counsel presented for the Commission's consideration a number of proposed legislative bills pertaining to highway matters which, if approved by the Commission, will be presented to the Highway Interim Committee After some discussion, the Commission approved the bills and authorized their presentation to the Highway Interim Committee.

Chairman Chandler suggested some legislative action that would permit the Highway Commission to employ and retain its own legal counsel, rather than having to get the approval of the Attorney General, so as to avoid the drafting of attorneys for legal service not connected with Highway Department affairs, such as has been done recently. It was his considered opinion that all of the attorneys on the present staff are needed to take care of highway affairs and that the need will be even more urgent in the future when the expanded highway program gets under way. Commissioners Reynolds and McIver expressed themselves similarly, whereupon the Assistant Counsel was instructed to prepare a brief showing reasons why the State Highway Commission should have complete control over its own legal staff and report the same to the Commission at its next meeting, when the Commission will decide what future action to take.

The Assistant Counsel brought up the matter of salaries for State Highway attorneys. He recalled that at the meeting on July 12 and 13, 1956 the Commission approved certain increases, some of which were in excess of the salary of the Deputy Attorney General. The Attorney General, he stated, has taken the stand that he will not approve any attorney salary in excess of $750 per month. He called attention to the fact that in addition to their duties as attorneys the Chief Counsel and the Assistant Counsel are also charged with supervision of the Right of Way Department, which is responsible for purchasing all land and property that is needed for state highways. He recommended that the Commission authorize additional compensation for these additional duties by approving salary increases for the Chief Counsel in the sum of $107 per month, and for the Assistant Counsel in the sum of $81 per month. The Commission approved the recommendation. The Assistant Counsel presented a tabulation showing salaries now paid, proposed salaries, recommended new salaries, and the new salaries authorized by the Attorney General. He called attention to the salary of Mr. William H. Winslow, recommended at $575 and approved at $590 per month. Mr. Winslow's work, he stated, has been found to be of excellent quality and a salary of $600 per month was later recommended to the Attorney General, who approved a compromise figure of $590. He also requested Commission approval for the promotion of Mr. Frederick A. Morgan from Attorney IV to Attorney V, providing an increase from $570 to $610 per month. The Commission approved all salary increases authorized by the Attorney General. (For details see copy of Assistant Counsel's letter to the Commission, dated August 14, 1956, in the General Files.)

Consideration was given to a form of agreement with Crook County for joint use of a cinder pit and haul road west of Prineville on the Powell Butte-Prineville Section of the Ochoco Highway. The Assistant Counsel stated that in 1954 twenty acres of land were purchased from a Mr. Gilbert W. Harris for use as a cinder pit and haul road. At that time discussions with officials of Crook County indicated that the County would be permitted to use the State's haul road and the State would be permitted to take cinders and other minerals from the cinder pit, but through an oversight no written agreement was prepared. He presented a form of agreement bearing the signatures of the members of the Crook County Court and recommended that it be approved by the Commission. The Commission approved the agreement.

Attention was given to a request from Mr. Harry A. Slack, Attorney, Coquille, for vacation of Lumber Street in Coaledo in Coos County. The Assistant Counsel explained that Lumber Street abuts upon the right of way of the Oregon Coast Highway in Coaledo, and that vacation of the street will in no way affect the interests of the Highway Commission, as access is not controlled at that location and the street is at the top of a cutbank, some 20 feet above the pavement. He recommended that the Commission consent to the proposed vacation. The Commission adopted the recommendation

Attention was also given to the vacation of certain alleys in the O.V.L. Plat near Lakeview in Lake County. The Assistant Counsel recalled that the Commission at its meeting on July 12 and 13, 1956 executed a petition for vacation of these alleys for submission to the City of Lakeview. However, it has since been determined that the property lies outside the

city of Lakeview and is under the jurisdiction of Lake County. He recommended approval of a corrected petition, directed to the County Court. The Commission approved the recommendation.

Abandonment of four damage claims was recommended by the Assistant Counsel, as outlined in the following summarization:

CAO-56-258, Henry C. Landers: Damage in the amount of $105.87 was incurred on a State Highway truck because of a head-on collision on the Coos River Secondary Highway. The insurance carrier for Mr. Landers has rejected liability on the grounds that the accident was unavoidable, and it is believed that a jury would come to the same conclusion.

CAO-55-158, E. W. Dobbels: For damage to a State Highway Department vehicle on the Enterprise-Lewiston Highway, approximately 29 miles north of Enterprise, caused by a collision with a sedan owned by Mr. E. W. Dobbels. Mr. Dobbels' car was in the wrong lane of traffic, being towed by a tractor when the State vehicle ran into his car. A claim in the amount of $80.84 was presented for damages to the State vehicles but it was later revealed that the highway was completely ice covered and neither driver could control his vehicle.

CAO-55-168, Manley P. Nichols: A sedan owned by Mr. Nichols demolished a State Highway sign valued at $6.92. Mr. Nichols orally agreed to pay for the sign but has ignored subsequent letters.

CAO-56-174, Joseph Claude Edgar Morency: Mr. Morency, while traveling at an excessive rate of speed, collided with and damaged a State truck and a sander to the extent of $350.86. Mr. Morency, who it appears is a resident of Detroit, Michigan, abandoned his automobile following the accident. It has been impossible to locate Mr. Morency.

The Commission approved abandonment of the foregoing claims as recommended.

The Assistant Counsel's request for authority to institute legal proceedings for the collection of damages to State property, summarized as follows, was approved by the Commission:

CAO-53-90, Ed Biescke: For damages to a State truck, incurred July 4, 1953 on the Cape Arago Highway near Charleston, in the sum of $187.81.

CAO-54-80, Theodore L. Anderson: For damages to a State dump truck, incurred July 28, 1954, in the sum of $73.97.

CAO-55-49, Martin Borlick and Robert Mathews: For damages to the railing of the Isthmus Slough Bridge on the Coos River Secondary Highway, incurred December 14, 1954, in the sum of $29.62.

CAO-55-4, B. L. Brewer: For damages to a State truck, incurred December 27, 1954, in the sum of $47.75.

CAO-55-67, G. P. Rick: For damages to the north gatehouse on the Interstate Bridge, north of Portland, incurred May 21, 1955, in the sum of $60.74.

CAO-55-100, Leighton H. Dorsett: For damages to a concrete panel and post at the north end of the Interstate Bridge near Portland, incurred June 23, 1955, in the sum of $78.83.

CAO-55-141, Calvin C. Miller: For damages to a guardrail on the Columbia River Highway, incurred September 20, 1955, in the sum of $81.87.

CAO-56-183, Donald Robert Rominger: For damages to a traffic signal, incurred November 23, 1955 on the Pacific Highway, a short distance north of Medford, in the sum of $108.17.

CAO-56-194, Ruth Isaacson: For damages incurred on December 6, 1955 to a State Highway sedan, in the sum of $194.90.

CAO-56-200, National Industrial Products Corporation: For damages to a State Highway sedan, incurred November 9, 1955, in the sum of $106.50.

CAO-56-240, J. T. Pollanz: For damages to an illuminated directional sign, incurred February 1, 1956 on the Oregon-Washington Highway in Milton-Freewater, in the sum of $93.36.

Authority was also requested by the Assistant Counsel and granted by the Commission to start legal proceedings against Mr. Joe Schmidhamer of Portland. Mr. Schmidhamer in constructing a road approach to the Pacific Highway East a short distance south of Kellogg Lake in Milwaukie resloped a cut bank and completely filled a highway ditch. He repeatedly refuses to reopen the ditch, notwithstanding numerous requests to do so.

A report was presented by the Assistant Counsel concerning a request from the Crook County Court that the County be allowed to abandon a portion of the old Ochoco Highway between Marks Creek and Prineville. He recalled that this matter was presented at the July meeting and an investigation was made as to whether the old section of highway could be abandoned legally. He recommended that the abandonment agreement with the County be amended, allowing the County to close the old road if it is determined that it no longer is needed by any person or persons residing thereon, or is not needed for any public use. The Commission accepted the recommendation.

The Engineer reviewed briefly the status of the proposed bridge across the Columbia River at Astoria, concerning which a delegation is to appear later in the day. The estimated cost of the bridge, he stated, is $30,000,000. The sponsors plan to sell $18,000,000 of bonds, which will create a $12,000,000 deficit, but if the States of Oregon and Washington will guarantee the deficit they can then sell the full $30,000,000 of bonds. It is estimated that to finance the deficit will require a contribution of

approximately $400,000 by each State during the first year's operation of the bridge, and payments thereafter will diminish annually until they are entirely eliminated at the end of 23 years, making an average annual payment of about $200,000. During the next 23 years the estimated schedule of income indicates that the States would be refunded in full for the amount advanced during the first 23 years. He compared the State's cost of the bridge project with the cost to provide additional ferry service, and he commented on the fact that plans for the bridge, although prepared by Tudor Engineering Company, have not yet been cleared with the U. S. Army Engineers, who might require a more expensive structure. The Commission took no action on the matter.

The Engineer reported that under authority previously granted him by the Commission he has awarded contracts as follows, the conditions of the awards having been satisfied:

(1) Grading and oiling the South Unit, Vale-Grand Avenue Section of Lytle Blvd. Road, Malheur County. Bids received June 5, 1956. Conditions of award satisfied July 16, 1956. C. E. Leseberg, Nyssa, low bidder.

(2) Grading and paving 8th Street-14th Street (Coos Bay) Section of Empire-Coos Bay Highway, Coos County. Bids received June 5, 1956. Conditions of award satisfied July 17, 1956. A. T. Fox, North Bend, low bidder.

(3) Construction of Champoeg Creek Bridge on Newberg-Yergens Corner Road, Marion County. Bids received July 12, 1956. Conditions of award satisfied July 18, 1956. United Builders, Inc., Beaverton, low bidder.

(4) Deschutes County Roads Oiling Project on five county roads, Deschutes County. Bids received July 13, 1956. Conditions of award satisfied July 19, 1956. The Central Heating Co., Ore. Ltd., Eugene, low bidder.

(5) Grading and paving the Josephine County Line-Rogue River Road Section of Pacific Highway, Jackson County. Bids received July 12, 1956. Conditions of award satisfied July 25, 1956. Fred H. Slate Co. & E. C. Hall Co., Portland, low bidder.

(6) Guardrail construction on Shady-Booth Ranch Unit, Shady-Canyonville Section of Pacific Highway, Douglas County. Bids received July 12, 1956. Conditions of award satisfied August 7, 1956. Vern Hoaglin, Beaverton, low bidder.

(7) Grading and pavement widening on Glenada Hill Section of Oregon Coast Highway, Lane County. Bids received July 12, 1956. Conditions of award satisfied August 10, 1956. Umpqua River Navigation Co., Reedsport, low bidder.

The Commission approved the awards as reported.

A report was presented by the Engineer concerning a study made for the closure of 13th Avenue through the University of Oregon campus in Eugene. This study, he stated, indicates the need for a project costing a total of $90,000, which should be borne by three parties: $5,000 by the University of Oregon; $50,000 by the City of Eugene; and $35,000 by the State Highway Department. He pointed out that the University is confronted with an almost intolerable condition in that 13th Avenue practically bisects the campus and a large portion of the student body crosses this street in going from one classroom to another. The University, he said, now attempts to close the street for 10-minute intervals while classes are changing, but under the proposed plan the street would be closed daily from 7:00 a.m. to 6:00 p.m., except on Saturday afternoons and on Sundays. Closure of 13th Avenue will direct more traffic onto the highway than can be adequately handled at the intersection of 11th Avenue and Franklin Boulevard, making necessary the revision of this intersection at an estimated cost of $35,000. He requested authority to discuss the plan with the University and the City of Eugene. The Commission granted the request but cautioned the Engineer to make no commitment whatsoever as to construction of the project. He was instructed to report the results of contacts with the University and the City.

The Commission accepted a report submitted by the Engineer containing a tabulation of statistics taken from weighmaster records for a three-month period from April through June for the years 1952 to 1956, inclusive. He called attention to the fact that the average fine paid per violation is considerably above the average for the first quarter of 1956 and very closely approaches the April-June period of 1953; also, the percentage of violations has decreased considerably from the previous three-month period.

The Engineer reported the results of a reconnaissance survey for a proposed highway between Frenchglen and Denio in Harney County as instructed at the previous Commission meeting, when a Harney County delegation appeared in behalf of the project. The investigation, he said, revealed that to construct the road to secondary standards will cost approximately $1,479,000. Traffic on the 74.5-mile section is extremely light, being 60 vehicles at Frenchglen and dwindling to a low of 9 at the Nevada State Line. A check with the State of Nevada discloses that the paved highway from Denio to Winnemucca carries only 37 vehicles daily at a point one mile south of Denio. Considering traffic volume and the cost of the highway, it was his opinion that the proposed road should under no conditions be designated a state highway. The Commission took no action at this time pending the appearance of a delegation on the following day.

(The delegation which appeared on August 17 made no comment concerning this highway.)

The Engineer also reported the results of a reconnaissance survey of the Siuslaw Highway in the vicinity of Triangle Lake, as requested by a

delegation at a previous meeting and authorized by the Commission. He said that the survey revealed that the rerouting of the highway along the south side of the lake is entirely feasible, the benefit quotient being 3.87 on one route and 3.25 on an alternate route. The project, he stated, is a meritorious one, but the cost of approximately $1,000,000 is high. He recommended that the project be considered for improvement some time in the future when Forest Highway funds can be spared to finance it, as it does not appear that the project can be included in the forthcoming Five-year Program. The Commission accepted his recommendation.

Removal of load limit restrictions on the "R. H. Baldock Freeway" was reported by the Engineer. The restricted load limit of 10,000 pounds, he stated, was placed when the highway was opened to traffic in 1955 because of very light surfacing on a section. The paving has now been completed and the load limit removed, effective at 12:00 noon, August 10, 1956, between M. P. 19.07, at a junction with the Wilsonville-Hubbard Highway, and M. P. 43.17, at the south end of the Hayesville Interchange, north of Salem. The Commission accepted the report.

A report concerning a request made by the Morrow County School District in Heppner for construction of a footpath along the Heppner Highway (ORE 74), between the Heppner High School and the county fairgrounds was presented by the Engineer. He said that the High School athletic events are held at the fairgrounds and students in going to and from the High School and the fairgrounds now have to walk on the highway or on the immediate shoulder and are subject to a definite hazard. An investigation has determined that a footpath with a protective curb along the shoulder of the highway can be constructed for approximately $4,800. He recommended that the work be performed as a minor betterment project before school opens in 1956, if possible. He recalled that County Judge Garnet Barratt, who appeared at the July meeting concerning this footpath, offered to donate right of way as may be needed for the same across his property. The Commission approved the footpath construction by adopting the attached resolution relative thereto, marked EXHIBIT "K-1", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The Commission considered items of unfinished business appearing on the Secretary's summary dated July 13, 1956, as follows:

1. Feasibility study of the Diamond-Crater area near Burns for recreational development: The Parks Superintendent stated that his report on this subject is not yet complete. The Commission ordered the item retained on the list of unfinished business.

2. Request of County Judge Garnet Barratt of Morrow County for construction of a footpath along Highway No. 74 between the High School grounds and the fairgrounds in the City of Heppner: This item was ordered deleted from the list as a report had been previously presented by the Engineer.

3. Request of Crook County Court that a portion of the old Ochoco Highway between Marks Creek and Prineville be abandoned for public use: This item was ordered deleted from the list of unfinished business as a report previously had been presented by the Assistant Counsel.

4. Request of City of Milwaukie for an extension of the International Harvester frontage road between Portland and Milwaukie: The Engineer reported that several conferences recently had been held with Milwaukie City Officials concerning the elimination of left turns at the intersection of US 99E and River Road in Milwaukie, and also concerning the City's desire to extend Main Street northerly to a connection with the service road in front of the International Harvester plant. The proposal that Main Street be extended and that traffic bound for River Road cross the highway at the existing signalized intersection at "A" Street is the most economical solution. However, this would cause a circuitous routing of traffic from Milwaukie to the new woolen mills plant to be built on River Road near its intersection with US 99E. An alternate solution would be to construct a new crossing of the highway at a point approximately 350 feet north of Scotts Street, including a bridge over Johnson Creek to make a connection with River Road. It is estimated that this project would cost approximately $56,900. He pointed out that the intersection of US 99E and River Road has one of the worst accident records in the State, and he recommended that he be authorized to negotiate further with the City on the basis of the State assuming 75 percent of the cost and the City 25 percent, with the understanding that the City would provide all necessary right of way. If this project is completed the extension of Main Street northerly would be of no benefit to the State, and if it is done it should be entirely a City matter. Extension of Main Street to the type of construction desired by the City is estimated to cost $42,600. He recommended that the State not participate in the extension of Main Street. The Commission instructed the Engineer to discuss the matter again with the City Officials and ordered the item deleted from the list of unfinished business. It is to be considered as new business when the matter again comes up for discussion.

5. Request of the City of Hillsboro that the contract now underway in the city be expanded to include the widening of an additional one-half block on 10th Street between Oak Street and Base Line Street: The Engineer estimated the cost to perform the additional work at approximately $5,000. He said further that the improvement will fit in very nicely with the work that is now being performed by the State's contractor. He recommended approval of the additional work. The Commission approved the project and ordered the item deleted from the list of unfinished business.

6. Request of Al Pearce Co. for elimination of hazards at a curve near the Standard Oil Company plant on the Oregon Coast Highway in the city of Coos Bay: The Engineer gave as his understanding that the Pearce Company was to send a letter outlining its request in detail, but no such letter as yet has been received; however, the Traffic Engineer has been instructed to contact the Company and to make an investigation. The Commission ordered the item deleted from the list of unfinished business.

At the request of the Engineer the Commission authorized increases in contract project authorizations, as follows:

1. $13,000 on Contract No. 4422 for grading and surfacing S. E. Stark Street-Powell Valley Road Section of East Burnside Road in Multnomah County. Additional subbase reinforcement and additional drainage structures were required.

2. $25,000 on Contract No. 4576 for grading and paving the Coquille-Rink Creek Section of the Coos Bay-Roseburg Highway in Coos County. It was necessary to increase embankment quantities by approximately 50,000 cubic yards to correct an extensive failure in a fill foundation.

3. $45,000 on Contract No. 4298 for grading and oil-mat surfacing on the Booth Ranch-Myrtle Creek Unit of the Pacific Highway in Douglas County. This overrun was caused by removal of slides, excessive winter maintenance, and the need for placement of additional surfacing materials.

4. $34,000 on Contract No. 4338 for paving the Booth Ranch and Booth Ranch-Myrtle Creek Units on the Pacific Highway in Douglas County. The overrun was caused principally by slide removal, excessive winter maintenance, and the need to use more crushed materials than was anticipated.

5. $90,000 on Contract No. 4311 for paving the Glenwood-North Plains Section of the Wilson River Highway in Washington County. This overrun resulted from a necessary change in the source of surfacing ma-l terials and the moving of the contractor's equipment to the new pit.

The Commission considered the adoption of surveys for relocated sections of highways on the Central Oregon Highway and on the Oregon Coast Highway. The Engineer presented maps showing the proposed relocations and stated that in each instance the revised route has been very carefully considered to provide the best facility for the greatest number of people commensurate with the cost involved. He recommended adoption of surveys for the following sections:

1. Horseshoe Bend-Peach Section of the Central Oregon Highway in Malheur County.

2. Davis Slough-Bandon Section of the Oregon Coast Highway in Coos County.

The Commission approved the surveys by adopting the attached resolution relative thereto, marked EXHIBIT "J", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

Consideration was given by the Commission to a letter from Hon. Ray Shell, Mayor Pro-tem of the City of John Day, stating that the City is

prepared to pay one fourth of the cost to improve South Canyon Boulevard (John Day-Burns Highway) between the Catholic Church and the south city limits of John Day, provided the total cost of the job does not exceed $45,000. The Engineer recommended acceptance of the City's offer and that the work be performed, with the City's cooperation, as early in the year 1957 as conditions will permit, it being too late in the season to perform the work this year. The Commission approved the project on the basis of the City's offer, as recommended by the Engineer, the State's share to be paid with State money.

Consideration was given to a letter from Berke and O'Neil, General Contractors, Portland, protesting the assessment of engineering costs for failure to complete Contract No. 4223 for grading the Booth Ranch Unit of Pacific Highway in Douglas County within the time limit specified in the contract. The Engineer advised that assessment of the engineering cost was recommended in April of 1956, but it now appears that the information provided from the field on which the recommendation was based was erroneous. The facts show that the job was substantially completed within the specified time limit except for removal of a rock cut, which was originally specified as a source for roadbed topping. The rock cut, he said, was found to be unsuitable for topping, so the contractor was ordered to secure material from another source. The delay, he said, cannot justifiably be charged to any negligence on the part of the contractor, in view of which he recommended that the engineering assessment in the sum of $846.91 be rescinded. The Commission accepted his recommendation.

The Commission gave attention to a proposed agreement with the U. S. Coast and Geodetic Survey for the establishment of geodetic control, both horizontal and vertical, in conjunction with highway projects to be let by contract. The type of control work to be done, the Engineer stated, will assist the Department in the preparation of highway location studies and in the preparation of maps. He pointed out that this work can be made a participating item using federal funds as a planning survey project, and that there are sufficient funds in the planning survey budget to cover this item for the year 1956. He requested permission to enter into an agreement with the U. S. Coast and Geodetic Survey for a project estimated to cost $15,000 during the remainder of 1956. The Commission approved the request.

A request from the City of Willamina for an access road from Willamina to the new Valley Junction-Sheridan Highway which is now under construction was discussed by the Commission. The Engineer advised that studies have been made concerning the proposed road and it was found that the new road would be approximately 0.7 mile long, plus approximately 0.65 mile in frontage road and interchange legs at the intersection with the new highway; also, a new bridge would be required across the Yamhill River which would bring the cost of the entire project to approximately $300,000. This connection, he added, would be of material benefit to Willamina, but there are no funds available to finance it. He suggested that the matter be considered some time in the future after the new road has been completed. The Commission took no action pending the appearance

of a delegation on the following day.

(When the delegation appeared they stated that they had in writing a commitment from the Polk County Court to take over the old section of the Salmon River Highway in Polk County if the new road is constructed. The Commission asked the delegation to secure, if possible, a similar written statement from Yamhill County Court with respect to that portion of the old highway that lies in Yamhill County.)

The Engineer called attention to a procedure that has been followed during the past four years for financing county federal-aid secondary highways, whereby the Federal Government provides 60 percent of the funds and the State and the County each contribute 20 percent. The County also acquires all right of way at its expense and the State makes the surveys at State expense. He said that the Commission's most recent approval of this arrangement expires soon, and he recommended that it be extended for another 2-year period so it will be applicable for the federal fiscal year 1958 and 1959 monies. This policy procedure, he said, has worked very well, and the counties seem to be well satisfied with it. The Commission approved the extension of this policy as recommended.

Allocation of federal-aid funds to the counties for the fiscal year 1957 was considered. The Engineer advised that under the new highway bill an additional sum of $662,937 was made available for secondary road construction in the fiscal year 1957, one half of which, after deducting planning survey costs amounting to $2,937, must be spent on county roads. The amount thus made available for county roads is $330,000, which will provide a total construction fund of $550,000 after adding the State and County match money pursuant to the provisions of the formula which has just been approved by the Commission for an additional two-year period. He recommended and the Commission approved the following allocation of funds to the counties:

ADDITIONAL FISCAL YEAR 1957 FAS ALLOCATION TO COUNTIES
JULY, 1956

County	Federal Funds	TOTAL FUNDS Including State & Counties Match Money (Rounded to Thousands)
Baker	$ 6,076	$ 10,000
Benton	6,462	11,000
Clackamas	21,190	35,000
Clatsop	6,826	11,000
Columbia	8,277	14,000
Coos	9,996	17,000
Crook	5,420	9,000
Curry	3,948	7,000
Deschutes	6,739	11,000
Douglas	14,243	24,000
Gilliam	4,200	7,000
Grant	4,955	8,000

Additional Fiscal Year 1957 FAS Allocation to Counties - Cont.

County	Federal Funds	TOTAL FUNDS Including State & Counties Match Money (Rounded to Thousands)
Harney	$ 5,784	$10,000
Hood River	5,534	9,000
Jackson	11,372	19,000
Jefferson	4,740	8,000
Josephine	7,027	12,000
Klamath	9,508	16,000
Lake	6,247	10,000
Lane	22,447	37,000
Lincoln	7,826	13,000
Linn	12,738	21,000
Malheur	10,785	18,000
Marion	18,020	30,000
Morrow	5,302	9,000
Multnomah	25,581	42,000
Polk	9,056	15,000
Sherman	3,633	6,000
Tillamook	6,945	12,000
Umatilla	13,478	22,000
Union	5,316	9,000
Wallowa	5,205	9,000
Wasco	5,247	9,000
Washington	16,669	28,000
Wheeler	3,686	6,000
Yamhill	9,522	16,000
	$330,000	$550,000

Summary, Entire State - Additional Fiscal Year 1957 Funds

Total Federal Funds	$662,937
Less Planning Survey (Est.)	2,937
Total for Construction.....	$660,000
County Share (50% of Total for Construction)	$330,000
Plus Est. Required Match Money: State Funds	110,000
County Funds	110,000
Total County Road FAS Fund.....	$550,000

NOTE: Above funds allocated to individual counties on the basis of formula proposed by Association of Oregon Counties and approved by Highway Commission. Federal funds are estimated to represent 60% of Total County Road FAS fund with State and County Funds estimated to be 20% each.

The Engineer reported that Oregon has received an additional allotment of $199,844 of Federal Lands Funds that must be used to finance

highway construction across Federal-owned lands. He recommended that they be used for improvements on the I.O.N. Highway in Malheur County. He pointed out, however, that it will be necessary to provide State funds to pay for construction across private land sections which must be improved in connection with the sections across the federal lands. He recommended that the Commission authorize $120,000 of unappropriated State funds to match the federal funds to pave a section approximately 16 miles in length immediately adjacent to the improvement that has been completed or that is underway on the I.O. N. Highway. The Commission authorized utilization of the funds as recommended.

The Commission discussed briefly, but deferred action until later in the session, formulation of a two-year Construction Program for federal fiscal years 1957-58 and 1959 funds.

The Commission also discussed briefly with the Engineer a petition from the Hood River County Chamber of Commerce requesting improvement of the Mt. Hood Highway between Parkdale and the Wapinitia Junction. Action on the matter was deferred by the Commission pending appearance of a delegation from Hood River on the following day.

(The delegation that appeared on the following day was informed that their project will be discussed with representatives of the U. S. Bureau of Public Roads and U. S. Forest Service when a joint conference is held to provide a program for available Forest Highway funds, but no answer can be given now.)

Attention was given to a request from the City of Roseburg for early construction of a one-way street couplet through the business district of Roseburg. The Engineer advised that even though the Roseburg By-pass is in operation the average daily traffic on Stephens Street in the central business district is in excess of 13,000 vehicles per day. He referred to Technical Report No. 55-4, "A Traffic Survey in Roseburg and Vicinity", wherein it is recommended that a one-way couplet be established using the existing highway on Stephens Street for southbound traffic and Rose Street between East Second Avenue South and Mosher Street for northbound traffic. He estimated the cost to provide such one-way couplet between East Second Avenue South and Mosher Street, thence on Mosher Street to a connection with Stephens Street, at $248,500, of which amount $100,000 represents right of way cost and $148,500 construction cost. The City, he said, has indicated that it will purchase the right of way at City expense and will also bear the cost to improve Mosher Street from Rose to Stephens, which is estimated at $23,500. He estimated that the State's share of the project on such basis would be approximately $125,000. He recommended that a survey be made and property descriptions turned over to the City for acquisition of right of way and that the Commission approve the project provided the City will acquire the right of way and will perform at City expense the construction work on Mosher Street between Rose and Stephens Streets. The Commission approved the project as recommended and authorized the survey, it being understood that the State's portion will be financed with urban funds from Division No. 3. The Commission ordered the arrangement

covered by an appropriate agreement with the City outlining things to be done by the City and by the State, if the City is willing to proceed as outlined.

The meeting recessed for luncheon at 12:00 noon and reconvened at 2:00 p. m. in the same room with the same persons present and participating.

The State Highway Engineer introduced Mr. Fred T. Fowler, former City Traffic Engineer, Portland, who recently was appointed to the newly created position of Highway Coordinator for the City, and whose duties will necessitate many contacts with the State Highway Department. Chairman Chandler complimented Mr. Fowler on his assignment and informed him that he will always be welcome to sit in on Highway Commission meetings.

Attention was given to a request from Ross E. Hearing, City Attorney for Elgin, concerning difficulty that large trucks experience in making a turn at the intersection of the Wallowa Lake Highway and the Weston-Elgin Highway within the city. The Engineer advised that an investigation revealed that to solve the problem it will be necessary to cut the curb back for a distance of approximately 20 feet on each of these streets and to widen the pavement to allow the larger trucks to make the turn without encroaching on the opposing traffic lane. He recommended approval of the project, which he estimated will cost about $500, provided the City of Elgin will re-establish at City expense a fire hydrant that is involved. The Commission approved the project on such basis.

The Commission considered and, upon recommendation of the Engineer, granted extensions of time within which to complete state highway contracts as follows:

1. Warren Northwest, Inc., Contract No. 4599, for paving the East Parkrose Section of the Columbia River Highway in Multnomah County, requested an extension of time from June 30, 1956 to July 15, 1956. Approved to July 6, 1956, the actual completion date of the contract. Reimbursement for engineering expense and other extra expense incurred by the State in connection with the work during the period of this extension was waived by the Commission.

2. Knight Pearcy Nursery, Contract No. 4532, for roadside improvement on 102nd Avenue-Fairview Rd. Section of the T. H. Banfield Expressway in Multnomah County, requested an extension of time from May 31, 1956 to June 30, 1956. Approved as requested. Reimbursement for engineering expense and other extra expense incurred by the State in connection with the work during the period of this extension was waived by the Commission.

3. W. R. Grasle Company, Contract No. 4631, for installation of traffic signals on Mt. Hood Highway (E. Powell Blvd.) at E. 122nd Ave.

and E. 136th Ave., in Multnomah County, requested an extension of time from June 30, 1956 to July 31, 1956. Approved as requested. Reimbursement for engineering expense and other extra expense incurred by the State in connection with the work during the period of this extension was waived by the Commission.

4. Trowbridge Electric Company, Contract No. 4549, for illumination of access points on the Anlauf-Shady Unit of the Pacific Highway, in Douglas County, requested a second extension of time from May 29, 1956 to August 27, 1956. Approved as requested. Reimbursement for engineering expense and other extra expense incurred by the State in connection with the work during the period of this extension was waived by the Commission.

5. O & K Construction Company, Contract No. 4517, for grading the Hay Creek Canyon Section of Mikkalo Road in Gilliam County, requested an extension of time from April 30, 1956 to June 27, 1956, the actual completion date of the contract. Approved as requested. Reimbursement for engineering expense and other extra expense incurred by the State in connection with the work during the period of this extension was waived by the Commission.

6. Vernie Jarl, Contract No. 4300, for grading and topping the Forest Boundary-Meadow Brook Section of the Ukiah-Hilgard Highway in Union County, requested an extension of time from July 31, 1955 to July 31, 1956. Approved as requested. Reimbursement for engineering expense and other extra expense incurred by the State in connection with the work during the period of this extension was waived by the Commission.

7. Warren Northwest, Inc., Contract No. 4211, for paving 42nd Ave. -92nd Ave. Section of the T. H. Banfield Expressway in Multnomah County, requested an extension of time from December 15, 1954 to June 30, 1956. Approved as requested. Reimbursement for engineering expense and other extra expense incurred by the State in connection with the work during the period of this extension was waived by the Commission.

8. Tom Lillebo, Contract No. 4616, for construction of Meda Bridge on Little Nestucca Highway in Tillamook County, requested an extension of time from June 30, 1956 to August 24, 1956. Approved as requested. Reimbursement for engineering expense and other extra expense incurred by the State in connection with the work during the period of this extension was waived by the Commission.

9. R. H. Jones, Contract No. 4510, for construction of the Chemult Sand Storage Shed in Klamath County, requested an extension of time from December 31, 1955 to June 30, 1956. Approved to June 15, 1956, actual completion date of the contract. Reimbursement for engineering expense and other extra expense incurred by the State in connection with the work during the period of this extension was waived by the Commission.

10. Hannan Bros. Company, Contract No. 4505, for grade separation structures on the Olds Ferry-Ontario Section of the Old Oregon Trail in

Malheur County, requested an extension of time from June 30, 1956 to July 31, 1956. Approved to July 26, 1956, actual completion date of the contract. Reimbursement for engineering expense and other extra expense incurred by the State in connection with the work during the period of this extension was waived by the Commission.

11. Tom Lillebo, Contract No. 4297, for six structures on the Coast Fork Willamette River-Divide Unit of the Pacific Highway, in Lane County, requested a second extension of time from November 30, 1955, to June 15, 1956. Approved as requested. Reimbursement for engineering expense and other extra expense incurred by the State in connection with the work during the period of this extension was waived by the Commission.

12. Rochat Electric, Contract No. 4680, for installation of traffic signals in Albany and Sweet Home on the Pacific East and Santiam Highways, in Linn County, requested an extension of time from July 31, 1956 to August 31, 1956. Approved as requested. Reimbursement for engineering expense and other extra expense incurred by the State in connection with the work during the period of this extension was waived by the Commission.

13. C & W Crushing Company, Contract No. 4573, for the Columbia River-Dufur Rock Production Project on The Dalles-California Highway, in Wasco County, requested an extension of time from June 30, 1956 to July 31, 1956. Approved as requested. Reimbursement for engineering expense and other extra expense incurred by the State in connection with the work during the period of this extension was waived by the Commission.

FOOTNOTE: The action taken by the State Highway Commission upon the extensions of time within which to complete the highway contracts listed above was based upon the recommendation of the Engineer and his reports, which considered but did not necessarily adopt either or any of the reasons given by the contractors in their requests for such extensions of time. For details regarding these extensions of time, see copies of the contractors' requests and the Engineer's recommendations on file in the respective contracts in the Secretary's office.

The Engineer reported that Contract Numbers 4428, 4469, 4488, 4495, 4505, 4510, 4517, 4549, 4570, 4574, 4579, 4594, 4599, 4602, 4605, 4610, 4613, 4625, 4629, 4631, 4660, 4661, 4669, 4674, 4678, 4679, 4686, 4706, 4732, and 4734 for highway construction have been completed according to the requirements of the contracts or modifications thereof and that said contracts are now ready for acceptance by the Commission. After due consideration, the Commission accepted said contracts by adopting the attached resolution relative thereto, marked EXHIBIT "D", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The Commission confirmed a negotiated contract with Fred H. Slate Company and E. C. Hall Company in the sum of $65,000 for emergency repairs to the Ochoco Highway at Mitchell necessitated by a flash flood that occurred on July 13, 1956. The Engineer commented that the total

expense to the State has been nearly $80,000, of which approximately $65,000 will be payable to the contractor.

Consideration was given to a request from the City of Medford for designation of a one-way street couplet through the city, using 8th Street and Main Street as the proposed routing for the Medford-Provolt State Secondary Highway. The Engineer advised that the construction involved is estimated to cost $241,000, and it is being proposed if the project materializes, to charge 75 percent of the cost to the State and 25 percent to the City. This would result in a cost of $178,750 to the State and $62,250 to the City. Main Street at the present time, he said, carries an average daily traffic of approximately 11,000 vehicles, and the studies revealed that this one-way couplet is most feasible. He further stated that the City is planning to present to its voters at the November election a bond issue for street improvements which will include this project, and has inquired whether or not the Commission will enter into an agreement providing for the improvement if the bond issue is approved by the people. He recommended approval of the project on the basis of 75 percent cost to the State and 25 percent to the City, provided the City can finance its share. The Commission approved the project as recommended, using funds from the urban reserve in Division No. 3, and ordered the arrangement covered by appropriate agreement outlining obligations of the City and the State.

The Engineer reported that the towns of Dayville, Dufur and Mosier have satisfied legal requirements with respect to the expenditure of State Tax Street Funds accrued to them during the second six-month period of 1955, and that the plans for the projects proposed to be financed with the funds have been examined and found satisfactory. He recommended approval of the plans. The Commission approved the plans by adopting the attached resolution relative thereto, marked EXHIBIT "E", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The Engineer requested authority for an expenditure of $8,000 for channelization work at the intersection of US 101 and the road serving the Coquille Plywood Company, north of Coquille. He advised that a number of requests have been received during the past few years for improvements at this location and in October, 1955, a 45-mile-per-hour speed zone was designated and "No Passing" signs were installed, notwithstanding which the accident frequency at the intersection has continued to increase; in fact, the traffic volume has increased to such an extent that the widening of the highway sufficiently to provide a left-turn refuge and decelerating and accelerating lanes adjoining the intersection is warranted. He estimated the cost of such improvement at $8,000, exclusive of right of way, and he recommended approval of the project as a minor betterment in 1957. The Commission approved the project as recommended and also authorized negotiations to acquire needed right of way.

Consideration was given to a request from the Blue Mountain Ski Club of Spout Springs, Oregon for expansion of the parking area on the Weston-Elgin Highway near the Spout Springs access road for the benefit

and convenience of winter sports enthusiasts. The Engineer advised that an investigation discloses that the present parking space, which requires parallel parking of cars, and which will accommodate only 140 vehicles, was severely overtaxed during the last winter season. To relieve the situation and to provide for greater safety he recommended that approximately 60 percent of the present parking space be widened an additional 20 feet to permit cars to be parked on an angle, thus increasing the capacity of the widened area from 80 to 154 cars. He estimated the cost involved at $6,000. The Commission approved the project as recommended and instructed the Engineer to get the work done this year, if possible, so the additional space will be available for use during the coming winter season.

The Commission considered a petition from the Rogue Wonderland Association requesting early completion of the reconstruction of the Crater Lake Highway between the town of Trail and Cascade Gorge. The Engineer commented that the proposed two-year program that is now being considered by the Commission contains an item of $550,000 for grading, oiling and structures on this highway between Trail and Elk Creek. Action on the petition was deferred by the Commission pending consideration of the program.

Consideration was given to a letter from Ray C. Swanson, Chairman of the Board of Education, School District No. 88, Noti, asking reconsideration of the Commission's previous action denying their request for a footpath on the Richardson-Eugene Secondary Highway and advising that the Parent-Teacher Association of the Noti community has offered to contribute $500.00 toward the costs involved. The Engineer advised that the cost to build the footpath is estimated at $2,800, the expenditure of which by the State was considered unwarranted at the time of the original investigation; however, the picture changes when considering the offer of the Parent-Teacher Association to contribute $500 toward the expense, and it is his recommendation that the footpath be constructed when the $500 contribution has been received. The Commission approved the Engineer's recommendation by adopting the attached resolution relative thereto, marked EXHIBIT "K-2", which resolution by this reference is made a part hereof, with like effect as though extended in full herein. The Engineer was instructed to perform the work this year if possible.

A letter was presented from the City Council of Scappoose requesting that the existing reduced speed zone on US 30 in Scappoose be extended northerly from its present terminus at the north city limits. The Engineer advised that this matter has been investigated and it has been determined that for the safety of the traveling public the speed zone should be extended as requested; accordingly, he recommended an extension of the existing 35-mile-per-hour speed zone on the Columbia River Highway from the north city limits of Scappoose, at M.P. 21.66, to a point 500 feet north thereof, at M.P. 21.76. The Commission approved the recommendation by adopting the attached resolution relative thereto, marked EXHIBIT "H", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

Consideration was also given by the Commission to a request from the Klamath County Court for establishment of a 35-mile-per-hour speed zone on the Klamath Lake Secondary Highway west of Klamath Falls city limits. The Engineer advised that an investigation by the Traffic Engineer reveals that the establishment of such a zone is not warranted at this time. He recommended that the request be denied. The Commission adopted the recommendation.

Upon recommendation of the Engineer the Commission authorized out-of-state travel for the following employees:

(1) Carl W. Jordan, Director of Travel Information Division, to attend the Annual Convention of the Pacific Northwest Travel Association at Glacier Park, Montana, during September 8, 9, and 10, 1956, at an estimated cost of $127.00.

(2) David Garrett, Traffic Investigator, to attend a course in Traffic Engineering at the University of California during August 27 to 31, 1956, at an estimated cost of $56.00.

(3) W. C. Williams, State Highway Engineer, to attend a meeting of the Advisory Committee on the AASHO Test Road, at LaSalle, Illinois during September 10 and 11, 1956, at an estimated cost of $250.00.

(4) Messrs. Ben R. Chandler, Chas. H. Reynolds, M. K. McIver, W. C. Williams, Forrest Cooper, G. S. Paxson, and C. W. Enfield, to attend the annual conference of the American Association of State Highway Officials in Atlantic City, New Jersey during November 27, 28, 29, and 30, 1956, at an estimated cost of $425.00 each, total $2,975.00.

(5) R. B. Sipprell, Director of Permits, to attend a meeting of the Western Interstate Committee on Highway Policy Problems, Council of State Governments, in Santa Fe, New Mexico, on September 26 and 27, 1956, at an estimated cost of $170.00.

The matter of signing "Plans Credit Certificates" issued to contractors as a refund when projects are withdrawn from a contract letting or when bids received at such letting are rejected was discussed. The Engineer commented that the present form provides that the certificate be signed by the State Highway Engineer; however, he pointed out that the certificates are issued by the Secretary, in view of which he suggested that the Secretary be authorized to sign them. The Commission approved the suggestion.

Consideration was given to a request from the Hood River County Chamber of Commerce for relief from payment of the expense of water that is used for irrigating the landscaped area at the Second Street Interchange on US 30 in Hood River. The Engineer pointed out that the State now pays for the irrigation of landscaped areas in other communities, and he recommended that the State assume payment of such expense at Hood River. The Commission accepted his recommendation.

The Engineer reported that a request had been received from the Oregon State Employees Association that a study be made relative to increasing the per diem allowance to employees of oiling, paving and bridge

crews which are subject to frequent moves. He advised that a questionnaire was sent to the States of California, Idaho, Nevada and Washington inquiring to their practice in such matter, and the replies received reveal that they make allowances varying from $4.00 to $11.00 per day. He recommended that the per diem allowance for paving crews, oiling crews, center line striping crews, bridge crews, tunnel crews, and extra gang crews engaged on either extra gang maintenance or small force construction projects be increased from $4.50 per day to $5.00 per day for the days actually worked, effective August 20, 1956. The Commission approved such increase.

The Assistant Counsel reported a claim filed against the State by Kenneth F. Brookshire in the amount of $750.00 for damages caused by the flash flood in Mitchell on July 13, 1956, and a claim from Hattie Harnden of Mitchell in the sum of $688.00 for personal property loss in the same flash flood. He recommended that these claims be denied. He commented that he has been notified of additional claims totaling approximately $200,000. The Commission decided to deny all of them.

The Commission approved the Secretary's report of voucher lists signed by him on behalf of the Commission pursuant to the provisions of ORS 291-472 during the period from July 10, 1956 through August 13, 1956.

The Commission discussed a date for its next regular meeting and decided to hold such meeting in Portland on Thursday and Friday, September 27 and 28, 1956. The Secretary was instructed to arrange for use of the Queens Room in the Imperial Hotel. The Commission also tentatively set Thursday and Friday, November 8 and 9, 1956 as the date for its next following meeting.

Consideration was given to the renewal of a lease from the Army Engineers covering a material storage site located on Government-owned property adjacent to US 30, a short distance east of Seufert, Wasco County. The Engineer advised that this lease is a one-year extension of a previous lease that expired on June 6, 1956, and he recommended its approval. The Commission approved the lease as recommended.

A resolution from the City of Madras requesting designation of a one-way street couplet through Madras, utilizing 5th Street for northbound travel and 4th Street for southbound travel was considered by the Commission. The Engineer advised that presently, and probably for several years to come, there will be no critical problem from the standpoint of 5th Street being able satisfactorily to carry traffic from both directions. He recommended in view thereof that the request be denied as not warranted at this time. The Commission adopted the recommendation.

The Commission discussed a letter from the Lincoln County Historical Society inviting the members of the State Highway Commission, the State Highway Engineer, the State Parks Superintendent, and the Commission Secretary to be present at the dedication of a historical marker in Yaquina Bay State Park, Newport, on Saturday, September 1, 1956. The Commission declined the invitation with regrets, previous commitments

precluding their attendance at this function. The Parks Superintendent was delegated to represent the Commission on this occasion.

The Engineer reported that the Sheriff of Multnomah County has called to his attention a hazardous condition that exists on the Mt. Hood Highway in the vicinity of S. E. 87th Avenue, east of Portland. An investigation was conducted, he said, and it was found that an Auction Mart in this area is responsible for a great deal of shoulder parking, which creates a hazard. During the period from January 1, 1951 to June 30, 1956, there were 21 reported accidents in this section, three of which were caused by parking maneuvers. In view of the hazards at this location he recommended that "No Parking at Any Time" signs be erected on the north side of the Mt. Hood Highway from M.P. 5.45, Engineer's Station 13+80, to M.P. 5.55, Engineer's Station 19+00, and on the south side of the highway from M.P. 5.44, Engineer's Station 13+20, to M.P. 5.55, Engineer's Station 19+00. The Commission approved the recommendation by adopting the attached resolution relative thereto, marked EXHIBIT "I", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The Engineer presented a proposed agreement with Benton County whereby the County agrees to take over for County purposes an old section of the Corvallis-Newport Highway which is being replaced by the Blodgett Overcrossing Section. Upon his favorable recommendation the Commission approved the agreement. The Engineer also reported that the Blodgett Overcrossing Section of the Corvallis-Newport Highway in Benton County has been opened to traffic and that under the terms of the abandonment agreement with the County Court which has just been approved, it now is in order for the Commission to relinquish to the County the old highway section. He recommended adoption of a resolution effecting such transfer. The Commission approved the recommendation and thereupon adopted the attached resolution relative thereto, marked EXHIBIT "F", which resolution by this reference is made a part hereof, with like effect as though extended in full herein. In this connection the Engineer also presented a Bargain and Sale Deed conveying to Benton County that portion of the old right of way that is not required for highway purposes, consideration $1.00. The Commission approved such conveyance.

The Commission gave attention to a form of "lease agreement" with Cascade Natural Gas Corporation concerning installation of a metering system on a small triangular area of highway property situate outside of the limits of the highway right of way which is being retained to control highway access. The Engineer explained that the installation is in connection with the Corporation's transcontinental pipe line which is being built along US 30 easterly from its intersection with the Cold Springs Highway into the city of Pendleton. The installation, he said, will not interfere with highway traffic. Because it is for the benefit of the City of Pendleton, he recommended approval of the lease, which is cancellable at the option of the Commission, for a rental fee of $1.00. The Commission approved the lease as recommended.

The Engineer reported that a test run had been made with a 60-foot truck and full trailer over the Little Sheep Creek Secondary Highway and it was found that such equipment can negotiate curves on this highway without encroaching upon the opposing traffic lane. The highway, he stated, was classified as a Group III Highway, but on the basis of the test run it should be reclassified as a Group I Highway throughout its entire length, and he so recommended. The Commission approved such reclassification.

An "extension rider" agreement with the Union Pacific Railroad Company extending an existing lease on two material storage sites near Speece on the John Day Highway, north of Condon, was presented by the Engineer, who recommended its approval. He explained that this agreement extends the lease to December 31, 1961, at an annual rental cost of $5.00. The Commission approved the lease extension.

The Secretary read aloud a letter from Mr. Earl W. Snyder, Director of the Oregon State Board of Aeronautics, in which formal application is made to the State Highway Commission and to the Bureau of Public Roads for title to the Alkali Lake Flight Strip on the Lakeview-Burns Highway. Mr. W. W. Stiffler, Assistant Highway Engineer, advised that the flight strip was built by the Highway Department during the second world war for defense purposes and is not needed for highway purposes. He recommended that title to the flight strip be conveyed to the Oregon State Board of Aeronautics. The Commission approved such transfer.

The Commission discussed with the Engineer matters to be presented by delegations later in the day and on the following day, but action was deferred pending the appearance of these delegations.

The Commission also discussed the proposed two-year construction program utilizing Federal Funds for Fiscal Years 1957-58 and 1959 recently made available by the Congress, which program was approved by the Commission at a special meeting in Salem on July 26, 1956 subject to confirmation at this meeting. The Engineer explained the projects contained therein and advised that if the Commission definitely approves the program as prepared the contracting of the work involved can be started at the September letting. He recommended approval of the program as prepared. As a result of careful consideration the Commission unanimously approved the following program for the funds available during the next two years, upon motion of Commissioner Reynolds, seconded by Commissioner McIver, thus confirming the action taken at the special meeting on July 26, 1956, and authorized the Engineer to advertise as many of the projects as is possible for bids to be received at the September meeting:

(See Program on following pages)

26902

PROPOSED 2-YEAR PROGRAM
August 1, 1956
DIVISION 1

Highway	Section	Miles
		INTERSTATE
T. H. Banfield	Burnside-42nd Ave.	2.54
Portland-Salem Expressway	Harbor Drive-Wash. Co. Line	6.72
Pacific	Steel Bridge	
Columbia River	Sundial-Bonneville	23.58
Sunset	S.W. 14th-Harbor Drive	0.67
Harbor Drive	Steel Bridge-Portland-Salem Expressway	1.29
Columbia River	Herman Cr.-Herman Cr. Rd.	2.00
		URBAN
Cascade	Killingsworth-Co. Airport Rd.	2.00
Sunset	Wash. Co. Line-S.W. 14th (Part)	3.19
		PRIMARY
Mt. Hood	W. Unit, Sandy-Forest Bdry.	8.49
Sunset	Wash. Co. Line-S.W. 14th	0.57
Cascade	S.P. O'Xing-Parkplace	3.8
Lower Columbia	Goble-Tide Creek (Part)	5.93
		SECONDARY
Hillsboro-Silverton	Hillsboro-Campbell Br.	5.04
Hillsboro-Silverton	Willamette R.Br.-No. Appr.	2.84

August 16, 1956

PROPOSED 2-YEAR PROGRAM
August 1, 1956
DIVISION I

Kind of Work	Estimate of R/W Cost	Estimate of Constr. Cost	Estimate of Total Cost
To Complete	$ 150,000	$3,467,000	$ 3,617,000
6-Lane GPS	3,800,000	7,866,000	11,666,000
Redeck		600,000	600,000
R/W	300,000		300,000
R/W	1,500,000		1,500,000
6-Lane GPS (Part)	202,000	150,000	352,000
4-Lane GPS	50,000	700,000	750,000
Subtotals Interstate	$6,002,000	$12,783,000	$18,785,000
GPS	$ 261,000	$ 930,000	$ 1,191,000
R/W GPS	820,000*	400,000*	1,220,000
Subtotals Urban	$ 1,081,000*	$ 1,330,000*	$ 2,411,000
(*See Footnote at end of Program)			
2-Lane GPS	$ 175,000	$ 1,900,000	$ 2,075,000
6-Lane GPS		930,000	930,000
R/W	300,000		300,000
GPS	200,000	900,000	1,100,000
Subtotals Primary	$ 675,000	$ 3,730,000	$ 4,405,000
GP	$ 50,000	$ 470,000	$ 520,000
GPS	250,000	797,000	1,047,000
Subtotals Secondary	$ 300,000	$ 1,267,000	$ 1,567,000

August 16, 1956

26904

PROPOSED 2-YEAR PROGRAM
August 1, 1956
DIVISION II

Highway	Section	Miles
		INTERSTATE
Pacific East	Illahee-Lane Co. Line	42.60
Pacific East	Battle Cr. Jct. -Lane Co. Line (Part)	
		URBAN
Pacific West	Adams St. McMinnville	1.00
Willamina-Salem	West Salem Section (Part)	1.00
Corvallis-Newport	Corvallis City Section	1.00
		PRIMARY
Salmon River	Wallace Bridge-Sheridan	6.95
Salmon River	Valley Jct. -Wallace Bridge	3.40
Wilson River	Tillamook-Donaldson Cr.	3.76
Corvallis-Newport	Pioneer Mtn. Section	3.00
Sunset	Humbug Creek Summit	1.50
Corvallis-Newport	Corvallis-Alsea Jct.	5.50
Pacific West	Whiteson Dip	0.56
		SECONDARY
North Santiam	Sublimity Gun Club-Stout Cr.	9.2
North Santiam	Lancaster Rd. -Sublimity Gun Club	9.78
Three Mile Lane	Airport Jct. -Lafayette Road	1.60
Hillsboro-Silverton	So. Appr. Willamette R. Bridge	1.00

August 16, 1956

PROPOSED 2-YEAR PROGRAM

August 1, 1956

DIVISION II

Kind of Work	Estimate of R/W Cost	Estimate of Constr. Cost	Estimate of Total Cost
R/W	$1,860,000	$	$1,860,000
4-Lane GPS		12,694,000	12,694,000
Subtotal Interstate	$1,860,000	$12,694,000	$14,554,000
GP	$ 100,000	$ 264,000	$ 364,000
R/W	320,000		320,000
R/W	300,000		300,000
Subtotal Urban	$ 720,000	$ 264,000	$ 984,000
PS	Acquired	$ 770,000	$ 770,000
2-Lane GPS	90,000	775,000	865,000
Paving		200,000	200,000
GP	30,000	935,000	965,000
Climbing Lane	Acquired	90,000	90,000
R/W	425,000		425,000
GPS	40,000	156,000	196,000
Subtotal Primary	$ 585,000	$ 2,926,000	$ 3,511,000
PS	Acquired	$ 770,000	$ 770,000
Grade	200,000	920,000	1,120,000
R/W	25,000		25,000
GPS	25,000	110,000	135,000
Subtotal Secondary	$ 250,000	$ 1,800,000	$ 2,050,000

August 16, 1956

PROPOSED 2-YEAR PROGRAM
August 1, 1956
DIVISION III

Highway	Section	Miles
		INTERSTATE
Pacific	Lane Co. Line-Judkins Point	11.00
"	Judkins Pt.-Goshen	4.05
"	Myrtle Cr.-Canyonville	9.26
"	Jump Off Joe Cr.-Louse Cr.	4.27
"	Louse Cr.-Grants Pass	3.18
Eugene-Springfield	Ferry St. Br.-Freeway	1.76
		URBAN
Pacific	Rogue R. Bridge & 6th-7th Sts. Couplet with S. Appr. & Redwood Inter.	
Pacific	6th-7th Sts. Couplet (Part)	
	Reserve	
		PRIMARY
Oregon Coast	Davis Slough-Bullards Br.	15.34
Oregon Coast	Bullards Bridge-Bandon	2.0
Redwood	East & West Fork Illinois R. Bridge Apprs.	1.41
Oregon Coast	Gold Beach-Meyers Cr.* (Part)	7.55
	Reserve	
		SECONDARY
Elkton-Sutherlin	Elkton East	
Eugene-Springfield	Freeway-Mohawk Road	4.73
Springfield-Creswell	Willamette Hwy.-Creswell	
Crater Lake	Trail & Elk Cr. Sec.	

*$1,393,000 Bond Money not included in Federal Aid Totals.

August 16, 1956

PROPOSED 2-YEAR PROGRAM

August 1, 1956

DIVISION III

Kind of Work	Estimate of R/W Cost	Estimate of Constr. Cost	Estimate of Total Cost
G.S. (4-lane)	$ 700,000	$ 5,255,000	$ 5,955,000
Freeway Conversion	150,000	1,056,000	1,206,000
4-Lane GPS	260,000	4,853,000	5,113,000
4-Lane GPS	100,000	1,815,000	1,915,000
4-Lane Paving	Acquired	357,000	357,000
R/W	530,000		530,000
Subtotals Interstate	$ 1,740,000	$13,336,000	$15,076,000
R/W	$ 625,000	$	$ 625,000
GP		250,000	250,000
		300,000	300,000
Subtotals Urban	$ 625,000	$ 550,000	$ 1,175,000
2-Lane GPS	$ 60,000	$ 3,500,000	$ 3,560,000
R/W	60,000		60,000
GP	Acquired	325,000	325,000
GPS	* 220,000	*1,173,000	*1,393,000
		220,000	220,000
Subtotals Primary	$ 120,000	$ 4,045,000	$ 4,165,000
R/W	$ 50,000	$	$ 50,000
R/W	210,000		210,000
G O-11	50,000	550,000	600,000
GOS	20,000	530,000	550,000
Subtotals Secondary	$ 330,000	$ 1,080,000	$ 1,410,000

August 16, 1956

PROPOSED 2-YEAR PROGRAM
August 1, 1956
DIVISION IV

Highway	Section	Miles
		INTERSTATE
Columbia River	Chenowith Cr. -The Dalles	1.05
" "	Shogren-Chenowith Creek	10.10
" "	The Dalles By-Pass	2.57
" "	The Dalles-Big Eddy	2.85
" "	Celilo Section	2.60
		URBAN
The Dalles-California	Klamath Falls By-Pass	2.70
The Dalles-California	Klamath Falls By-Pass	
		PRIMARY
Central Oregon	Fort Rock Jct. -Brothers	20.8
The Dalles-California	N. Unit, Willowdale-Lyle Gap	5.48
Sherman	Grass Valley-Kent	9.00
The Dalles-California	The Dalles-Eightmile	6.87
		SECONDARY
Paulina	Camp Creek-Paulina	12.00
Wasco-Heppner	Hay Canyon-John Day River Reserve	9.96

August 16, 1956

PROPOSED 2-YEAR PROGRAM

August 1, 1956

DIVISION IV

Kind of Work	Estimate of R/W Cost	Estimate of Constr. Cost	Estimate of Total Cost
4-Lane GPS	Acquired	$ 750,000	$ 750,000
4-Lane GPS	Acquired	3,842,000	3,842,000
R/W	$ 500,000		500,000
4-Lane GPS	200,000	2,700,000	2,900,000
R/W	100,000		100,000
Subtotals Interstate	$ 800,000	$ 7,292,000	$ 8,092,000
R/W	$ 250,000	$	$ 250,000
Str.		870,000	870,000
Subtotals Urban	$ 250,000	$ 870,000	$ 1,120,000
Paving	$	$ 365,000	$ 365,000
GP	40,000	850,000	890,000
GPS	40,000	500,000	540,000
R/W	120,000		120,000
Subtotal Primary	$ 200,000	$ 1,715,000	$ 1,915,000
G O-11	$ 60,000	$ 600,000	$ 660,000
G O-11	25,000	490,000	515,000
		100,000	100,000
Subtotal Secondary	$ 85,000	$ 1,190,000	$ 1,275,000
		$	

August 16, 1956

PROPOSED 2-YEAR PROGRAM
August 1, 1956
DIVISION V

Highway	Section	Miles
		INTERSTATE
Old Oregon Trail	Emigrant Hill-Deadman's Pass	3.10
" " "	Deadman's Pass-Meacham	11.45
" " "	Meacham-Glover	9.77
" " "	Baker-Durkee	23.93
" " "	Glover-LaGrande	10.23
" " "	Ontario-Idaho Line	5.00
		URBAN
		No Work
		PRIMARY
Central Oregon	Juntura-Vale (Intermittent Sections)	22.83
John Day	Butte Creek-Burton Canyon	22.11
John Day	Butte Creek Pass	5.52
Wallowa Lake	Minam-Rock Creek	7.00
		SECONDARY
Baker-Homestead	E. Unit, Black Br.-Richland	7.0
Hermiston	Hinkle-Bucks Corner	1.3
Wasco-Heppner	John Day River-M. P. 41.36	21.34
Kimberly-Long Creek	Middle Unit, Hamilton-Long Creek	6.0
Haines-Anthony	Haines-Forest Boundary	12.60

*FOOTNOTE: The program as typed above includes an item of $400,000 of Federal Urban money for construction of a grade separation structure on the Sunset Highway between Washington County Line and S. W. 14th Avenue, Portland, in Division I, requested by a delegation on the following day.

August 16, 1956

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PROPOSED 2-YEAR PROGRAM

August 1, 1956

DIVISION V

Kind of Work	Estimate of R/W Cost	Estimate of Constr. Cost	Estimate of Total Cost
4-Lane GPS		$ 1,840,000	$ 1,840,000
4-Lane GPS	$ 75,000	3,944,000	4,019,000
4-Lane Paving	Acquired	2,200,000	2,200,000
2-Lane Grading R/W	265,000		265,000
4-Lane GPS	300,000	6,960,000	7,260,000
R/W	400,000		400,000
Subtotals Interstate	$ 1,040,000	$14,944,000	$15,984,000
GPS	$ 100,000	$ 1,760,000	$ 1,860,000
R/W	100,000		100,000
GP		600,000	600,000
GP	15,000	660,000	675,000
Subtotals Primary	$ 215,000	$ 3,020,000	$ 3,235,000
GP	$ 75,000	$ 800,000	$ 875,000
PS	Acquired	165,000	165,000
G 0-11	Acquired	650,000	650,000
R/W	20,000		20,000
R/W	20,000		20,000
Subtotals Secondary	$ 115,000	$ 1,615,000	$ 1,730,000

August 16, 1956

The Commission authorized a press release containing a list of all of the projects in this program.

Bids received at the morning session were discussed with the Engineer and at 3:00 p.m. Commissioner Reynolds announced awards of contracts, as follows:

"State-wide Aerial Photography Project: The Commission awarded the contract to the low bidder, Columbia Aerial Surveys, Inc., Boise, Idaho, at their bid price of $5,980.

"Construction of a latrine and a work shed at Fort Stevens State Park in Clatsop County: The Commission awarded the contract to the low bidder, P. S. Lord Mechanical Contractors, Portland, at their bid price of $9,690.

"Grading and paving on the Broadway-Front Street Connection in the city of Coos Bay in Coos County: The Commission awarded the contract to A. T. Fox, North Bend, who submitted the only bid, at $11,057.

"Embankment repair for the Milo-Corn Creek Section of the Tiller-Trail Highway in Douglas County: The Commission awarded the contract to the low bidder, Rupert & Fish, Days Creek, at their bid price of $10,132.

"Construction of a latrine and a water system at the Umpqua Lighthouse State Park in Douglas County: The Commission awarded the contract to Tom Lillebo, Reedsport, who submitted the only bid for this project, at $5,770.

"Construction of the Beech Creek Bridge at Mt. Vernon on the John Day Highway in Grant County: The Commission awarded the contract to the low bidder, George E. Berry, Beaverton, at his bid price of $37,110.

"Construction of three bridge piers for the Finch Bridge over the Illinois River on a county road near Kerby in Josephine County: Three bids were received for this project and all were referred to Josephine County by the Commission.

"Construct concrete deck girder bridge over Slate Creek on the Redwood Highway at Wilderville in Josephine County: The Commission elects to accept the bid of Ausland Construction Company, Grants Pass, who submitted the low bid, in the sum of $21,435 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Josephine County is received and the sum of $4,820 is deposited by the County.

"Construct a frame dwelling house with garage and radio room at Silver Lake Maintenance Station in Lake County: The Commission awarded the contract to the low bidder, Hampton C. Platt, Salem, at his bid price of

$12,100.

"Relining of the Cape Creek Tunnell on the Oregon Coast Highway in Lane County: Miller and Strong, Inc., Eugene, submitted the only bid for this project at $243,600, which bid was rejected by the Commission as being too high.

"Grading, paving and construction of reinforced concrete bridge on the East Unit, Finn Rock-Elk Creek Section of the McKenzie Highway in Lane County: The Commission elects to accept the bid of A. H. Saxton & Son, Portland, who submitted the low bid in the sum of $161,858.50 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired.

"Grading, oiling and furnishing crushed material in stock piles on the Walton-Noti Section of the Richardson-Eugene Highway in Lane County: The Commission elects to accept the bid of Morse Bros. & Durbin Bros., Harrisburg, who submitted the low bid in the sum of $371,439, and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired.

"Santiam Junction Rock Production Project on the Santiam and North Santiam Highways in Linn and Jefferson Counties: The Commission awarded the contract to C. C. Meisel, McMinnville, who submitted the only bid for this project at $28,500.

"Grading and paving on the Horseshoe Bend-Gwynn Undercrossing Unit, Juntura-Vale Section of the Central Oregon Highway in Malheur County: The Commission elects to accept the bid of C. E. Leseberg, Nyssa, who submitted the low bid in the sum of $172,120.90 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Stone base and oiling 6.35 miles on the Iowa School-LaGrande Section of the Mt. Glen Road in Union County: The Commission elects to accept the bid of Arthur Simonsen & So., Baker, who submitted the low bid in the sum of $156,520, and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Union County is received and the sum of $80,300 is deposited by the County.

At 3:15 p.m. a delegation representing the Port of Astoria and the Oregon Coast Association came before the Commission concerning plans for a bridge across the Columbia River at Astoria. The following people were present: Floyd Wright, R. J. Bettendorf, and G. T. McLean, Port of Astoria, Astoria; J. D. Waterhouse, Port of Astoria, Gearhart; William R. Manion, Port of Astoria, Seaside; and Vern Ayers, Manager, Oregon Coast Association, Newport. Mr. Wright headed the group. He declared that the existing ferry service between Astoria and Megler is very inadequate, and that during the month of July many cars were forced to wait from one to five hours to get across the river. As a consequence many tourists turned back and traveled other routes. During

the winter months, he said, ferry service is often interrupted by storms resulting in delays to the free flow of goods and traffic between Oregon and Washington. He emphasized the point that the Oregon Coast Highway is a vital economic artery for the City of Astoria and other coast cities and communities. The Tudor Engineer Company, he continued, has completed a survey for a new bridge across the Columbia River which is estimated to cost about $30,000,000. Revenue bonds, he stated, can be sold in the amount of $18,000,000 but some other arrangements will have to be made to underwrite the deficit. Attempts to secure funds through Congress, he said, have failed, so they are asking the States of Oregon and Washington to take care of the deficit, on an equal share basis, it being their feeling that the project is the responsibility of both states. If the two states will assume this responsibility, he added, the bonds can be sold and the states will not be required to advance funds. Under this arrangement, he explained, each state would be required to pay $400,000 the first year of operation of the bridge and thereafter a decreased amount which will average about $200,000 annually for 23 years when it is estimated that toll revenues will take care of debt requirements. He gave as their understanding that the operation of the ferries presently results in a deficit of about $80,000 per year and on that basis the deficit for 23 years will amount to $1,800,000. He cited the need for three additional ferries like the "Chessman" which will cost about $1,000,000 each, and improvement of the landing slip on each side of the river which, he said, will cost about $250,000; in other words, the cost to the State for ferry operation during the next four years will be about $5,000,000, which is an indication that the proposed bridge eventually will have to be built. He suggested that US 101 at this point be designated an "Interstate" Highway so Federal Interstate Highway monies can be used to finance the bridge, and that the Washington State Highway Department be asked to join in the undertaking. Mr. Manion emphasized the fact that during the summer the ferries are unable to handle the traffic without considerable delays. He endorsed Mr. Wright's remarks and declared the expenditure of $5,000,000 justified. Mr. Waterhouse expressed the opinion that if the Highway Engineers would review the plans for the proposed bridge they might be able to make suggestions which would save considerable in the cost of the bridge. Mr. McLean stated in this regard that all of the facts assembled by the Tudor Engineering Company will be made available to the Highway Department Engineers in their study of the plans. It was his belief that the studies made by the Tudor Engineering Company are based on maximum requirements. Commissioner Reynolds inquired if the plans for the project have been cleared by the Army Engineers. Mr. McLean replied in the negative, but he expressed confidence that they would be approved. The loss of tourist traffic on the Oregon Coast Highway because of delays at the ferries was mentioned by Mr. Ayers. The Oregon Coast Association, he said, is most anxious to have the ferries replaced by a bridge. Inquiry was then made by Commissioner Reynolds as to what has been done to interest the State of Washington in the project. Mr. Wright replied that preliminary discussions were had with the Washington Highway Department and with the County Court of Pacific County, but formal discussion of the matter has been deferred until the attitude of the Oregon Highway Commission is known. Mr. Bettendorf advised

that Mr. William Bugge, Director of Highways, indicated a willingness to discuss the matter with the Oregon Highway Department at anytime. Chairman Chandler commented that the Oregon Highway Commission is vitally interested in the matter but much study will be required to definitely determine just what Oregon can do. He mentioned that the Commission has a big problem on its hands to solve the handling of traffic at this point during the next four or five years, and it now appears necessary to increase the ferry facilities or construct the bridge; however, nothing can be done about it today. Mr. Wright again pointed out that under the proposed plan the States of Oregon and Washington will be asked to finance only the deficit feature during the first 23 years the bridge is in operation and that the monies that are advanced by the states will be returned to them from toll collections during the next following 23-year period. He suggested that information now available be explored and that a conference be held with the Washington Authorities to ascertain what kind of a program can be arranged to assure construction of the bridge. He gave as his feeling that the Washington Highway Commission would need an enabling act and that the Oregon Highway Commission now has such authority. Chairman Chandler stated that before any concrete action can be taken a thorough examination and study of all of the facts available must be made to determine whether or not special legislation is required and if the States can finance this project. This matter was discussed further at considerable length during which the Engineer suggested that the bridge plans and the ferry operation be thoroughly analyzed by his staff, and that a conference then be arranged with the Washington Highway Department to talk things over. Chairman Chandler stated that in his opinion one more step should be taken, and that is to determine whether the Army Engineers will approve the plans that are being considered. The Commission approved the Engineer's suggestion and authorized him to proceed accordingly, including the checking of the plans as to clearance by the Army Engineers. He was instructed to report to the Commission before conferring with the Washington Highway Department. Mr. Wright stated that his group will arrange a meeting with the Washington Highway Commission and will present their proposition to that Commission as has been done here today.

The Right of Way Engineer presented a quitclaim deed conveying to the City of Eugene a strip of land 60 feet wide, extending from the west line of the Prior F. Blair DLC No. 39 to the 7th Avenue connection with the Pacific Highway in the city of Eugene. This land, he stated, is part of the Chester Conger property (File 15003 - Miscellaneous C. & A. 1139) and is being transferred to the City for use as a city street. The Commission approved the conveyance by adopting the attached resolution relative thereto marked EXHIBIT "G", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The meeting adjourned at 4:55 p.m. to reconvene at 9:00 a.m. on the following morning.

Portland, Oregon
August 17, 1956

The meeting of the State Highway Commission reconvened at 9:00 a.m. in the Queens Room of the Imperial Hotel with the following persons present and participating:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway Engineer
W. W. Stiffler, Assistant State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
Robert L. May, Jr., Assistant Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

(Mr. C. W. Enfield, Chief Counsel, was excused on account of military duty.)

Bids as follows for highway construction work were opened and read aloud by the Assistant Secretary in conformity with previously published notice, following which he announced that the Commission would award contracts at 3:15 p.m. in the same room:

CLATSOP COUNTY
CONSTRUCTION OF AVENUE "U" BRIDGE OVER NECANICUM RIVER NEAR SEASIDE

P. S. Lord Mechanical Contractors, Portland	$ 49,860.00
George E. Berry, Beaverton*	55,250.00
Pettijohn Engineering Co., Portland	55,637.40
General Construction Co., Portland	55,719.80
J. N. Conley, Portland	58,216.90
Palmberg Construction Co., Astoria	58,780.00
C. J. Eldon, Portland	59,498.00

*Bidder will accept award of only one project.

DOUGLAS COUNTY
UMPQUA RIVER BRIDGE PIER PROTECTION PROJECT AT REEDSPORT

Tom Lillebo, Reedsport	$ 13,650.00

DOUGLAS COUNTY
DRAINAGE IMPROVEMENT ON SHERMAN ST. -PINE ST. SECTION
OF ELKTON-SUTHERLIN HIGHWAY IN SUTHERLIN

Fred J. Stubbert, Springfield	$ 10,215.00
Funderburk Construction Corp., Sutherlin	15,110.00

HOOD RIVER COUNTY
GRADING AND OILING INDIAN CR. -WINDMASTER CORNER SECTION
OF BROOKSIDE DRIVE ROAD

Babler Bros., Inc., Portland	$ 27,129.00
Oregon Asphaltic Paving Co., Portland	32,253.00
Parker & Fuhrman, Portland	34,173.50
J. Bacaloff Co., Portland	36,874.00

JACKSON COUNTY
GRADING AND OILING CHINA GULCH-COPPER ROAD SECTION
OF MEDFORD-PROVOLT HIGHWAY

F. L. Somers, Medford	$ 69,553.00
Keith Bros. Construction, Medford	78,206.50
Marlin Tryon, Fort Dick, California	82,694.00
T. W. Thomas, Portland	83,217.00
M. C. Lininger & Sons, Medford	86,867.00
Henry H. Miller Construction, Roseburg	87,066.00
Fred H. Slate Co., Ore. Ltd., & E. C. Hall Co., Portland	96,587.50
Miller & Strong, Inc., Eugene	99,259.00
J. Bacaloff Co., Portland	106,609.00

JOSEPHINE COUNTY
GRADING AND PAVING RIVER BANKS FARM SECTION
OF ROGUE RIVER LOOP HIGHWAY

F. L. Somers, Medford	$147,050.00
C. R. O'Neil, Medford	149,728.50
Fred H. Slate Co., Ore. Ltd., & E. C. Hall Co., Portland	157,935.50
J. Bacaloff Co., Portland	199,060.00

LANE COUNTY
GRADING, PAVEMENT WIDENING AND ILLUMINATION OF
LOOKOUT POINT LAKE PARK INTERCHANGE
ON WILLAMETTE HIGHWAY

Eugene Gardens, Eugene	$ 15,573.38

MALHEUR COUNTY
GRADING AND PAVEMENT WIDENING ON VERDE DRIVE-S. W. 11TH ST.
(ONTARIO) SECTION OF OLD OREGON TRAIL HIGHWAY

C. E. Leseberg, Nyssa	$ 14,261.00
Russell Olsen Constr. Co., Inc., Pendleton	14,261.00

August 17, 1956

MALHEUR COUNTY
OLDS FERRY-ONTARIO SECTION ILLUMINATION

Trowbridge Electric Co., Roseburg	$ 19,995.00
J. J. Walton, Salem	23,306.00
Ace Electric Co., Portland	29,850.00
W. R. Grasle Co., Portland	29,980.00

MARION COUNTY
12TH STREET BRIDGE WIDENING IN SALEM

United Builders, Inc., Beaverton	$ 26,599.75
George E. Berry, Beaverton*	30,075.00
P. S. Lord Mechanical Contractors, Portland	32,050.00

*Bidder will accept award of only one project.

MARION COUNTY
CLEAR LAKE BRIDGE ON CLEAR LAKE COUNTY ROAD

Johnston & Bryant, Newberg	$ 33,720.00
United Builders, Inc., Beaverton	33,999.50
P. S. Lord Mechanical Contractors, Portland	36,608.00
Gaylord Construction Co., Portland	38,007.50
Tom Lillebo, Reedsport	38,220.00
Hamilton & Thoms, Eugene	40,220.00
Glen Snook, Eugene	42,307.50
George E. Berry, Beaverton*	42,750.00
C. J. Eldon, Portland	47,176.00

*Bidder will accept award of only one project.

UMATILLA COUNTY
HATROCK STATE PARK FOREMAN'S COTTAGE

Sam L. Godwin, Hermiston	$ 14,380.00
K. L. Clark, Hermiston	14,960.00
Carl Anderson, Walla Walla, Wn.	17,028.65
Walt M. Young, Hermiston	20,474.00

UNION COUNTY
GRADING AND TOPPING LADD CANYON SLIDE SECTION OF OLD OREGON TRAIL HIGHWAY

Cartwright Construction Co., Durkee	$ 43,056.00
Arthur Simonsen & Co., Baker	45,015.00
Fred H. Slate Co., Ore. Ltd., Portland	55,783.00
Durbin Bros., Eugene	57,416.00

WASHINGTON COUNTY
TRAFFIC SIGNAL INSTALLATIONS AT INTERSECTIONS OF SCHOLLS FERRY ROAD AND OLESON ROAD WITH BEAVERTON-HILLSDALE HIGHWAY

Trowbridge Electric Co., Roseburg	$ 20,400.00
W. R. Grasle Co., Portland	21,143.00
Rochat Electric, Portland	21,250.00

CLACKAMAS COUNTY
GRADING AND PAVING 2ND ST. -5TH ST. (S. MILWAUKIE) SECTION OF 7TH AVENUE (COUNTY ROAD)

Inland Construction Co., Milwaukie	$ 18,382.20
Portland Road & Driveway Co., Portland	19,806.20
K. F. Jacobsen & Co., Inc., Portland	19,872.50

KLAMATH COUNTY
LOST RIVER BRIDGE AND K. I. D. "A" CANAL BRIDGE

Tom Lillebo, Reedsport	$ 65,047.50
Hamilton & Thoms, Eugene	73,200.00

A delegation representing the City of Willamina came before the Commission concerning construction of a new access road from the City of Willamina to the newly located section of the Salmon River Highway which by-passes Willamina. The following people were present: W. H. Dashney, McMinnville, Willamina City Attorney; H. A. Parrett, Willamina, President of the Kiwanis Club, and A. C. Louden, President of the Willamina Chamber of Commerce. Mr. Dashney was spokesman for the group. He said that the City is very much interested in securing a direct connection to the new highway rather than use the two existing legs of the old highway; also, that the Polk County Court has stated in writing its willingness to maintain the old highway (Route #18) within Polk County up to Valley Junction if the State will build the new access road which includes a new bridge over the Yamhill River, and the Yamhill County Court has agreed orally to accept maintenance of the old highway section between Sheridan and Willamina if the new access road is constructed. He estimated the cost to construct the access road and the bridge at $300,000, and he urged approval of the project as a safety and convenience measure. Commissioner McIver stated that in his opinion the project has real merit and will have to be constructed at some time. Chairman Chandler stated that the request will be given very careful consideration and that the Highway Commission will help if the Yamhill County Court will agree in writing to take over and assume maintenance of the old highway section within Yamhill County when the new highway is opened to traffic. Mr. Dashney agreed to contact the County Court relative thereto.

Commissioner Reynolds recalled that at the July meeting the Commission authorized the sending of a letter to the Washington Toll Bridge Authority requesting that the commission received for purchase of insurance for the Interstate Bridge be divided equally between the Insurance Agents Associations of Oregon and Washington. The Toll Bridge Authority, he said, has agreed to such division of this commission, which amounts to approximately $4,000.

The matter of controlling speed on the "R. H. Baldock Freeway" between Portland and Salem was brought up for discussion. The Engineer commented that excessive speeds have been observed on this highway and that the Superintendent of State Police is very much concerned and presently is thinking about apprehending drivers who exceed 70 miles per hour. The matter of posting the highway was brought into the discussion, and it was generally agreed that if signs are placed they should limit speed to 70 miles per hour. It was also agreed that if legislation is needed, it should be introduced by the State Police and that it will not be opposed by the Highway Commission.

Chairman Chandler inquired of the Auditor as to the availability of matching money to finance highway construction projects during the next two years. The Auditor stated that there will be approximately $7,000,000 on hand at the end of this year, $4,000,000 on hand at the end of 1957, and approximately $2,000,000 on hand at the end of 1958. He gave as his opinion that it will be necessary in order to meet the State's obligations in contract payments and right of way acquisitions to sell $5,000,000 of highway bonds. The Engineer advised that the Commission must have a year-end balance of at least $6,000,000. He stated his concurrence in the Auditor's statement that it may be necessary to secure $5,000,000 from the sale of bonds in order to meet the State's obligations, and he suggested that the Legislature be requested to authorize such sale even though the Commission may now have legal authority to do so. It was his feeling that the additional money would not be needed until the fall of 1957. The State, he said, will have sufficient match money but the trouble is to secure reimbursement from the Federal Government for monies advanced on Federal jobs. He added that extra money will be needed for 3 or 4 years, and that he will report facts later. Commissioner McIver expressed a desire for a schedule of funds needed during the next few years. From such information, he said, the Commission will be in a position to take action as may be necessary, including the securing of legislative authority to sell bonds if that is required. Commissioner Reynolds suggested that the matter should be referred to the Legislature notwithstanding that the Commission may now have authority to sell bonds for this purpose. The Engineer was instructed to render a report showing the amount of highway funds that will be needed during the next 2 or 3 years. The Chief Counsel was instructed to prepare a bill for presentation to the 1957 Legislature if necessary or desirable.

A delegation representing the Portland Zoo Commission and the Oregon Museum of Science and Industry came before the Commission regarding improvement of a section of the Sunset Highway (Canyon Road) adjacent to the Zoological Gardens. The following people were present, all from Portland: Harry Buckley, Superintendent of Parks, Zoo Commission; Edward M. Miller, Zoo Commission; Don Ostensoe, Chairman, Zoo Commission; Jack Marks, Director of the Zoo; Abbott Lawrence, Architect of the Zoo; Ernest Tucker, Architect of the Zoo; Max Sagner, Zoo Commissioner; Ron Moxness, Oregon Museum of Science and Industry; Dr. Walt O. Hanson, Zoo Commission; Dave Thompson and Dr. Frank B. Queen, Zoo Commission. Mr. Buckley was spokesman for the group. He presented a letter signed by Mr. Ostensoe containing statistics as to estimated attendance at the zoo and the museum, and urging construction of an overpass and the necessary connecting roads at an early date. The development of this cultural center, he said, will greatly increase the amount of traffic into and out of the center, as well as on the highway leading to it, and he urged construction of the overpass in advance of other contemplated improvements on Canyon Road. He estimated that the zoo would be opened to the public in August, 1957 and that the museum and the golf course most likely will be completed and opened to the public at that date or earlier. Models of the zoo gardens and the museum were exhibited, and the Commission was advised that the cost to construct the facilities is estimated at $4,000,000. Mr. Ostensoe urged early action for the sake of the safety of visitors to the new facilities. Chairman Chandler advised that the Commission on the previous day adopted a two-year program for the new Federal monies that are available and approved a certain amount to pay for right of way along the section concerned. He suggested the transfer of $400,000 of such amount to finance construction of the overcrossing project as requested. Commissioners Reynolds and McIver approved the suggestion, and it was so ordered. Mr. Ostensoe commented that the City of Portland owns some land at the location of the overpass which very likely will be made available to the Commission when it is needed.

The Clackamas County Court, represented by Hon. Wallace R. Telford, County Judge, Messrs. Stan Skoko and Darrell Jones, County Commissioners, came before the Commission regarding improvement of the Cascade Secondary Highway (82nd Avenue) between the towns of Clackamas and Gladstone. Judge Telford stated that the section between the Southern Pacific railroad overpass and Park Place is badly in need of improvement and that the bridge at Park Place is also a hazard. He called attention to the large volume of traffic that uses 82nd Avenue, and he urged the Commission to provide for early construction of the improvement. Mr. Skoko pointed out that the area north of the Clackamas River is rapidly becoming industrialized and that improvement of the highway is needed to take care of the resulting industrial traffic. According to figures, he stated, there is more truck traffic on 82nd Avenue north of the Clackamas River than there is on McLaughlin Boulevard, Route of 99E. Judge Telford thanked the Commission for other work done in Clackamas County, particularly the overpass at Clackamas. Chairman Chandler informed the Court that the Commission has provided funds in

the two-year program that was adopted on the previous day to pay for right of way for the 82nd Avenue project.

A delegation representing "Foster Boosters" and the S. E. Portland Chamber of Commerce came before the Commission regarding an extension of Foster Road to a connection with the Mt. Hood Highway. The following people were present: L. A. Mathisen; John J. Barratt; Harry Vawter; Joe Hogan; Art W. Ledgerwood; A. H. Buker; Meredith L. Fisher; George Tenny; and Clyde J. McDonald; all of Portland. Mr. Mathisen, who acted as spokesman, recalled that a survey for this extension was made about twenty-one years ago from a point west of Sandy to 141st Street, passing through or near the town of Boring. He alleged that when the survey was made the route was deemed a good one by the State Highway Engineer but was not constructed because funds were not available to finance the work. He also recalled that when Mr. T. H. Banfield was Chairman of the Highway Commission the suggestion was made by him that the County build the road after which the State would consider taking it over; however, that was not done. He expressed his feeling that a freeway type of highway should be placed on the highway program by-passing the city of Gresham. The Engineer commented that the section requested is about ten miles long and that no part of it is on the state highway system. Chairman Chandler mentioned that he is unfamiliar with the project, and he called attention to the Commission's policy of modernizing the present state highway system before new highways are added. He also said that the Commission will review the Engineer's report on the old survey and advised the group to contact either the State Highway Engineer or the Secretary for further information.

Following departure of the group, the Engineer pointed out that a new county road which is being constructed will take approximately sixty per cent of the traffic from Gresham. The proposed project, he stated, will cost approximately $3,000,000 or $4,000,000, and there are many others throughout the state that have higher priority.

The meeting recessed for luncheon at 12:00 noon and reconvened at 2:00 p.m. in the same room with the same persons present and participating.

At 2:00 p.m. a delegation from the cities of Astoria, Seaside, and Warrenton came before the Commission concerning improvements to the Oregon Coast Highway between Seaside and Astoria. The following people were present: Charles DeFoe, Manager of Chamber of Commerce, Astoria; R. J. Bettendorf, Port of Astoria, Astoria; Malcolm H. MacEwan, Manager of Chamber of Commerce, Seaside; John Shepherd, President of the Chamber of Commerce; George Stuckrath, City Commissioner; E. R. Baldwin, City Manager; and C. E. Wade, Director of Chamber of Commerce; all of Warrenton. Mr. Charles DeFoe was spokesman. He inquired whether or not the Commission has reached a decision concerning this improvement. Chairman Chandler advised that the Commission has decided that the Smith Point Bridge across Youngs Bay should be considered as the No. 1 project, and

that it is planned to acquire necessary right of way and to perform the engineering in the next two years. Construction of the bridge, he said, is contemplated as a high priority project in 1959. Mr. MacEwan urged construction of the Seaside by-pass along Roosevelt Drive so as to relieve traffic congestion on the present route of the Oregon Coast Highway through Seaside.

A delegation from the City of Forest Grove appeared before the Commission to urge continuation of the improvement on the Tualatin Valley Highway between Cornelius and Forest Grove. The following people were present: J. R. Shick, City Attorney; Arnold Franks, Manager of Chamber of Commerce; Donald Skogseth, President of Chamber of Commerce; the following Chamber of Commerce members: Joseph R. McCready; Don Brandan; Richard Fendall; Chas. E. Cox; Douglas D. Olds; Thos. Feazle; Omar Wallace; Dr. D. L. Miller; Kenneth Bump; James Sehorn; H. E. Shelton; Mr. and Mrs. A. M. Austin; Mr. and Mrs. Myron Sheelar; Charles Davis; Hans Running, Photographer; John M. Richardson, Editor of "News Times"; Walter Richardson, Student; Walter Haney, Citizen; and Roy Ligon, F. G. Plumbing Company. Mr. Shick was spokesman for the group. He alleged that there is a greater traffic volume between Cornelius and Forest Grove than on the section of highway between Cornelius and Hillsboro which is now being improved. Traffic into Forest Grove, he stated, is increasing and the accident rate on the section immediately east of the town is high, and he advised that people have been told to defer development of their properties because the highway was going to be built soon. He inquired as to what plans the Commission has for this section. Chairman Chandler stated that presently the Commission has no plans for improvement of the section between Forest Grove and the newly improved section east of the city. The Engineer commented that although no provision has been made for this project in the recently approved two-year program, it is being considered in the long range program. He pointed out that completion of the highway between North Plains and Glenwood would reduce considerably the amount of traffic in Forest Grove. Mr. Shick stated that the weekend traffic is not particularly bothersome but the problem lies in the regular weekday traffic, and he inquired if the improvement could be included in the two-year program. Chairman Chandler replied in the negative. Mr. Shick then inquired about issuing building permits on property which will ultimately be needed for the highway improvement in Forest Grove. The Engineer stated that the State has not asked the City to withhold any building permits and that any statements that may have been made to that effect by the Location Engineer were not authorized, in fact, the Highway Department is not asking anyone to defer proposed developments. Mr. Shick then inquired as to why the improvement had stopped where it did -- east of Forest Grove. He was informed that available funds were not sufficient to finance a longer project. He was further informed that consideration is being given to improvement of this section during the three-year period next following the two-year program which has just been adopted, but whether or not it will be included therein cannot be stated at this time. There followed further discussion but the Commission made no definite commitment to the project.

A delegation representing the Hood River County Chamber of Commerce was present and requested the immediate improvement of the Mt. Hood Highway between Parkdale and the Wapinitia Highway Junction. Present were: Percy Bucklin, Chairman of Highway 35 Improvement Committee; Arvo Hukari, County Judge, Hood River County; Kenneth Abraham, District Attorney, Hood River County; Charles Howe, Mayor; W. C. Sundby, President, Chamber of Commerce; George Bartch, Manager of Port of Hood River and Chamber of Commerce; Roy Webster, Manager of Webster Orchards; all of Hood River. Also present were Baker Ferguson and Jack Stewart, Portland, who represented the Mt. Hood Committee of the Portland Chamber of Commerce. Mr. Bucklin, who acted as spokesman, introduced the other members of the delegation and presented a brief showing the need of the improvement as an aid to the lumbering, fruit and other industries of the district and as an attraction to tourists. He particularly urged that the highway be improved so that timber can be hauled from the Bennett Pass area to mills in and near Hood River. The present road, he stated, is so narrow and crooked that permits are granted for hauling logs only on solo vehicles which must be preceded by a pilot car. Half of the income of Hood River County, he added, is dependent upon the logging and lumbering industry, and the timber now being harvested closer to Hood River will soon be exhausted. He urged the improvement in order to maintain the present lumber production and to avoid a reduction in the community's payroll. He explained that unless timber in considerable quantity is made available from the Bennett Pass area, mills in the Hood River vicinity will be forced to shut down within two to four years. Judge Hukari recalled that the County in 1921 bonded itself to help finance the original Mt. Hood Highway and he pointed out that the sectio. which they want improved is in the same condition as it was when the highway was first constructed. He declared the problem an economic one. The scenic value of the road was also emphasized by Judge Hukari who stated that tourists are reluctant to travel the route because of its obsolete condition. Mr. Abraham emphasized the urgency of obtaining additional timber at an early date and inquired as to the availability of forest highway funds. Chairman Chandler stated that no current Forest Highway program has yet been adopted, and he suggested that the delegation present its problem to the Forest Service officials. Mr. F. E. Andrews of the Bureau of Public Roads, who was present, stated that there may be some confusion with reference to use of forest highway funds and forest access road funds. He explained that the access road funds are not used on state highways and are under control of the Forest Service, whereas Forest Highway funds are allocated to state highways within national forests by mutual consent among the State Highway Commission, the Forest Service, and the Bureau of Public Roads. He added that the Mt. Hood Highway is not eligible for access money and that a program for Forest Highway Funds has not yet been arranged. Mr. Abraham commented that he was informed that the Forest Service officials had indicated that they would give a high priority to improvement of this section. He then inquired if the Commission would consider improvement with Forest Highway funds. Chairman Chandler replied that the Commission had not had time to consider the matter nor to meet with

the Forest Service and Bureau of Public Road officials, but the request would most certainly receive consideration when the joint conference is held. Mr. Ferguson spoke for the improvement from the scenic and tourist standpoint. Mr. Steward stated that his committee has not had time, as yet, to study in detail the proposal of the Hood River Chamber of Commerce but it is their feeling that the Hood River group has an excellent point in the need for more logs. He requested a careful study of the problem. This concluded the conference.

Mr. James R. Daugherty, President of the South Douglas County Highway Association, was present and advised that he has been asked by the Association to appear before the Commission for the purpose of getting acquainted. Proposals are being formulated by the Association, he stated, for improvement of ORE 42 between Coquille and Roseburg and further improvement on the North Umpqua Highway. He mentioned Highway 42 as their most important and first priority project, and that they are not asking for any definite commitment now but will present something later on. The Commission took no action.

A delegation from Burns, consisting of J. L. McCullouch and Ellis Bennett, representing the Harney County Chamber of Commerce, and Walter Dickenson, City Councilman, appeared before the Commission. Mr. McCullouch, who acted as spokesman, asked that the work that is now under way on the Poison Creek Section of US 395, north of Burns, be expedited so the highway will be travelable this winter. He was informed that this is a Forest Highway Contract which is being carried on under the supervision of the U. S. Bureau of Public Roads to whom the matter will be referred. Mr. McCullouch also urged that high priority be given to needed construction on US 20, particularly between Juntura and Harper Valley and a section near Gap Ranch. Mr. Bennett declared that the City of Burns acts as a gateway to a large recreational area in Western Oregon and that many tourists inquire how to reach Crater Lake and other scenic attractions in that part of the state. He suggested that a sign be maintained at the junction of US 26 and US 20 in Vale calling attention to the fact that people can travel to Portland via US 20 which, he said, is the fastest road across the state. The existing sign, he advised, directs travel to Portland via US 26 only and he asked for an even break in tourist traffic. The Commission took no action on the request.

The Commission discussed with the Engineer bids received at the morning session. The Engineer observed that tie bids were submitted by C. E. Leseberg and Russell Olson Construction Company, Inc. for the Verde Drive-S. W. 11th Street (Ontario) Project in Ontario. A coin was flipped publicly to determine the successful bidder, and Mr. Leseberg won the toss. At 3:15 p. m. Commissioner McIver announced the awards of contracts, as follows:

"Construction of a reinforced concrete deck girder bridge on Avenue "U" over the Necanicum River in Clatsop County: The Commission referred to Clatsop County the seven bids received for this project inasmuch as it is a county job.

"Construction of a steel and timber pier fender at the Umpqua River Bridge at Reedsport in Douglas County: The Commission awards the contract to Tom Lillebo, who submitted the only bid at $13,650.

"Drainage improvement on the Sherman Street-Pine Street (Sutherlin) Section of the Elkton-Sutherlin Highway in Douglas County: The Commission awards the contract to the low bidder, Fred J. Stubbert, Springfield, at his bid price of $10,215.

"Grading and oiling 1.5 miles on the Indian Creek-Windmaster Corner Section of the Brookside Drive Road in Hood River County: The Commission elects to accept the bid of Babler Bros., Inc., Portland, who submitted the low bid in the sum of $27,129, and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Hood River County is received and the sum of $6,125 is deposited by the County.

"Grading and oiling on the China Gulch-Copper Road Section of the Medford-Provolt Highway in Jackson County: The Commission awards the contract to the low bidder, F. L. Somers, Medford, at his bid price of $69,553.

"Grading and paving 2.05 miles on the River Banks Farm Section of the Rogue River Loop Highway in Josephine County: The Commission elects to accept the bid of F. L. Somers, Medford, the low bidder, in the sum of $147,050, and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Grading, pavement widening and illumination of the Lookout Point Lake Park Interchange on the Willamette Highway in Lane County: The Commission awards the contract to Eugene Gardens, Eugene, who submitted the only bid for this project in the sum of $15,573.38.

"Grading and pavement widening on the Verde Drive-S. W. 11th Street (Ontario) Section of the Old Oregon Trail in Malheur County: C. E. Leseberg, Nyssa, and Russell Olsen Construction Co., Inc., Pendleton, submitted identical bids of $14,261 for this job. The contract was awarded to C. E. Leseberg on the flip of a coin.

"Olds Ferry-Ontario Section illumination project at three interchanges on the Old Oregon Trail Highway in Malheur County: The Commission awards the contract to the low bidder, Trowbridge Electric Co., Roseburg, at their bid price of $19,995.

"Widen 12th Street Bridge over Shelton Ditch in the City of Salem, Marion County: The Commission awards the contract to the low bidder, United Builders, Inc., Beaverton, at their bid price of $26,599.75.

"Construction of the Clear Lake Bridge on Clear Lake County Road in Marion County: The Commission elects to accept the bid of Johnston & Bryant, Newberg, who submitted the low bid in the sum of $33,720, and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Marion County is received and the sum of $18,968 is deposited by the County.

"Construct frame dwelling foreman's cottage, with attached garage, at Hatrock State Park in Umatilla County: The Commission awards the contract to the low bidder, Sam L. Godwin, Hermiston, at his bid price of $14,380.

"Grading and topping the Ladd Canyon Slide Section of the Old Oregon Trail Highway in Union County: The Commission awards the contract to the low bidder, Cartwright Construction Co., Durkee, at their bid price of $43,056.

"Traffic signal installation at the intersections of Scholls Ferry Road and Oleson Road with the Beaverton-Hillsdale Highway in Washington County: The Commission awards the contract to the low bidder, Trowbridge Electric Co., Roseburg, at their bid price of $20,400.

"Grading and paving on the 2nd St. -5th St. (South Milwaukie) Section of 7th Avenue., a county road, in Clackamas County: The Commission awards the contract to the low bidder, Inland Construction Co., Milwaukie, at their bid price of $18,382.20.

"Construction of Lost River Bridge on the Charles Drew County Road, and K.I.D. "A" Canal Bridge on the Homedale Road, in Klamath County: The Commission elects to accept the bid of Tom Lillebo, Reedsport, who submitted the low bid in the sum of $65,047.50, and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Klamath County is received and the sum of $14,630 is deposited by the County.

Mr. George Zimmerman, representing the Chamber of Commerce of the City of Yamhill, Mr. O. H. Schrepel, a farmer from Gaston, and Mr. Stovall, also a member of the Yamhill Chamber of Commerce, came before the Commission concerning completion of the improvement of the Yamhill-Newberg Secondary Highway. He mentioned that part of the highway was reconstructed last year, and now they want it rebuilt throughout. The Engineer advised that the survey has been completed but no funds have been allocated to finance construction. Chairman Chandler commented that the Commission presently has no idea when money will be available for additional work on this road.

A request from the U.S. Forest Service that the State take over as a wayside area an existing U.S. Forest camp near Austin on the John Day Highway in Baker County was presented by Commissioner Reynolds. The Commission instructed the Parks Superintendent to

investigate the request and report the findings at the next meeting.

The Assistant Counsel requested authority to condemn eight additional parcels of land that are needed for highway improvements, as follows, and to tender offers for the same in conformity with instructions given him by the Commission in its resolution dated December 20, 1951:

Myrtle Creek-Canyonville Section of the Pacific Highway

R-22482- Kenneth Bruce Amesbury and Dorothea Amesbury, Husband and Wife
(Douglas County)
Parcel No. 1: 1.16 acres Right of Way
Parcel No. 2: 0.36 acre Excess Taking
Parcel No. 3: 0.11 acre Excess Taking

R-22483- Alton E. Alspaugh and Dorothy M. Alspaugh, Husband & Wife
(Douglas County)
Parcel No. 1: 1.16 acres Right of Way
Parcel No. 2: 0.36 acre Excess Taking
Parcel No. 3: 0.49 acre Excess Taking

R-21012- and R-22926- Roy W. Alspaugh and Ethel Alspaugh, Husband and Wife
(Douglas County)
Parcel No. 1: 3.41 acres Right of Way
Parcel No. 2: 0.07 acre Right of Way
Parcel No. 3: 2.38 acres Excess Taking

R-21013- Adeline Weaver
Right of Way (Douglas County)
Parcel No. 1: 6.66 acres
Parcel No. 2: 1.58 acres

R-21014- Orville H. Weaver and Laura Weaver
Right of Way (Douglas County)
Parcel No. 1: 5.43 acres
Parcel No. 2: 0.84 acre

R-21015- Eleanor Jones
(Douglas County)
Parcel No. 1: 3.29 acres Right of Way
Parcel No. 2: 0.17 acre Right of Way
Parcel No. 3: 1.04 acres Excess Taking

R-21016- Bess W. Briggs and Ermel Briggs, Wife and Husband
(Douglas County)
Parcel No. 1: 2.25 acres Right of Way
Parcel No. 2: 0.95 acre Excess Taking

Euchre Creek-Wedderburn Section of the Oregon Coast Highway

L-2326- L. E. Goudy, et ux.
New resolution permitting owner an easement for septic tank and outfall pipe

Right of way maps, construction plans and other data were submitted to the Commission and the Engineer advised that the acquisition of the properties listed is required in order to carry out plans for highway improvements and other projects heretofore authorized by the Commission. After considering the matter in the light of the information and advice submitted, together with the general knowledge of the members of the Commission concerning the various projects and the properties involved, the Commission approved the Assistant Counsel's request by adopting the attached resolutions relative thereto marked EXHIBITS "C-17" and "C-18", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Assistant Counsel stated that Mr. E. L. Kennard, contractor for construction of the west approaches to the Salem Bridges, Contract No. 3756, has filed suit against the State to collect damages in the amount of $22,238 which he alleges he incurred by reason of the change in plans for the project whereby the yardage of material moved was reduced from 90,000 cubic yards (estimated) to 62,000 cubic yards (actual), his proposal having been figured on the estimated 90,000 cubic yards. The Assistant Counsel advised that it is quite possible that Mr. Kennard will be able to collect at least a portion of his claim if he takes it to court, but he has offered to settle out of court if paid the sum of $13,158.18, which amount includes interest. He recommended approval of such settlement. The Engineer recalled that the contract originally was awarded to Mr. Kennard who defaulted, and the work was completed under another contract by F. O. Laws. He further stated that the change in plans referred to by Mr. Kennard is correct and resulted in a reduction of about 30,000 cubic yards of material to be moved. He gave as his feeling that the settlement as proposed is reasonable. The Commission unanimously approved the settlement.

Mr. F. E. Andrews, Division Engineer, U.S. Bureau of Public Roads, was present regarding programming of Forest Highway funds. He said that the new apportionment has been made and that the Bureau of Public Roads and Forest Service would like to meet with the Commission soon to discuss the new program. Chairman Chandler suggested an advance meeting among Engineers of the Bureau of Public Roads, the U.S. Forest Service, and the State Highway Department to arrange a tentative program for the funds available, the results thereof to be reported to the Commission at its September meeting when final action can be taken. The suggestion was adopted by all.

The Secretary presented a resolution from the County Court of Morrow County wherein the Court expresses appreciation for the service rendered by Mr. R. H. Baldock to the State of Oregon during the many years that he was connected with the State Highway Department. He explained that the Court expressed a wish that this resolution be recorded in the Commission's minutes. The Commission so ordered.

The Commission signed the following agreements and other papers:

"Indentures of Access" on the following properties:

a. Engle property on Clackamas Overcrossing Section of Clackamas Highway, Clackamas County.

b. Maiken property on Manning-Sunset Camp Section of Sunset Highway, Washington County.

c. Jacobsen property on Coquille-Rink Creek Section of Coos Bay-Roseburg Highway, Coos County.

d. McKean property on Moro-Grass Valley Section of Sherman Highway, Sherman County.

e. Haslebacher property on Dolph Corner-Rickreall Section of Willamina-Salem Highway, Polk County.

f. Bogert property on Coquille-Rink Creek Section of Coos Bay-Roseburg Highway, Coos County.

"Grant of Access" to the Morris property on Noble Slough-Foster Section of Santiam Highway, Linn County.

"Transmission Line Easement" to Bonneville Power Administration across excess property acquired in connection with the R. H. Baldock Freeway.

"Release of Haul Road" covering haul road acquired to serve a gravel pit which has been exhausted on the Klamath Indian Reservation situate on Mazama Junction-Lobert Section of The Dalles-California Highway, Klamath County.

"Agreement" with Crook County for joint use of a cinder pit.

"Petition to Vacate" covering vacation of certain alleys in Lake County.

"License" for renewal of a lease from the Corps of Engineers, U. S. Army, covering a storage site on certain government-owned land situate on US 30, a short distance east of Seufert.

"Finance and Maintenance Agreement" with Marion County covering the Clear Lake Bridge Section, ER-43(1), FAS 592. (Authorized 7-12-56)

"Agreement" with Clackamas County covering the 2nd Street-5th Street (S. Milwaukie) Section of 7th Avenue in Clackamas County. (Bids to be received on August 17, 1956)

"Bargain and Sale Deed" to City of Eugene for four parcels of land lying in Section 36, Township 17 South, Range 4 West, W.M., Lane County. (Authorized 1-18-55)

"Bargain and Sale Deed" to Lloyd Selby for a parcel of land on the Bear Creek-Talent Section of the Pacific Highway in Jackson County. (Authorized 12-19-55)

"Bargain and Sale Deed" to R. E. Gard for property on the Tigard-Newberg Section of the Pacific Highway in Washington County. (Authorized 1-26-56.)

"Relinquishment of Title" to City of Eugene for a parcel of land in the Prior F. Blair D.L.C. No. 39, Lane County. (Authorized 9-22-55)

"Finance and Maintenance Agreement" with Josephine County covering the Slate Creek (Wilderville) Bridge Section, S-324(1), FAS 266. (Authorized 6-4-56)

"Agreement" and "Bargain and Sale Deed" covering abandonment and transfer of the right of way in connection with the Blodgett Overcrossing Section of the Corvallis-Newport Highway, Benton County. (Agreement signed August 16, 1956)

"Bargain and Sale Deed" to Frank H. Lux and Donna Lux, husband and wife, for parcel of land lying in the Wm. Chapman D.L.C. No. 41, Township 5 South, Range 6 West, W.M., Yamhill County.

"Indenture of Access" on Moore property on the relocated Sherman Highway in Sherman County.

"Lease Agreement" with Cascade Natural Gas Corporation covering installation on Old Oregon Trail-Cold Springs Junction Section of US 30, Umatilla County.

"Agreement" with Douglas County covering future use and maintenance of the Ferry Slip and Float on the Umpqua Highway in vicinity of Koepke Slough. (Authorized 4-26-56)

"Finance Agreement" with Hood River County covering the Indian Creek-Windmaster Corner Section, S-315(1), FAS 663. (Authorized 12-19-55)

"Finance and Maintenance Agreement" with Klamath County covering Lost River (Wilson Dam) Bridge S-316(1), FAS 685, and K.I.D. "A" Canal (Homedale Road) Bridge Section, S-317(1), FAS 686. (Authorized 12-19-55)

"Finance Agreement" with Jackson County covering North Approach, Bybee Bridge Section, ER-32(1), FAS 273. (Authorized 7-12-56)

"Finance and Maintenance Agreement" with Union County covering Iowa School-LaGrande Section, S-326(1), FAS 478. (Authorized 10-28-54)

"Bargain and Sale Deed" to Guy E. Abraham for a parcel of land on the Siletz-Toledo Section of the Siletz Highway in Lincoln County. (Authorized 8-11-55)

"Quitclaim Deed" to Deschutes County covering a parcel of land on the Bend Section of The Dalles-California Highway in Deschutes County. (Authorized 7-12-56)

"Supplemental Agreement" with Crook County re the abandonment of certain units of the Ochoco Highway in Crook County.

"Quitclaim Deed" to City of Eugene for a strip of land 60 feet wide extending from the West line of the Prior F. Blair D. L. C. No. 39 to 7th Avenue connection of Pacific Highway.

"Commercial Power Contract" with Central Lincoln Peoples' Utility District for furnishing electric power at Fogarty Creek State Park in Lincoln County.

"Extension Rider" with Union Pacific Railroad Company, extending existing leases on two material storage sites near Speece on the John Day Highway, about 12 miles north of Condon.

"Application for Public Highway" with Department of Interior re widening (to a four lane highway) of the Emigrant Hill-Deadman's Pass Section of the Old Oregon Trail Highway, US Route 30.

"Consent to Vacation" of a portion of Lumber Street in the City of Coaledo in Coos County.

There being no further business to consider at this time, the meeting was declared adjourned by Chairman Chandler at 3:45 p. m.

State Highway Engineer

Chairman

Commissioner

Secretary

Commissioner

August 17, 1956

EXHIBITS "A" THROUGH "L"

MINUTES

of the

OREGON STATE HIGHWAY COMMISSION MEETING

held on

August 16 and 17, 1956

EXHIBIT "A"

Minutes of August 16 and 17, 1956

RESOLUTION

WHEREAS, in connection with the future improvement of the highway herein designated, and for the convenience and benefit of the public. it is and has been necessary to acquire property for rights of way, quarry sites, gravel or other material sites, sites for the storage of materials, and properties for other purposes authorized by statute as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the following described properties are hereby declared to be necessary for State highway, park, and other uses under the jurisdiction of the Commission, and that the several options or bases of settlement hereinafter enumerated be, and the same hereby are approved and accepted, and that the attorney for the Commission be. and he hereby is, instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon, by and through its State Highway Commission. The said properties hereby ordered and authorized to be acquired are as follows:

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND-SALEM EXPRESSWAY

24835 Parker, Virgil and Jeanette V. (Black)
Right of Way
Option expires January 29, 1957

9,950 sq. ft. at $0.12 per sq. ft.	$1,194.00	
House, 964 sq. ft. at $6.50 per sq.ft.	6,266.00	
Shed	70.00	
Site improvements	470.00	
Amount to be paid owners - chrg to Right of Way		$8,000.00
State to assume 1956-57 taxes. Estimate		160.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$8,160.00

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND-SALEM EXPRESSWAY (Cont)

24835 Parker, Virgil and Jeanette V. (Cont)

Grantor to vacate 30 days after notice.

Entire taking -

25028 Pacific Building Materials Company (Stuntz)
Right of Way
Option expires January 31, 1957

1,250 sq. ft., lump sum	$ 65.00	
Amount to be paid owners - chrg to Right of Way		$ 65.00

Access controlled - none allowed -

23673 Marvin, Edward H. and Letitia F. (Black)
Right of Way
Option expires January 26, 1957

5,000 sq. ft., lump sum	$ 850.00	
Amount to be paid owners - chrg to Right of Way		$ 850.00
State to Assume 1956-57 taxes. Estimate		17.00
GRAND TOTAL (Estimate)-chrg to Right of Way		$ 867.00

Entire taking -

22746 Mitchell, Percy; Johnson, Harold D. et al (Black)
Right of Way
Option expires January 8, 1957

17,640 sq. ft. at $0.10 per sq. ft.	$1,764.00	
House, 1,012 sq. ft. at $5 per sq. ft.	5,060.00	
Garage, 286 sq. ft. at $1.50 per sq. ft.	429.00	
Improvements, lump sum	747.00	
Amount to be paid owners - chrg to Right of Way		$8,000.00
State to assume 1956-57 taxes. Estimate		$ 160.00
GRAND TOTAL (Estimate)-chrg to Right of Way		$8,160.00

Contract purchasers to give possession 30 days after acceptance.

Entire taking -

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND-SALEM EXPRESSWAY (Cont)

22556 Schultz, Plez L. and Olive M. (Black)
Right of Way
Warranty Deed signed July 18, 1956

7,900 sq. ft., lump sum	$ 750.00	
House, 484 sq. ft. at $6 per sq. ft.	2,904.00	
Garage, 235 sq. ft. at $1.50- per sq. ft.	352.00	
Improvements	744.00	
Amount to be paid owners-chrg to Right of Way		$4,750.00
State to assume 1956-57 taxes. Estimate		95.00
GRAND TOTAL (Estimate)-chrg to Right of Way		$4,845.00

Grantor to give possession 30 days after notice.

Entire taking -

25023 Chappell, James and Frances (Stuntz)
Right of Way
Option expires January 16, 1957

10,000 sq. ft. at $0.16 per sq.ft.	$ 1,600.00	
2 apartments, 2,260 sq. ft. at $8.50 per sq. ft.	19,210.00	
3 garages, 630 sq. ft. at $2 per sq. ft.	1,260.00	
Improvements	1,030.00	
Amount to be paid owners - chrg to Right of Way		$23,100.00
State to assume 1956-57 taxes. Estimate		462.00
GRAND TOTAL (Estimate)-chrge to Right of Way		$ 23,562.00

Grantors to vacate 30 days from notice or within 5 days from receipt of payment.

Entire taking -

24846 Finley, Sarah Susie Gavin and Lawrence Ray
Right of Way (Stuntz)
Option expires January 17, 1957

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND-SALEM EXPRESSWAY (Cont)

24846 Finley, Sarah Susie Gavin and Lawrence Ray (Cont)

11,060 sq. ft. at $0.11+ per sq. ft.	$1,220.00	
House, 880 sq. ft. at $2 per sq. ft.	1,760.00	
Shrubs	20.00	
Amount to be paid owners - chrg to Right of Way		$3,000.00
State to assume 1956-57 taxes. Estimate		60.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$3,060.00

Grantors to vacate 30 days from notice or 5 days after receipt of check.

Entire taking -

25010 Ratty, Dudley and Evelyn (Stuntz)
Right of Way
Option expires January 18, 1957

1,600 sq. ft. at $0.12 per sq. ft.	$ 192.00	
Severance damage	178.00	
Amount to to paid owners - chrg to Right of Way		$ 370.00
State to assume 1956-57 taxes. Estimate		8.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$ 378.00

Access: It is understood that all access to the frontage road to be constructed as an off-ramp between 22nd Ave. and 23rd Ave. is to be restricted but access to 22nd Ave. is not to be restricted.

Access controlled -

23672 Flabetich, Jack and Katie (Black)
Right of Way
Warranty Deed signed July 24, 1956

4,250 sq. ft. at $0.30 per sq. ft.	$1,275.00	
House, 592 sq. ft. at $11 per sq. ft.	6,512.00	
Garage, 216 sq. ft. at $2 per sq. ft.	432.00	
Site improvements	281.00	
Amount to be paid owners - chrg to Right of Way		$8,500.00

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND-SALEM EXPRESSWAY (Cont)

23672 Flabetich, Jack and Katie (Cont)

State to assume 1956-57 taxes. Estimate		$ 170.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$8,670.00

Grantor to vacate 30 days after notice.

Entire taking -

WASHINGTON COUNTY LINE-HILLSDALE SECTION - BEAVERTON-HILLSDALE HIGHWAY

24756 Miller, Fred J. (Smith)
Right of Way
Option expires January 22, 1957

1,000 sq. ft. at $0.25 per sq. ft.	$ 250.00	
1,500 sq. ft. at $0.10 per sq. ft.	150.00	
Reconstruction of driveway	400.00	
Damages, including shrubs and trees in R/W	2,700.00	
Amount to be paid owner - chrg to Right of Way		$3,500.00

Access not controlled -

EAST BURNSIDE EXTENSION CONNECTION SECTION - MT. HOOD HIGHWAY

25392 Anderson, Andrew G. and Hildegard (Stuntz)
Right of Way
Quit Claim Deed signed July 31, 1956

0.01 acre, lump sum	$ 1.00	
Amount to be paid owners - chrg to Right of Way		$ 1.00

Access not controlled -

SANDY-FOREST BDRY. SECTION - MT. HOOD HIGHWAY

25298 Furnish, Commodore T. and Bertha M. (Grant)
Gravel Source
Option expires January 29, 1957

EXHIBIT "A" (Cont)

SANDY-FOREST BDRY. SECTION - MT. HOOD HIGHWAY (Cont)

25298 Furnish, Commodore T. and Bertha M. (Cont)

Not over estimated 20 acres at $100 per acre	$2,000.00	
Plus 30' roadway eas. over rem. prop. of grantor	Gratis	
Amount to be paid owners - chrg to Gravel Site		$2,000.00

Grantor may remove trees of commercial value 30 days after notice.

THINGS TO BE DONE BY THE STATE

Construct cattle guard where road crosses easterly fence of farm.

Exploratory option to be accepted if material found satisfactory.

DODSON-BONNEVILLE SECTION - COLUMBIA RIVER HIGHWAY

25293 Berger, Clarence E. and Carmen (Landon)
Right of Way
Option expires January 25, 1957

2 acres at $500 per acre	$1,000.00	
5.6 acres at $100 per acre	560.00	
Timber	5,217.00	
House, 2,000 sq. ft at $7/sq. ft., oil furnace	14,000.00	
Six rental cabins	4,950.00	
Outbuildings	1,023.00	
Water system	1,250.00	
Amount to be paid owners - chrg to Right of Way		$28,000.00
State to assume 1956-57 taxes. Estimate		380.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$28,380.00

Grantors to vacate by October 15, 1956, with at least 5 days notice to State prior thereto.
Grantors have right to remove flowers and shrubs by same date, otherwise become property of State, and to collect and retain cabin rentals to said date.

Entire taking -

EXHIBIT "A" (Cont)

VINE MAPLE BRIDGE SECTION - FISH HAWK FALLS HIGHWAY

25183 Jeppesen, John and Eva Myrtle (Benner)
Detour Easement
Easement signed July 12, 1956

2-yr. ease. over 0.17 acre for detour road	Gratis	
25 rods fencing at $4 per rod	$ 100.00	
Amount to be paid owners - chrg to Right of Way		$ 100.00

Access not controlled -

Confirmation of verbal approval by Mr. Reynolds July 13, 1956.

25369 French, Dorothy (Benner)
Right of Way
Option expires January 26, 1957

0.44 acre at $250 per acre	$ 110.00	
72 rods fencing at $4 per rod, to be moved or become property of State	288.00	
Amount to be paid owner - chrg to Right of Way		$ 398.00

Access not controlled -

WHITESON UNIT SOUTH YAMHILL RIVER-AMITY SECTION - PACIFIC WEST HIGHWAY

25349 Yamhill County (Gemmell)
Right of Way
Option expires January 30, 1957

1.5 acres	Gratis

Entire taking -

WILLAMETTE RIVER-HAYESVILLE SECTION - R. H. BALDOCK FREEWAY

25146 Faix, Jacob and Luella F. (Friess)
Right of Way
Option expires January 12, 1957

0.18 acre, lump sum	$ 110.00	
33 rods fencing at $1.50+ per rod	50.00	
Amount to be paid owners - chrg to Right of Way		$ 160.00

EXHIBIT "A" (Cont)

WILLAMETTE RIVER-HAYESVILLE SECTION - R. H. BALDOCK FREEWAY (Cont)

25146 Faix, Jacob and Luella F. (Cont)

Restricted access as set forth in Hwy. Option 20904.

Access controlled - none allowed -

25148 Windecker, George E. and Helen J. (Friess)
Right of Way
Option expires January 12, 1957

0.09 acre, lump sum $ 100.00

Amount to be paid owners - chrg to Right of Way $ 100.00

Grantors to remove and replace mail box and post, if necessary to facilitate construction.

THINGS TO BE DONE BY THE STATE

Improve Grantors' access road by widening flare 3' on E. and W. sides where it connects with County road and install 1 sight post on either side of approach, on county road.

Restricted access as set forth in Hwy. option 20907.

Access controlled - none allowed -

25145 Pence, Grace D. R. et al (Friess)
Right of Way
Option expires January 18, 1957

0.09 acre, lump sum $ 60.00

Amount to be paid owners - chrg to Right of Way $ 60.00

Restricted access as set forth in Hwy. Option 20890.

Access controlled - none allowed -

SALEM BY-PASS-JEFFERSON JUNCTION SECTION - PACIFIC EAST HIGHWAY

24318 Finden, Martin O. and Mildred (Benner)
Right of Way
Option expires January 22, 1957

EXHIBIT "A" (Cont)

SALEM BY-PASS-JEFFERSON JUNCTION SECTION - PACIFIC EAST HIGHWAY (CONT)

24318 Finden, Martin O. and Mildred (Cont)

0.6 acre at $350 per acre	$ 210.00	
Estimated fence readjustment over previous taking	90.00	
Amount to be paid owners - chrg to Right of Way		$ 300.00

THINGS TO BE DONE BY THE STATE

Provide frontage road. Re-establish cattle guard and re-establish entrance to frontage road at Sta. 500+00.

Access controlled - none allowed except to frontage road.

24313 White, Leo and Zelma A. (Benner)
Right of Way
Option expires January 25, 1957

2.82 acres at $530 per acre	$1,494.60	
70 prune trees at $10 per tree	700.00	
Damage	265.00	
Amount to be paid owners - chrg to Right of Way		$2,459.60

THINGS TO BE DONE BY THE STATE

Provide frontage road.

Access controlled - none allowed except to frontage road -

BRUSH COLLEGE AREA SECTION - SALEM-DALLAS HIGHWAY

25393 Bass, W. E., Jr. and Blanche D. (Benner)
Quarry Site
Option expires January 23, 1957

Not to exceed est. 15 acres at $150 per acre	$2,250.00	
Amount to be paid owners - chrg to Quarry Site (Est.)		$2,250.00

Grantors allowed to lay pipe line and take water therefrom, if same does not interfere with State.

EXHIBIT "A" (Cont)

BRUSH COLLEGE AREA SECTION - SALEM-DALLAS HIGHWAY (CONT)

25393 Bass, W. E. Jr. and Blanche D. (Cont)

THINGS TO BE DONE BY THE STATE

Re-establish any road connecting remaining parts of property if disturbed by taking.

Fence quarry site.

Exploratory option to be accepted if material found satisfactory.

B. P. R. PROJECT

NESKOWIN-SALMON RIVER SECTION - OREGON COAST HIGHWAY

24652 Green Mountain Lumber Co. (Timber interest, only) (Gemmell)
Right of Way
Option expires January 30, 1957

Removal of 297 MBF of timber at $7- per M $2,000.00

Amount to be paid owners - chrg to Right of Way $2,000.00

Grantor to have access across 19.3 acres to remove timber, during hwy. construction. Grantor has right to remove timber on said tract - to be removed on or before August 10, 1956.

Access controlled - none allowed -

Confirmation of phone approval by Mr. Chandler July 31, 1956.

SILETZ BAY-DEPOE BAY UNIT-SILETZ BAY-MINER CREEK SECTION - OREGON COAST HIGHWAY

23909 Dunsmoor, Ray (Gemmell)
Right of Way
Option expires January 22, 1957

.95 acre, R/W, 2.35 acres Excess, Lump sum $ 700.00

Amount to be paid owner - chrg to Right of Way $ 700.00

THINGS TO BE DONE BY THE STATE

Construct approach road.

EXHIBIT "A" (Cont)

SILETZ BAY-DEPOE BAY UNIT-SILETZ BAY-MINER CREEK SECTION - OREGON COAST HIGHWAY (Cont)

23909 Dunsmoor, Ray (Cont)

Access: Sta. 100+00, W. side for farming and private residential use.

Access controlled -

25040 Boothby, Frank H. and Gertrude A. CORRECTION REPORT (Fries)
Right of Way and Park
Warranty Deed signed July 16, 1956

.3 acre, lump sum	$3,850.00	
Amount to be paid owners - chrg to Right of Way		$1,925.00
Amount to be paid owners - chrg to Parks		1,925.00
		$3,850 00
State to assume 1956-57 taxes - Estimate		60.00
GRAND TOTAL		$3,910.00

Prior approval of July 12-13 did not include taxes.

Entire taking -

FERRY STREET BRIDGE-MOHAWK ROAD SECTION - EUGENE-SPRINGFIELD HIGHWAY

23556 Thompson, Hale C. and Ruth May (Curfman)
Right of Way
Option expires January 9, 1957

1,500 sq. ft., lump sum	$ 100.00	
Amount to be paid owners - chrg to Right of Way		$ 100.00

Access not controlled -

24726 Pontius, Albert V. and Dorothy (Curfman)
Right of Way
Option expires January 8, 1957

9,148 sq. ft. at $0.10+ per sq. ft.	$ 975.00	
Improvements, 16 x 16 storage shed	100.00	
Amount to be paid owners - chrg to Right of Way		$1,075.00

EXHIBIT "A" (Cont)

FERRY STREET BRIDGE-MOHAWK ROAD SECTION - EUGENE-SPRINGFIELD HIGHWAY (Cont)

24726 Pontius, Albert V. and Dorothy (Cont)

State to assume 1956-57 taxes. Estimate		$ 22.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$1,097.00

Grantors to vacate 30 days after acceptance.

Entire taking -

23528 Thorsfeldt, Axel M. and Anna (Curfman)
Right of Way
Option expires January 18, 1957

2.02 acres at $1,750- per acre	$ 3,512.00	
House, 1,020 sq. ft. at $10+ per sq. ft.	10,400.00	
Garage, 720 sq. ft. at $3 per sq. ft.	2,160.00	
Shop, 384 sq. ft. at $2 per sq. ft.	768.00	
Shed, 160 sq. ft. at $1 per sq. ft.	160.00	
Amount to be paid owners - chrg to Right of Way		$17,000.00
State to assume 1956-57 taxes. Estimate		340.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$17,340.00

Grantor to vacate 30 days after acceptance or on receipt of money.

Entire taking -

23564 Colwell, Rueben H. et al (Holt)
Right of Way
Option expires January 20, 1957

21,780 sq. ft. at $0.045+ per sq. ft.	$1,000.00	
Amount to be paid owners - chrg to Right of Way		$1,000.00

Access controlled - none allowed -

23558 Gard, Pearl (Curfman)
Right of Way
Option expires January 18, 1957

3,600 sq. ft. at $0.06- per sq. ft.	$ 200.00	

EXHIBIT "A" (Cont)

FERRY STREET BRIDGE-MOHAWK ROAD SECTION - EUGENE-SPRINGFIELD HIGHWAY (Cont)

23558 Gard, Pearl (Cont)

Amount to be paid owner - chrg to Right of Way	$ 200.00
State to assume 1956-57 taxes. Estimate	4.00
GRAND TOTAL (Estimate) - chrg to Right of Way	$ 204.00

Access not controlled -

23566 Christner, Harry C. and Hilda M. CORRECTION REPORT (Curfman)
Right of Way
Warranty Deed signed 7-15-56

15,681 sq. ft. at $0.06+ per sq. ft.	$1,000.00	
Amount to be paid owners - chrg to Right of Way		$1,000.00
State to assume 1956-57 taxes. Estimate		20.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$1,020.00

Prior approval of July 12-13 did not include taxes.

Entire taking -

WALTON-NOTI SECTION - RICHARDSON-EUGENE HIGHWAY

25163 Foster, John et al (Morgan)
Right of Way
Option expires January 29, 1957

0.27 acre, lump sum	$ 65.00	
Amount to be paid owners - chrg to Right of Way		$ 65.00
State to assume 1956-57 taxes. Estimate		1 00
GRAND TOTAL (Est.) - chrg to Right of Way		$ 66.00

Access not controlled -

25322 Pettit, Grace E. (Morgan)
Slope Easement
Option expires January 30, 1957

EXHIBIT "A" (Cont)

WALTON-NOTI SECTION - RICHARDSON-EUGENE HIGHWAY (Cont)

25322 Pettit, Grace E. (Cont)

Slope ease. only on .04 acre	$ 20.00	
7.5 rods fencing at $4 per rod	30.00	
Amount to be paid owner - chrg to Right of Way		$ 50.00

Access not controlled -

25327 Surcamp, Earl L. and Veree W. (Morgan)
Right of Way
Option expires January 30, 1957

0.61 acre at $100 per acre	$ 61.00	
6 M timber at $30 per M	180.00	
144 rods fencing at $4 per rod	576.00	
Amount to be paid owners - chrg to Right of Way		$ 817.00
State to assume 1956-57 taxes. Estimate		10.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$ 827.00

Access not controlled -

25333 Deedon, Frank W. et al (Morgan)
Right of Way
Option expires January 29, 1957

0.25 acre at $200 per acre	$ 50.00	
0.26 acre at $100- per acre	25.00	
37.5 rods fencing at $4 per rod	150.00	
Amount to be paid owners - chrg to Right of Way		$ 225.00
State to assume 1956-57 taxes. Estimate		3.00
GRAND TOTAL (Est.) - chrg to Right of Way		$ 228.00

Access not controlled -

25336 Bishop, M. O. and Helen S. (Morgan)
Right of Way
Option expires January 29, 1957

1.2 acres at $300 per acre	$ 360.00
222 rods fencing at $4 per rod	888.00

EXHIBIT "A" (Cont)

WALTON-NOTI SECTION - RICHARDSON-EUGENE HIGHWAY (Cont)

25336 Bishop, M. O. and Helen S. (Cont)

Amount to be paid owners - chrg to Right of Way	$1,248.00
State to assume 1956-57 taxes. Estimate	14.00
GRAND TOTAL (Estimate) - chrg to Right of Way	$1,262.00

Access not controlled -

FINN ROCK-ELK CREEK SECTION - McKENZIE HIGHWAY

25125 Rosboro Lumber Company (Morgan)
Right of Way
Option expires January 24, 1957

0.6 acre at $500 per acre	$ 300.00	
Amount to be paid owners - chrg to Right of Way		$ 300.00

Grantor to remove timber by September 1. 1956.

Access: Sta. 200+10, W., for transportation of forest products.

Access controlled -

25130 Boren, Walter D. and Mayme C. (Morgan)
Right of Way
Option expires January 22, 1957

0.30 acre, homesite	$ 750.00	
Damage	250.00	
Amount to be paid owners - chrg to Right of Way		$1,000.00
State to assume 1956-57 taxes. Estimate		10.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$1,010.00

THINGS TO BE DONE BY THE STATE

Reconstruct grantors' driveway.

Access: Sta. 226+25, W. side, for private residential use.

Access controlled -

EXHIBIT "A" (Cont)

FINN ROCK-ELK CREEK SECTION - McKENZIE HIGHWAY (Cont)

25136 Glines, Edna Lee et al (Morgan)
Right of Way
Option expires January 24, 1957

.38 acre at $2,500+ per acre		
(0.01 acre, Excess)	$ 964.00	
Timber	436.00	
Damage	100.00	
Amount to be paid owners - chrg to Right of Way		$1,500.00
State to assume 1956-57 taxes. Estimate		15.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$1,515.00

THINGS TO BE DONE BY THE STATE

Fence and install a gate at Sta. 237+80.

Access: Sta. 237+80, S., private residential.

Access controlled -

25127 Smith, Ernest A. and Beatress M. (Morgan)
Right of Way
Option expires January 15, 1957

2.81 acres at $800 per acre		
(.45 A. Excess)	$2,248.00	
Damage	252.00	
Amount to be paid owners - chrg to Right of Way		$2,500.00

Grantors to remove merchantable timber by 9-1-56.
Timber remaining to become property of State.

THINGS TO BE DONE BY THE STATE

Protect the Grantors' water line at approxi. 223+60.

Access: Stas. 219+60, W., for transportation of forest products; 220+20, W., for transportation of forest products and private residential; 221+60 and 222+10, E., for motel activities.

Access controlled -

EXHIBIT "A" (Cont)

FINN ROCK-ELK CREEK SECTION - McKENZIE HIGHWAY (Cont)

25129 Schwering, Walker E. and Manena (Morgan)
Right of Way
Option expires December 26, 1956

0.01 acre Gratis

Access: Stas. 223+50, E., for commercial gravel sales and 234+30, E., for private residential use.

Access controlled -

25138 Neet, Ernest Grant and Helen Opal (Morgan)
Right of Way
Option expires December 25, 1956

0.1 acre, lump sum $ 200.00

Amount to be paid owners - chrg to Right of Way $ 200.00

Access: Sta. 239+65, S. E. side, private and residential.

Access controlled -

25126 Brown, D. C. (Morgan)
Right of Way
Option expires January 10, 1957

0.87 acre at $2,000- per acre	$1,712.00
Barbecue house, 2 fish ponds, shrubs, sep. tank, etc.	1,200.00
Timber	588.00
Damage	1,000.00

Amount to be paid owner - chrg to Right of Way $4,500.00

THINGS TO BE DONE BY THE STATE

Install culvert at approx. Sta. 208+35 for grantor's water line.

Access: Stas. 207+80, 209+60, 210+20, Easterly and 208+80 and 213+00, Westerly, all private residential.

Access controlled -

EXHIBIT "A" (Cont)

KELLOGG BRIDGE-TYEE BRIDGE SECTION - ELKTON-SUTHERLIN HIGHWAY

24798 Oregon State Game Commission (Porter)
Right of Way
Option expires January 12, 1957

20.24 acres in exchange for

THINGS TO BE DONE BY THE STATE

Provide access roadway, together with parking areas for parking cars with trailers and launching boats.
Agrees not to deposit or allow to be deposited within the waters of the Umpqua River along its banks below flood level any soluble materials detrimental to acquatic life. Dirt fill may be used whenever erosion protection secured by rock facing or riprapping.

THE GAME COMMISSION shall reserve perpetual right in the public of ingress, egress, and regress for angling purposes in the Umpqua River; construction of such facilities as boat ramps, parking areas, etc., deemed desirable for management of a fishery; of entering into cooperative agreements and projects with other public agencies for purposes of maintenance and additional recreational developments.

Access not controlled -
Confirmation of phone approval by Mr. Chandler July 16, 1956.

DIVIDE-ANLAUF SECTION - PACIFIC HIGHWAY

17997 McAllister, O. D. et al (Morgan)
Release of Access
Release signed July 25, 1956

Waiver of right of access at Sta. 254+50, W. side of Hwy. $ 1.00

Amount to be paid owners - chrg to Right of Way $ 1.00

Access controlled - none allowed -

DEADY-SHADY SECTION - PACIFIC HIGHWAY

25149 Evans Products Corporation (Holt)
Scale Site
Option expires January 15, 1957

1.06 acres, lump sum $1,000.00

EXHIBIT "A" (Cont)

DEADY-SHADY SECTION - PACIFIC HIGHWAY (Cont)

25149 Evans Products Corporation (Cont)

Amount to be paid owners - chrg to Misc. Sites $1,000.00

Grantors retain right to travel on above property westerly of scale house.

Access controlled - none allowed -
Confirmation of phone approval by Mr. Chandler July 25, 1956.

SEXTON MOUNTAIN SECTION - PACIFIC HIGHWAY

25321 Brown, Gene L. et al (Morgan)
Right of Way
Option expires January 10, 1957

0.44 acre at $50 per acre	$ 22.00
3 M timber at $26 per M	78.00

Amount to be paid owners - chrg to Right of Way $ 100.00

Access granted, as they now have.
Stas. 545+45, 549+95, and 567+20, E. side for private, residential and transportation of farm and timber products.

Access controlled - none allowed -

JUMP-OFF JOE CREEK-GRANTS PASS SECTION - PACIFIC HIGHWAY

24503 Bureau of Land Management (Saling)
Right of Way

Application for r/w made to Land Office March 20, 1956.

Timber to be cut from right of way:

4M Douglas Fir at $25.45 per M	$ 101.80
16 M Ponderosa Pine at $8.40 per M	134.40
2 M Sugar Pine at $8.60 per M	17.20

Amount to be paid owners - chrg to Right of Way $ 253.40

Access controlled - none allowed -

EXHIBIT "A" (Cont)

JUMP-OFF JOE CREEK-GRANTS PASS SECTION - PACIFIC HIGHWAY (Cont)

24980 Myrick, Eugene et al (Morgan)
Right of Way
Option expires December 13, 1956

2.93 acres at $308- per acre $ 900.00

Amount to be paid owners - chrg to Right of Way $ 900.00

THINGS TO BE DONE BY THE STATE

State to fence.
Construct frontage road, or provide.

Access controlled - none allowed except to frontage road -

JOSEPHINE COUNTY LINE-ROGUE RIVER ROAD SECTION - PACIFIC HIGHWAY

24973 Glazier, Twyla Marie Steele and Milton (Holt)
Right of Way
Option expires January 15, 1957

565 sq. ft., lump sum $ 50.00

Amount to be paid owners - chrg to Right of Way $ 50.00

Access not controlled -

24940 Rusk, Donald L. et al (Riley)
Right of Way
Option expires December 20, 1956

500 sq. ft. at $0.10 per sq. ft. $ 50.00

Amount to be paid owners - chrg to Right of Way $ 50.00

THINGS TO BE DONE BY THE STATE

Provide driveway near W. property line.

Access not controlled -

24978 Nightingale, H. E. et al (Curfman)
Right of Way
Option expires January 18, 1957

3,600 sq. ft. at $0.10 per sq. ft. $ 360.00

Amount to be paid owners - chrg to Right of Way $ 360.00

EXHIBIT "A" (Cont)

JOSEPHINE COUNTY LINE-ROGUE RIVER ROAD SECTION - PACIFIC HIGHWAY (Cont)

24978 Nightingale, H. E. et al (Cont)

THINGS TO BE DONE BY THE STATE

Reconstruct road approach.

Access not controlled -

24976 Butler, George H. and Ruth M. (Curfman)
Right of Way
Option expires January 18, 1957

400 sq. ft., lump sum	$ 35.00	
Amount to be paid owners - chrg to Right of Way		$ 35.00

THINGS TO BE DONE BY THE STATE

Reconstruct road approach.

Access not controlled -

CHINA GULCH-COPPER ROAD SECTION - MEDFORD-PROVOLT HIGHWAY

25156 William H. Smith Estate (Riley)
Right of Way
Option expires January 16, 1957

.5 acre at $1,000 per acre	$ 500.00	
3.12 acre at $200- per acre	600.00	
187½ rods fencing at $4 per rod	750.00	
Amount to be paid owners - chrg to Right of Way		$1,850.00

THINGS TO BEDONE BY THE STATE

Reconstruct road approaches and irrigation ditch in field w. of dwellings.

Access not controlled -

EXHIBIT "A" (Cont)

CHINA GULCH-COPPER ROAD SECTION - MEDFORD-PROVOLT HIGHWAY (Cont)

25154 Mee, Russell et al (Riley)
Right of Way
Option expires January 11, 1957

2 acres at $1,000 per acre	$2,000.00
1.25 acres at $400 per acre	500.00
212+rods fencing at $4 per rod	850.00

Amount to be paid owners - chrg to Right of Way $3,350.00

THINGS TO BE DONE BY THE STATE

Reconstruct road approaches.

Access not controlled -

RIVER BANKS FARM SECTION - ROGUE RIVER LOOP HIGHWAY

25173 Savage, William E. and Edna (Curfman)
Right of Way and possible gravel source
Option expires January 15, 1957

6.73 acres at $150- per acre	$1,000.00

Amount to be paid owners - chrg to Right of Way $1,000.00

Access not controlled -

25167 Evans, D. J. (Curfman)
Right of Way
Option expires January 27, 1957

.29 acre	$ 1.00

Amount to be paid owners - chrg to Right of Way $ 1.00

THINGS TO BE DONE BY THE STATE

Approach to be constructed at Sta. 43+50.
If deer fence is reconstructed on S. side of road a gate must be installed at Sta. 43+50.

Access: Sta. 43+50, S., unrestricted.

Access controlled -

EXHIBIT "A" (Cont)

RIVER BANKS FARM SECTION - ROGUE RIVER LOOP HIGHWAY (Cont)

25170 Butcher, Ivan C. and Edna (Riley)
Right of Way
Option expires January 16, 1957

1.16 acres, homesite (.75 acre, Excess)	$1,500.00	
House, 576 sq. ft. at $6.95- per sq. ft.	4,000.00	
Garage-shed	500.00	
Well and pump	500.00	
Amount to be paid owners - chrg to Right of Way		$6,500.00
State to assume 1956-57 taxes. Estimate		65.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$6,565.00

Grantor to vacate 30 days after acceptance.

Entire taking -

B. P. R. PROJECT

GREGGS CREEK-WEDDERBURN SECTION - OREGON COAST HIGHWAY

24983 Lloyd Corporation (Chidsey)
Right of Way - Slide Area
Option expires January 11, 1957

1.65 acres at $200 per acre	$ 330.00	
Amount to be paid owner - chrg to Right of Way		$ 330.00

THINGS TO BE DONE BY THE STATE

Do necessary fencing.

Access restricted same as in previous deed.

Access controlled -

SHOGREN-ROWENA UNIT-MOSIER-THE DALLES SECTION - COLUMBIA RIVER HIGHWAY

24612 Schassen, Lillian M. (Landon)
Parks
Option expires January 16, 1957

EXHIBIT "A" (Cont)

SHOGREN-ROWENA UNIT-MOSIER-THE DALLES SECTION - COLUMBIA RIVER HIGHWAY (Cont)

24612 Schassen, Lillian M. (Cont)

2.4 acres at $250 per acre	$ 600.00	
Amount to be paid owner - chrg to Parks		$ 600.00

KLAMATH FALLS WEST SIDE BY-PASS SECTION - THE DALLES-CALIFORNIA HIGHWAY

23075 Weaver, Joyce I. (Bucknum)
Right of Way
Option expires January 11, 1957

6,000 sq. ft. at $0.075 per sq. ft.	$ 450.00	
10 trees at $10 each	100.00	
Lawn, shrubs, and plants	50.00	
Moving garage, excavating, etc.	2,625.00	
Damage	900.00	
Amount to be paid owner - chrg to Right of Way		$4,125.00
State to assume 1956-57 taxes. Estimate		83.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$4,208.00

State to re-establish water and sewer lines to house, if disturbed.

Access controlled - none allowed -

23113 Henderson, William E. and Maxine J. (Bucknum)
Right of Way
Option expires January 16, 1957

225 sq. ft. at $0.09- per sq. ft.	$ 20.00	
Fence, rock wall, tel. antenna foundation, trees, etc.	155.00	
Damage	100.00	
Amount to be paid owners - chrg to Right of Way		$ 275.00

Access controlled - none allowed -

LINK RIVER-KLAMATH FALLS-GREEN SPRINGS JUNCTION SECTION - THE DALLES-CALIFORNIA HIGHWAY

25292 Koschnick, Effie (Bucknum)
Right of Way
Option expires December 20, 1956

EXHIBIT "A" (Cont)

LINK RIVER-KLAMATH FALLS-GREEN SPRINGS JUNCTION SECTION-THE DALLES-CALIFORNIA HIGHWAY (Cont)

25292 Koschnick, Effie (Cont)

5.15 acres at $1,000- per acre, R/W	$5,000.00	
16.25 acres Excess at $300+ per acre	5,500.00	
Amount to be paid owner - chrg to Right of Way		$10,500.00
State to assume 1956-57 taxes. Estimate		105.00
TOTAL (Estimate) - chrg to Right of Way		$10,605.00

Access controlled -

NORTH UNIT-PENDLETON-PILOT ROCK SECTION - PENDLETON-JOHN DAY HIGHWAY

25120 Rogers, Glen et al (Brainerd)
Right of Way
Option expires January 8, 1957

2 acres at $3,000 per acre	$ 6,000.00	
2.6 acres at $1,000 per acre	2,600.00	
3.6 acres at $300 per acre	1,080.00	
0.15 acre easement	Gratis	
285 rods fencing at $3.50 per rod	977.50	
Amount to be paid owners - chrg to Right of Way		$10.677 50

THINGS TO BEDONE BY THE STATE

Install 78" tube at location to be determined by State.
Est. cost $ 2,500.00

Access: 10+00, 28+00, E. and 16+00, 28+00 W.,
for farming and private residential use.
Farm crossing 50' wide, Sta. 28+00.

Access controlled -

Confirmation of verbal approval by Mr. Reynolds July 13, 1956.

24866 Riddle, Neal and Hazel (Brainerd)
Right of Way
Option expires January 18, 1957

1.61 acres R/W, 0.14 acres Excess at $1500-/acre	$ 2,622.00

EXHIBIT "A" (Cont)

NORTH UNIT - PENDLETON-PILOT ROCK SECTION - PENDLETON-JOHN DAY HIGHWAY (Cont)

24866 Riddle, Neal and Hazel (Cont)

Barn, 1,920 sq. ft. at $1 per sq. ft.	$1,920.00
36 rods fencing at $3 per rod	108.00
Allow. to move chicken house	50.00

Amount to be paid owners - chrg to Right of Way . $4,700.00

Grantor to move chicken house from r/w within 30 days from date of option.

Access: Sta. 37+30, W., for private residential use, only.

Access controlled -

24979 Rogers, Glen et al (Brainerd)
Right of Way
Option expires January 25, 1957

15,246 sq. ft. at $0.075+ per sq. ft.	$1,150.00
Damages	250.00

Amount to be paid owners - chrg to Right of Way $1,400.00

Access: Stas. 163+50 and 2+10, 35' wide, E., unrestricted.

Access controlled -

25043 Rogers, Glen et al (Brainerd)
Right of Way
Option expires January 9, 1957

6,970 sq. ft. at $0.075 sq. ft. $ 522.75

Amount to be paid owners - chrg to Right of Way $ 522.75

Access: Sta. 2+46 and 4+11, 35' wide, E., unrestricted.

Access controlled -
Confirmation of verbal approval by Mr. Reynolds July 13, 1956.

24868 Ingram, F. L. and Georgia N. (Brainerd)
Right of Way
Option expires January 10, 1957

1.55 acres at $1,500 per acre $2,325.00

EXHIBIT "A" (Cont)

NORTH UNIT PENDLETON-PILOT ROCK SECTION - PENDLETON-JOHN DAY HIGHWAY (Cont)

24868 Ingram, F. L. and Georgia N. (Cont)

207 rods fencing at $3.50+ per rod	$ 725.00	
Allow. for well	350.00	
Damages	600.00	
Amount to be paid owners - chrg to Right of Way		$4,000.00

Grantor given right to use well opp. Sta. 63+60, E. side if not destroyed by construction or if area not desired by State.

Access: Stas. 64+55 and 68+00, E., and 68+30, 64+90, 58+15, W., all for farming and private residential use.

Access controlled -
Confirmation of verbal approval by Mr. Reynolds July 13, 1956.

25045 Carver, Orlo S. and Rhea (Brainerd)
Right of Way
Option expires January 11, 1957

0.04 acre, lump sum	$ 400.00	
Amount to be paid owners - chrg to Right of Way		$ 400.00

THINGS TO BE DONE BY THE STATE

Preserve shrubs on W. side if possible.

Access: 118+70, W., for private residential use. 117+00, reserved only.

Access controlled -
Confirmation of verbal approval by Mr. Reynolds July 13, 1956.

24858 Luck, John E. and Garnet E. (Brainerd)
Right of Way
Option expires January 27, 1957

0.02 acre, lump sum	$ 250.00	
Allow. for attorney's fee	25.00	
Damage	250.00	
Amount to be paid owners - chrg to Right of Way		$ 525.00

EXHIBIT "A" (Cont)

NORTH UNIT PENDLETON-PILOT ROCK SECTION - PENDLETON-JOHN DAY HIGHWAY (Cont)

24858 Luck, John E. and Garnet E. (Cont)

THINGS TO BE DONE BY THE STATE

Re-establish board fence on r/w line.

Access: Stas. 189+73 and 188+00, E., unrestricted.

Access controlled -

SOUTH UNIT PENDLETON-PILOT ROCK SECTION - PENDLETON-JOHN DAY HIGHWAY

25121 Pollard, Leona L. et al (Brainerd)
Quarry Site
Option expires December 26, 1956

12.36 acres at $25 per acre	$ 309.00
100 rods fencing at $3.50 per rod	350.00

Amount to be paid owners - chrg to Quarry Site $659.00

Confirmation of verbal approval by Mr. Reynolds July 13, 1956.

LA GRANDE-NORTH POWDER SECTION - OLD OREGON TRAIL HIGHWAY

24806 Payne, James and Lillian H. (Cozad)
Quarry
Option expires January 11, 1957

3.96 acres at $200+ per acre	$ 800.00

Amount to be paid owners - chrg to Quarry Site $ 800.00

Confirmation of verbal approval by Mr. Reynolds July 13, 1956.

WALTON-NOTI SECTION - RICHARDSON-EUGENE HIGHWAY

25323 Barley, Sam P. and Leona M. (Allen)
Slope Easement
Option expires January 30, 1957

Slope easement only, 0.07 acre	$ 20.00

Amount to be paid owners - chrg to Right of Way $ 20.00

Access not controlled -

EXHIBIT "A" (Cont)

JOSEPHINE COUNTY LINE-ROGUE RIVER ROAD SECTION - PACIFIC HIGHWAY

24950 Randall, J. H. (Hart)
Right of Way
Option expires February 6, 1957

800 sq. ft. at $0.10 per sq. ft. $ 80.00

Amount to be paid owner - chrg to Right of Way $ 80.00

THINGS TO BE DONE BY THE STATE

Re-establish access on N. side, 25' in width at Stas. 1044+40 and 1045+60.

State may place excess fill material on owner's abutting property.

Access not controlled -

FINN ROCK-ELK CREEK SECTION - McKENZIE HIGHWAY

25135 Smith, Grover M. CORRECTION REPORT
Right of Way (Morgan)
Option expires December 25, 1956

.85 acres (.65 acre Excess)	$1,000.00
House, 1,262 sq. ft. at $6+ per sq. ft.	7,570.00
Garage, 480 sq. ft. at $1 per sq. ft.	480.00
Amount to be paid owners - chrg to Right of Way	$9,050.00
State to assume 1956-57 taxes. Estimate	90.00
GRAND TOTAL (Estimate) - chrg to Right of Way	$9,140.00

The former approval on July 12-13 for $9,050 did not include the taxes.

Entire taking -

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND-SALEM EXPRESSWAY

24829 Dunford, Raymond R. and Jo Anne (Smith)
Right of Way
Option expires February 6, 1957

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND-SALEM EXPRESSWAY (Cont)

24829 Dunford, Raymond R. and Jo Anne (Cont)

705 sq. ft. lawn at $0.39 per sq. ft.	$ 274.95	
7,608 sq. ft. at $0.10+ per sq. ft.	772.00	
Allow. to move drain field	200.00	
Damages	200.00	
Amount to be paid owners - chrg to Right of Way		$1,446.95

Access not controlled -

24830 Putnam, Ira E. and Mattie Jane (Black)
Right of Way
Option expires February 5, 1957

5,000 sq. ft. at $0.17 per sq. ft.	$ 850.00	
House, 640 sq. ft. at $5 per sq. ft.	3,200.00	
Garage, 270 sq. ft.	250.00	
Improvements	100.00	
Amount to be paid owners - chrg to Right of Way		$4,400.00
State to assume 1956-57 taxes. Estimate		88.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$4,488.00

Grantor to vacate 30 days after notice but not prior to October 1, 1956.

Entire taking -

25024 Warth, Edward J. et al (Stuntz)
Right of Way
Option expires February 3, 1957

10,000 sq. ft. at $0.10 per sq. ft.	$1,000.00	
Amount to be paid owners - chrg to Right of Way		$1,000.00
State to assume 1956-57 taxes. Estimate		20.00
GRAND TOTAL (Estimate)- chrg to Right of Way		$1,020.00

Entire taking -

EXHIBIT "A" (Cont)

WALTON-NOTI SECTION - RICHARDSON-EUGENE HIGHWAY

25162 Anderson, Jr., J. T. and June L. (Allen)
Right of Way
Option expires February 5, 1957

0.13 acre	$ 25.00	
10 M timber at $30 per M	300.00	
Amount to be paid owners - chrg to Right of Way		$ 325.00
State to assume 1956-57 taxes. Estimate		4.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$ 329.00

Access not controlled -

25302 Martin, Jesse E. (Allen)
Slope Easement
Option expires January 30 1957

Slope easement only, 0.1 acre, 0.04 acre	$ 40.00	
18½ rods fencing At $4+ per rod	75.00	
Amount to be paid owner - chrg to Right of Way		$ 115.00

Access not controlled -

25324 Dibble, Matt and Alice (Allen)
Slope Easement
Option expires January 30, 1957

Slope easement only, 0.1 acre	$ 25.00	
11½ rods fencing at $4-	45.00	
Replacing water line	10.00	
Amount to be paid owners - chrg to Right of Way		$ 80.00

THINGS TO BE DONE BY THE STATE

Protect existing water pipe through culvert.

Access not controlled -

25328 Richmond, Wade LeRoy and Emma Jean (Morgan)
Right of Way
Option expires January 30, 1957

EXHIBIT "A" (Cont)

WALTON-NOTI SECTION - RICHARDSON-EUGENE HIGHWAY (Cont)

25328 Richmond, Wade LeRoy and Emma Jean (Cont)

1.0 acre at $100 per acre	$ 100.00	
138 rods fencing at $4 per rod	552.00	
Amount to be paid owners - chrg to Right of Way		$ 652.00
State to assume 1956-57 taxes. Estimate		7.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$ 659.00

Access not controlled -

25334 Haynes, James Donald and Edith May (Allen)
Right of Way
Option expires January 31, 1957

0.04 acre, lump sum	$ 20.00	
Amount to be paid owners - chrg to Right of Way		$ 20.00

Access not controlled -

25332 Deedon, Amil C. and Norma (Morgan)
Right of Way
Option expires January 29, 1957

0.83 acre	$ 166.00	
48 rods fencing at $4 per rod	192.00	
Moving present private bridge	50.00	
Amount to be paid owners - chrg to Right of Way		$ 408.00
State to assume 1956-57 taxes. Estimate		4.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$ 412.00

Bridge to be moved by September 15, 1956.

Access not controlled -

25325 Smith, Melissa (Allen)
Right of Way
Option expires January 31, 1957

1 acre, lump sum	$ 200.00
126 rods fencing at $4+ per rod	505.00
Goat shed	10.00

EXHIBIT "A" (Cont)

WALTON-NOTI SECTION - RICHARDSON-EUGENE HIGHWAY (Cont)

25325 Smith, Melissa (Cont)

Amount to be paid owner - chrg to Right of Way		$ 715.00
State to assume 1956-57 taxes. Estimate		8.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$ 723.00

Access not controlled -

FLORENCE-GLENADA SECTION - OREGON COAST HIGHWAY

25139 Mulholland, R. and Helen E. (Riley)
Right of Way
Option expires January 30, 1957

2,400 sq. ft. at $0.25 per sq. ft.	$ 600.00	
Amount to be paid owners - chrg to Right of Way		$ 600.00

Access not controlled -

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND-SALEM EXPRESSWAY

24078 Corbett, Henry Ladd et al (Stuntz)
Right of Way
Quit Claim Deed signed August 2, 1956

0.56 acre	$ 1.00	
Amount to be paid owners - chrg to Right of Way		$ 1.00

Entire taking -

JUMP OFF JOE CREEK-GRANTS PASS SECTION - PACIFIC HIGHWAY

23311 Hedrick, Thomas J. and Betty J. (Morgan)
Right of Way
Option expires February 2, 1957

15,036 sq. ft. at $0.05-per sq. ft.	$ 750.00	
Amount to be paid owners - chrg to Right of Way		$ 750.00
State to assume 1956-57 taxes. Estimate		8.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$ 758.00

EXHIBIT "A" (Cont)

JUMP OFF JOE CREEK-GRANTS PASS SECTION - PACIFIC HIGHWAY (Cont)

23311 Hedrick, Thomas J. and Betty J. (Cont)

Access controlled - none allowed except to connecting road -

RIVER BANKS FARM SECTION - ROGUE RIVER LOOP HIGHWAY

25165 Mead, Harvey Warner & Opal Phillips (Curfman)
Right of Way
Option expires February 1, 1957

.18 acre at $250+ per acre $ 50.00

Amount to be paid owners - chrg to Right of Way $ 50.00

Access not controlled -

COQUILLE-RINK CREEK SECTION - COOS BAY-ROSEBURG HIGHWAY

24069 Martin Brothers Sign Moving Co. (SUPPLEMENTAL REPORT)
Moving sign from Right of Way (Byrum)

For moving sign from prop. acquired for r/w from Earl F. Jacobsen to prop. owned by Walter A. Moore and Mabel V. Moore $ 425.00

Amount to be paid owners - chrg to Right of Way $ 425.00

Prev. approval Nov. 3-4, 1955 on Moore & Jacobsen transactions did not include sign moving.

HUMBUG CREEK-HUMBUG MOUNTAIN SECTION - SUNSET HIGHWAY

24624 Crown-Zellerbach Corporation (Norlin)
Right of Way
Warranty Deed Signed July 31, 1956

1.98 acre, lump sum $ 100.00
40.2 MBF timber at $25 per MBF 1,005.00

Amount to be paid owners - chrg to Right of Way $1,105.00

Access not controlled -

NORTH JEFFERSON JUNCTION-ALBANY SECTION - PACIFIC EAST HIGHWAY

25098 Gentry, John E. and Emma A. (Friess)
Right of Way
Option expires February 7, 1957

EXHIBIT "A" (Cont)

NORTH JEFFERSON JUNCTION-ALBANY SECTION - PACIFIC EAST HIGHWAY (Cont)

25098 Gentry, John E. and Emma A. (Cont)

0.4 acre, lump sum	$1,500.00	
House, 1,200 sq. ft.	2,850.00	
Garage	150.00	
Amount to be paid owners - chrg to Right of Way		$4,500.00
State to assume 1956-57 taxes. Estimate		45.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$4,545.00

Grantors to vacate property and remove well pump by November 1, 1956.

Entire taking -

MT. VERNON SECTION - JOHN DAY HIGHWAY

21715 Mt. Vernon Benevolent Assn. (Cozad)
Detour Easement Only
Easement signed August 8, 1956

Detour eas. over 0.14 acre	$ 300.00	
Amount to be paid owners - chrg to Right of Way		$ 300.00

Easement expires September 30, 1957 or before if completion of bridge and opening of unrestricted travel should take place before said date.

HARBOR DRIVE-BARBUR BOULEVARD SECTION -PORTLAND-SALEM EXPRESSWAY

22708 Tenet Mortgage Company (Black)
Right of Way
Option expires February 2, 1957

1,200 sq. ft. R/W, 9 070 sq. ft. Excess at $0.06/sq. ft.	$ 616.20	
House, 1,081 sq. ft., lump sum	3,383.80	
Amount to be paid owner - chrg to Right of Way		$4,000.00
State to assume 1956-57 taxes. Estimate		80.00

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND-SALEM EXPRESSWAY (Cont)

22708 Tenet Mortgage Company (Cont)

GRAND TOTAL (Estimate) - chrg to Right of Way	$4,080.00

Tenants to vacate 30 days from August 10, 1956.

Entire taking -

22739 Teepe, Alma B. (Smith)
Right of Way
Option expires February 5, 1957

1 acre at $4,000 per acre (31,531 sq. ft. Excess)	$4,000.00	
House, 924 sq. ft. at $3 per sq. ft.	2,772.00	
Shed, 18½x20 at $0.50+ per sq. ft.	188.00	
Drive, shrubs, ornamental trees and holly trees	540.00	
Amount to be paid owner - chrg to Right of Way		$7,500.00
State to assume 1956-57 taxes. Estimate		150.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$7,650.00

Grantors to vacate 30 days after notice or 5 days after final payment.

Entire taking -

25008 Martin, Harry W. and Lois F. (Stuntz)
Right of Way
Option expires February 5, 1957

9,500 sq. ft. at $0.14/sq. ft. (6,522 sq. ft. Excess)	$1,330.00	
House, 986 sq. ft. at $8.42- per sq. ft.	8,300.00	
Garage, 276 sq. ft. at $2- per sq. ft.	550.00	
Yard improvements	320.00	
Amount to be paid owners - chrg to Right of Way		$10,500.00
State to assume 1956-57 taxes. Estimate		210.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$10,710.00

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND-SALEM EXPRESSWAY (Cont)

25008 Martin, Harry W. and Lois F. (Cont)

Grantors to vacate 30 days from notice or 5 days after receipt of payment.

Entire taking -

25026 Fuhrer, John Hans and Mary (Stuntz)
Right of Way
Option expires January 31, 1957

15,000 sq. ft. at $0.20/sq. ft. (7,800 sq. ft. Excess)	$3,000.00	
House, 893 sq. ft. at $8+ per sq. ft.	7,150.00	
Garage, 240 sq. ft. at $2 per sq. ft.	480.00	
Yard improvements	370.00	
Amount to be paid owners - chrg to Right of Way		$11,000.00
State to assume 1956-57 taxes. Estimate		220.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$11,220.00

Grantors to vacate 30 days from notice, of acceptance. Acceptance subject to building 14th Avenue crossing.

Entire taking -

23682 Crittenden, Myrtle G. and Nathaniel Brittan
Right of Way (Smith)
Option expires February 2, 1957

6,330 sq. ft. R/W, 2370 sq. ft. Excess at $0.30+/sq. ft.	$2,700.00	
House, 944 sq. ft. at $7.70+/sq. ft.	7,300.00	
Lawn, shrubs and walks	500.00	
Amount to be paid owners - chrg to Right of Way		$10,500.00
State to assume 1956-57 taxes. Estimate		210.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$10,710.00

Grantors to vacate 30 days from notice or 5 days after payment.

Entire taking -

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND-SALEM EXPRESSWAY (Cont)

22779	Portland Trust Bank (Black) Right of Way Option expires December 4, 1956		
	108,900 sq. ft. at $0.05- per sq.ft.	$5,376.00	
	Amount to be paid owners - chrg to Right of Way		$5,376.00
	State to assume 1956-57 taxes. Estimate		108.00
	GRAND TOTAL (Estimate) chrg to Right of Way		$5,484.00

Entire taking -

25030	Gronquist, O. A. and Beda E. (Stuntz) Right of Way Option expires February 8, 1957		
	181 F. F. at $60.77+ per F. F. (11,353 sq. ft.)	$11,000.00	
	7,600 sq. ft. at $0.20- per sq. ft.	1,500.00	
	House and garage	5,500.00	
	Amount to be paid owners - chrg to Right of Way		$18,000.00
	State to assume 1956-57 taxes. Estimate		360.00
	GRAND TOTAL (Estimate) - chrg to Right of Way		18,360.00
	Grantor to vacate 30 days from notice or 5 days after receipt of payment.		

Entire taking -

23675	Pollack, Hortense et al (Black) Right of Way Warranty Deed signed July 26, 1956		
	5,000 sq. ft. at $0.20 per sq. ft.	$ 1,000.00	
	House, 852 sq. ft. at $7.50 per sq. ft.	6,390.00	
	Site improvements	360.00	
	Amount to be paid owners - chrg to Right of Way		$ 7,750.00
	State to assume 1956-57 taxes. Estimate		160.00
	GRAND TOTAL (Estimate) - chrg to Right of Way		$ 7,910.00

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND-SALEM EXPRESSWAY (Cont)

23675 Pollack, Hortense et al (Cont)

Grantor to give possession by September 3, 1956

Entire taking -

25014 McGreal, John J. and Rosalie M. (Stuntz)
Right of Way
Option expires February 9, 1957

20,000 sq. ft. at $0.13+ per sq. ft. (6.500 sq. ft. Excess)	$ 2,750.00	
Houses, (1) 500 sq. ft. at $5/sq. ft. (2) 832 sq. ft. at $6.91+ per sq. ft. (3) 560 sq. ft. at $5.36- per sq. ft.	11,250.00	
Amount to be paid owners - chrg to Right of Way		$14,000.00
State to assume 1956-57 taxes. Estimate		280.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$14,280.00

Grantors to vacate 30 days from notice or 5 days after receipt of payment.

Entire taking -

FERRY STREET BRIDGE-MOHAWK ROAD SECTION -EUGENE-SPRINGFIELD HIGHWAY

25182 Anspach, Marguerite (Curfman)
Right of Way
Option expires January 30, 1957

8,600 sq. ft. at $0.12- per sq. ft.	$1,000.00	
Amount to be paid owner - chrg to Right of Way		$ 1,000.00
State to assume 1956-57 taxes. Estimate		20.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$ 1,020.00

Entire taking -

23530 McCornack, Herbert and Evelyn (Curfman)
Right of Way
Option expires February 9, 1957

EXHIBIT "A" (Cont)

FERRY STREET BRIDGE-MOHAWK ROAD SECTION - EUGENE-SPRINGFIELD HIGHWAY (Cont)

23530 McCornack, Herbert and Evelyn (Cont)

.20 acre at $2,500 per acre	$ 500.00	
Amount to be paid owners - chrg to Right of Way		$ 500.00

Plus sign restrictions.

Access controlled -

23557 Fipps, Minnie E. and Raymond W. (Curfman)
Right of Way
Option expires January 24, 1957

1,742 sq. ft. at $0.06- per sq. ft.	100.00	
Garage moving	200.00	
Amount to be paid owners - chrg to Right of Way		$ 300.00

Grantors to move building from r/w within 90 days after acceptance.

Access not controlled -

23560 Ott, Mamie (Curfman)
Right of Way
Option expires February 8, 1957

17,860 sq. ft. at $0.08+ per sq. ft.	$1,430.00	
Amount to be paid owner - chrg to Right of Way		$1,430.00
State to assume 1956-57 taxes. Estimate		30.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$1,460.00

Entire taking -

WALTON-NOTI SECTION - RICHARDSON-EUGENE HIGHWAY

25335 Woodbury, Clarence C. and Hazel L. (Allen)
Right of Way
Option expires February 5, 1957

0.01 acre	$ 20.00	
Amount to be paid owners - chrg to Right of Way		$ 20.00

Access not controlled -

EXHIBIT "A" (Cont)

WALTON-NOTI SECTION - RICHARDSON-EUGENE HIGHWAY (Cont)

25329 Globe Lumber Company (Morgan)
Right of Way
Option expires February 6, 1957

1.18 acres at $100 per acre	$ 118.00	
Amount to be paid owner - chrg to Right of Way		$ 118.00
State to assume 1956-57 taxes. Estimate		2.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$ 120.00

Access not controlled -

NORTH UNIT-PENDLETON-PILOT ROCK SECTION - PENDLETON-JOHN DAY HIGHWAY

24873 Estate of Anna C. Anderson (Brainerd)
Right of Way
Option expires January 19, 1957

16 acres at $200 per acre	$3,200.00	
560 rods fencing at $3 per rod	1,680.00	
Severance damage	3,651.20	
Amount to be paid owners - chrg to Right of Way		$8,531.20

Grantors have right to use bridge over McKay Creek as underpass.
Access: 217+00 and 190+75, E., and 217+00 and 191+40, W., for farming and private residential use.
Farm crossings: 50' wide, 217+00 and 190+75 E. to 191+40 W.

Access controlled -

24862 Northwest Dist. of the Lutheran Church (Brainerd)
Right of Way

7,405 sq. ft. at $.075 per sq. ft.	$ 555.38	
Amount to be paid owners - chrg to Right of Way		$ 555.38

Access point at Sta. 163+85 E., for existing church use.

Access controlled -

EXHIBIT "A" (Cont)

SOUTH UNIT PENDLETON-PILOT ROCK SECTION - PENDLETON-JOHN DAY HIGHWAY

24223 Hawke, Anne E. (Brainerd)
Right of Way
Option expires February 7, 1957

9.75 acres at $200+ per acre	$1,966.00
192 rods fencing at $3.50 per rod	672.00
Damage	1,500.00

Amount to be paid owners - chrg to Right of Way $4,138.00

THINGS TO BE DONE BY STATE

Maintain access at Stations 540+40 and 540+60 during construction.

Access	Side of Hwy.	Purpose
540+40, 523+34	East	Ranching and private residential use
531+85	East	
540+60	West	

Access controlled -

LINN COUNTY LINE-JUDKINS POINT SECTION - PACIFIC HIGHWAY

25284 Rose, Calvin P. and Mary C. (Curfman)
Right of Way
Option expires February 5, 1957

.34 acre, lump sum	$ 125.00
Trees, shrubs etc.	250.00
Bridge	25.00

Amount to be paid owners - chrg to Right of Way $ 400.00

Plus sign restrictions.

THINGS TO BE DONE BY THE STATE

Fence right of way.
Reconstruct existing driveways on Van Duyne Road.

Access controlled -

FINN ROCK-ELK CREEK SECTION - McKENZIE HIGHWAY

25131 Ross, Harold et al (Morgan)
Right of Way
Option expires December 27, 1956

EXHIBIT "A" (Cont)

FINN ROCK-ELK CREEK SECTION - McKENZIE HIGHWAY (Cont)

25131 Ross, Harold et al (Cont)

0.04 acre at $2,000 per acre	$ 80.00
Damages	620.00

Amount to be paid owners - chrg to Right of Way $ 700.00

Access: Sta. 226+50, E., private residential.

Access controlled -

WHITESON UNIT SOUTH YAMHILL RIVER-AMITY SECTION - PACIFIC WEST HIGHWAY

25464 Jacobsen, Mary (Gemmell)
Borrow Area
Option expires February 8, 1957

0.25 acre, lump sum	$ 100.00
10 rods fencing at $4 per rod	40.00

Amount to be paid owner - chrg to Right of Way $ 140.00

Access controlled - none allowed -

UKIAH-FOREST BOUNDARY SECTION - UKIAH-HILGARD HIGHWAY

25536 Johnson, Joseph E. and Lillie D. (Brainerd)
Gravel Pit Lease
Option expires January 23, 1957

7.79 acres at $25 per acre	$ 194.75

Amount to be paid owners - chrg to Gravel Site $ 194.75

Lease shall run for period of 2 years or until the end of the construction project.

THINGS TO BE DONE BY THE STATE

Reconstruct or repair any fence removed or damaged to allow access to parcel of land.

TROUTDALE-CORBETT SECTION - COLUMBIA RIVER HIGHWAY

25397 Multnomah County (Mayhew)
Quarry - Gravel Pit
Option expires February 8, 1957

EXHIBIT "A" (Cont)

TROUTEDALE-CORBETT SECTION - COLUMBIA RIVER HIGHWAY (Cont)

25397 Multnomah County (Cont)

4,500 sq. ft. at $0.05 per sq. ft. $ 225.00

Amount to be paid owner - chrg to Quarry Site $ 225.00

HUMBUG MOUNTAIN-HUMBUG CREEK SECTION - SUNSET HIGHWAY

24623 Scarborough, James and Lucille B. CORRECTION REPORT
Right of Way (Gemmell)
Warranty Deed signed July 12, 1956

0.37 acre Total consideration $ 200.00

Amount to be paid owners - chrg to Right of Way $ 200.00

Previous approval of 1.18 acres plus timber $330, July 12-13, 1956 James Scarborough and Publishers Paper Co. Area now reduced from 1.18 acres to 0.37 acre.

Access not controlled -

S. P. OVERCROSSING-LANE COUNTY LINE SECTION - PACIFIC EAST HIGHWAY

25111 Gardner, James A. et al (Friess)
Right of Way
Option expires February 12, 1957

0.25 acre, lump sum	$ 625.00
Unfinished garage	200.00
House, 770 sq. ft.	4,775.00

Amount to be paid owners - chrg to Right of Way $5,600.00

State to assume 1956-57 taxes. Estimate 60.00

GRAND TOTAL (Estimate) - chrg to Right of Way $5,660.00

Grantors to vacate prior to November 1, 1956.

Entire taking -

WHITESON UNIT SOUTH YAMHILL RIVER-AMITY SECTION -PACIFIC WEST HIGHWAY

25347 Robbins, Maude Kneedler (Gemmell)
Right of Way
Option expires February 13, 1957

EXHIBIT "A" (Cont)

WHITESON UNIT SOUTH YAMHILL RIVER-AMITY SECTION - PACIFIC WEST HIGHWAY (Cont)

25347 Robbins, Maude Kneedler (Cont)

1.14 acres, lump sum	$ 400.00	
Amount to be paid owner - chrg to Right of Way		$ 400.00

Access controlled - none allowed -

25348 Robbins, Maude Kneedler (Gemmell)
Right of Way
Option expires February 13, 1957

0.44 acre, lump sum	$ 200.00	
Amount to be paid owner - chrg to Right of Way		$ 200.00

Entire taking -

25350 Martin, Ella May (Gemmell)
Right of Way
Option expires February 13, 1957

2.1 acres at $300- per acre	$ 600.00	
2.0 acres at $150 per acre	300.00	
Amount to be paid owners - chrg to Right of Way		$ 900.00

Access: 224+26 W. and 224+40 E. all unrestricted.

Access controlled -

KLAMATH FALLS WEST SIDE BY-PASS SECTION - THE DALLES-CALIFORNIA HIGHWAY

23039 Matthews, Carl D. and Agnes E. (Bucknum)
Right of Way
Option expires February 6, 1957

784 sq. ft. at $0.05+ per sq. ft.	$ 40.00	
Chicken house	320.00	
Lawn, shrubs, berry bushes, trees and outdoor fireplace	110.00	
Fence	30.00	
Amount to be paid owners - chrg to Right of Way		$ 500.00

Access controlled - none allowed -

EXHIBIT "A" (Cont)

KLAMATH FALLS WEST SIDE BY-PASS SECTION - THE DALLES-CALIFORNIA HIGHWAY (Cont)

23105 Dunlap, Cleo E. and Alma L. (Bucknum)
Right of Way
Option expires January 30, 1957

384 sq. ft. at $0.075- per sq. ft.	$ 25.00	
Shed	100.00	
Fence	25.00	
Amount to be paid owners - chrg to Right of Way		$ 150.00

Access controlled - none allowed -

23115 Moore, Robert A. and Andrella M. (Bucknum)
Right of Way
Option expires February 9, 1957

400 sq. ft. at $0.075 per sq. ft.	$ 30.00	
Fence and rock wall, 50 ft. at $3.50 per ft.	175.00	
Trees	95.00	
Damage	250.00	
Amount to be paid owners - chrg to Right of Way		$ 550.00

Access controlled - none allowed -

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND-SALEM EXPRESSWAY

25007 Corkum, Marion et al (Stuntz)
Right of Way
Option expires February 8, 1957

2,715 sq. ft. at $0.09+ per sq. ft.	$ 250.00	
Amount to be paid owners - chrg to Right of Way		$ 250.00

THINGS TO BE DONE BY THE STATE

Construct a Macadam Road with oil surface in front of Tract A, and Lots 1, 2 and 3 of Benirwin Add. on st. known as Dolph Court.

Access not controlled -

25031 Cartozian, Aram O. et al (Stuntz)
Right of Way
Option expires January 31, 1957

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND-SALEM EXPRESSWAY (Cont)

25031 Cartozian, Aram O. et al (Cont)

60 F. F. (3,820 sq. ft.) at $45.83 per F. F.	$2,750.00	
Amount to be paid owners - chrg to Right of Way		$2,750.00
State to assume 1956-57 taxes. Estimate		60.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$2,810.00

Access not controlled -

JUMP OFF JOE CREEK-GRANTS PASS SECTION - PACIFIC HIGHWAY

24635 Glines, Edna (Morgan)
Right of Way
Option expires January 24, 1957

2.43 acres R/W, 2 acres Excess at $300+ per acre	$1,340.00	
Less 0.80 acre at $300 per acre, State to trade	- 240.00	
Amount to be paid owner - chrg to Right of Way		$1,100.00
State to assume 1956-57 taxes. Estimate		11.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$1,111.00

THINGS TO BE DONE BY THE STATE

Fence new right of way.

Convey to grantor 0.80 acre, File No. 23275, as an exchange part of the settlement upon the grounds and for the reason that the said property, in the opinion of the commission, is no longer needed, required, or useful for highway purposes, and the value of the property to be acquired by the State is not less than the value of the property to be relinquished by the State, and the cash to be paid by the State.

Access controlled - none allowed -

EXHIBIT "A" (Cont)

JUMP OFF JOE CREEK-GRANTS PASS SECTION - PACIFIC HIGHWAY (Cont)

23327 Stidham, V. W. and Edith (Morgan)
Right of Way
Option expires January 26, 1957

0.41 acre, R/W & .39 acre Excess at $2,500+ per acre	$2,250.00	
Duplex	5,000.00	
Residence and attached garage	6,000.00	
Uncompleted dwelling	2,500.00	
Con. bldg. for w. heater, garage, tool house, well & pump	1,950.00	
Amount to be paid owners - chrg to Right of Way		$17,700.00
State to assume 1956-57 taxes. Estimate		200.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$17,900.00

Grantors to remove flowers and small shrubs within 30 days.
Grantors to vacate by October 1, 1956.

Entire taking -

FERRY STREET BRIDGE-MOHAWK ROAD SECTION - EUGENE-SPRINGFIELD HIGHWAY

23553 Basford, Paul S. and Allene P. (Curfman)
Right of Way,
Option expires February 5, 1957

.80 acre at $3,500 per acre	$2,800.00	
1.24 acre at $2,000 per acre	2,480.00	
1.0± acre Excess at $2,000 per acre	2,000.00	
House, 1372 sq. ft. at $7.50 per sq. ft.	10,000.00	
Severance damage Plus sign restrictions	2,720.00	
Amount to be paid owners - chrg to Right of Way		$20,000.00
State to assume 1956-57 taxes. Estimate		400.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$20,400.00

Grantor may take plants from planter boxes.
Grantor to vacate 30 days after acceptance or on receipt of consideration.

EXHIBIT "A" (Cont)

FERRY STREET BRIDGE-MOHAWK ROAD SECTION - EUGENE-SPRINGFIELD HIGHWAY (Cont)

23553 Basford, Paul S. and Allene P. (Cont)

THINGS TO BE DONE BY THE STATE

Fence right of way.

Access controlled -

WALTON-NOTI SECTION - RICHARDSON-EUGENE HIGHWAY

25164 Swanson, H. R. et al (Morgan)
Right of Way
Option expires February 7, 1957

0.7 acre at $100 per acre	$ 70.00
0.55 acre at $600+ per acre	336.00
0.02 acre	100.00
4 M timber at $25 per M	100.00
House, 990 sq. ft. at $1.50 per sq. ft.	1,485.00
Garage, 500 sq. ft. at $0.50 per sq. ft.	250.00
Damage	2,659.00

Amount to be paid owners - chrg to Right of Way $5,000.00

Grantors to remove guylines and crushed rock from stockpile 30 days after acceptance.
Grantors to vacate 30 days after acceptance.

THINGS TO BE DONE BY THE STATE

Protect grantors' water line at Sta. 369+40.
Reconnect grantors' present roadways and rock to r/w line.
Skyline anchor may encroach on r/w temporarily.

Access not controlled -

IDAHO STATE LINE-SUCKER CREEK SECTION - I. O. N. HIGHWAY

23982 Shea, Neal and Florence CORRECTION REPORT
Quarry Site (Brainerd)
Option expires February 1, 1957

14.8 acres at $50 per acre	$ 740.00
Damages	1,260.00

EXHIBIT "A" (Cont)

IDAHO STATE LINE-SUCKER CREEK SECTION - I. O. N. HIGHWAY (Cont)

23982 Shea, Neal and Florence CORRECTION REPORT (Cont)

Amount to be paid owners - chrg to Quarry Site $2,000.00

State not to fence property.

This approval to cancel and supersede previous 20 year lease approval of January 26, 1956 for 12.56 acres plus road for total of $666.50.

WALTON-NOTI SECTION - RICHARDSON-EUGENE HIGHWAY

25326 Lunceford, George and Jean (Morgan)
Right of Way
Option expires January 30, 1957

0.43 acre at $100 per acre	$ 43.00
4.5 M. timber at $25- per M	112.00
58 3/4 rods fencing at $4 per rod	235.00
Removing garage from taking	25.00

Amount to be paid owners - chrg to Right of Way $ 415.00

State to assume 1956-57 taxes. Estimate 5.00

GRAND TOTAL (Estimate) - chrg to Right of Way $ 420.00

Grantor to remove garage 30 days after acceptance.

Access not controlled -

MILWAUKIE-PORTLAND SECTION - PACIFIC EAST HIGHWAY

25035 General Petroleum Corporation (Stuntz)
Right of Way
Option expires January 31, 1957

96 sq. ft., lump sum $ 1.00

Amount to be paid owners - chrg to Right of Way $ 1.00

THINGS TO BE DONE BY THE STATE

When State utilizes said property for highway purposes it will replace curbing, sidewalk and driveway approach.

Access not controlled -

EXHIBIT "A" (Cont)

HORSESHOE BEND-NAMORF SECTION - CENTRAL OREGON HIGHWAY

25445 Williams, D. W. and Irene S. (Cozad)
Right of Way
Option expires February 13, 1957

1.17 acres, lump sum	$ 65.00	
170 rods fencing at $3 per rod	510.00	
Amount to be paid owners - chrg to Right of Way		$ 575.00

Access: Sta. 193, 25', N. for farming and stockraising.

Access controlled -

25446 Jones, Ella, Williams, D. W. (Cozad)
Right of Way
Option expires February 13, 1957

12.9 acres at $30 per acre	$ 387.00	
410 rods fencing at $3 per rod	1,230.00	
Amount to be paid owners - chrg to Right of Way		$1,617.00

Grantor to have right to build fence along fill on S. side between Stas. 301 and 310.

Access: Stas. 316+20 and 275+50, N. side, 25', S. side 301+50 and 276+25, 25', for farming, stockraising and private residential.

Access controlled -

25447 Joyce, Thomas and Katherine M. (Brainerd)
Right of Way
Option expires February 13, 1957

7.57 acres at $15 per acre	$ 113.55	
224 rods fencing at $3 per rod	672.00	
Amount to be paid owners - chrg to Right of Way		$ 785.55

Access: Sta. 333, S. side, 25' wide and Sta. 342, N. side, 25' wide, for farming and stockraising.

Access controlled -

EXHIBIT "A" (Cont)

SANTIAM RIVER-N. ALBANY UNIT-N. JEFFERSON JCT. ALBANY SECTION - PACIFIC EAST HIGHWAY

25100 McNees, F. E. and Ora R. (Friess)
Right of Way
Option expires February 6, 1957

4.62 acres at $1,350- per acre (3.04 A. Excess)	$6,220.00	
House, 950 sq. ft.	3,700.00	
Poultry house, 3,000 sq. ft.	2,750.00	
Poultry house, 820 sq. ft.	615.00	
Garage, 216 sq. ft.	100.00	
Stor. shed and shop combined	510.00	
Barn and chicken coup	675.00	
Feed rack, sheep pen and fruit stand	250.00	
Green house	180.00	
Amount to be paid owners - chrg to Right of Way		$15,000.00

Grantors to vacate by November 1, 1956.

Entire taking -

EXHIBIT "B"

Minutes of August 16 and 17, 1956

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in Divide-Rice Hill Section of the Pacific Highway described as follows:

> A parcel of land lying in Section 31, Township 22 South, Range 4 West, W.M., Douglas County, Oregon, and being a portion of that tract of land described in that certain deed to State of Oregon by and through its State Highway Commission, recorded in Book 220, Page 89 of Douglas County Records of Deeds; the said parcel being that portion of said property lying Easterly of that certain 15 acre tract conveyed to School District #30 by the State of Oregon by and through its State Highway Commission by a deed dated September 25, 1953.
>
> The parcel of land to which this description applies contains 9.3 acres.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $2,325.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission, be and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et Seq.

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 13 be entered in the minutes and records of the Commission as of the 16th day of August, 1956.

August 16, 1956

26986

EXHIBIT "C-1"

Minutes of August 16 and 17, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, construct, improve and maintain the Pacific Highway; and,

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and,

WHEREAS, for the purpose of widening, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real

EXHIBIT "C-1" (Cont)

properties hereinafter described are necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, construction, improvement and maintenance of the Pacific Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said widened and improved Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked "Exhibit "A".*

3. That the widening, improvement, construction and maintenance of the said Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquite the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

EXHIBIT "C-1" (Cont)

6. That this resolution be entered in full in the minutes and records of the Commission this 16th day of August, 1956, as Condemnation Resolution No. 647.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 647, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C-2"

Minutes of August 16 and 17, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Jumpoff Joe Creek-Grants Pass Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from the said highway should be controlled;

EXHIBIT "C-2" (Cont)

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The State Highway Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Jumpoff Joe Creek-Grants Pass Section of the said Pacific Highway as a throughway, certain interest in or fee simple title to a certain parcel of real property. The said parcel of real property, or particular interest therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, is more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Pacific Highway and all of the contiguous real property of the owners remaining after the appropriation of the said real property.

3. That the relocation, construction, improvement and maintenance of the said Jumpoff Joe Creek-Grants Pass Section of the Pacific Highway and the highway facilities for which the said parcel of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcel of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcel of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 16th day of August, 1956, as Condemnation Resolution No. 648.

EXHIBIT "C-2" (Cont)

*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 648, under the heading "Real Property Condemnation Resolutions " and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

26992

EXHIBIT "C-3"

Minutes of August 16 and 17, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of road building materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Myrtle Creek-Canyonville Section of the Pacific Highway; and

WHEREAS the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved, and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known and the Throughway Law; and

WHEREAS the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement, and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block, or tract of land, part

EXHIBIT "C-3" (Cont)

of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving, and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary and that access to and from the said highway should be controlled.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement, and maintenance of the said Myrtle Creek-Canyonville Section of the Pacific Highway as a throughway, certain interests in or fee simple title to a certain parcel of real property. The said parcel of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, is more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Pacific Highway and the contiguous real property of the owners remaining after the appropriation of the said real property, except that there shall be reserved unto the owners, their heirs and assigns, for service of their remaining land, such access reservations as are noted as to the parcel on the attached list marked Exhibit "A".*

3. That the relocation, construction, improvement, and maintenance of the said Myrtle Creek-Canyonville Section of the Pacific Highway and the highway facilities for which the said parcel of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcel of real property as to the compensation to be paid for the taking

and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcel of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 16th day of August, 1956, as Condemnation Resolution No. 649.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 649, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C-4"

Minutes of August 16 and 17, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the River Banks Farm Section of the Rogue River Loop Highway; and

WHEREAS, under the provisions of Oregon Revised Statutes 374.405, no rights in or to any state highway, including what is known as right of access, shall accrue to any real property abutting upon any portion of any state highway constructed, relocated or reconstructed after May 12, 1951, upon right of way, no part of the width of which was acquired prior to May 12, 1951, for public use as a highway, by reason of the real property abutting upon the state highway; and

WHEREAS, under the provisions of Oregon Revised Statutes 374.410, the State Highway Commission shall, in connection with any acquisition of real property for right of way for any state highway, prescribe and define the location, width, nature and extent of any right of access that may be permitted by the Commission to pertain to real property described in Oregon Revised Statutes 374.405; and

WHEREAS, portions of the River Banks Farm Section of the Rogue River Loop Highway will be relocated, constructed or reconstructed upon right of way, no part of the width of which was acquired prior to May 12, 1951; and

WHEREAS, for the purpose of relocating, construction, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles

EXHIBIT "C-4" (Cont)

promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that the rights of access that may be permitted should be defined;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the River Banks Farm Section of the Rogue River Loop Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that the rights of access that may be permitted pursuant to Oregon Revised Statutes 374.410 between the right of way of the said relocated River Banks Section of the Rogue River Loop Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property be defined as to location, width, nature and extent. The rights of access which shall be granted unto the respective owners, their heirs and assigns, for service of the said remaining land are noted as to each parcel, or parcels, no part of the width of which was acquired for right of way prior to May 12, 1951.

3. That the relocation, construction, improvement and maintenance of the said River Banks Farm Section of the Rogue River Loop Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to the said parcels of real property, or interest therein.

EXHIBIT "C-4" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 16th day of August, 1956, as Condemnation Resolution No. 650.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 650, under the heading "Real Property Condemnation Resolutions," and said descriptions, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

26998

EXHIBIT "C-5"

Minutes of August 16 and 17, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels, or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part, relocate in part, construct, improve and maintain the Pendleton-Pilot Rock Section of the Pendleton-John Day Highway; and

WHEREAS, for the purpose of widening in part, relocating in part, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled southerly from Highway Engineer's centerline Station 163+50;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The State Highway Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening in part, relocation in part, construction, improvement and maintenance of the said Pendleton-Pilot Rock Section of the Pendleton-John Day Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list,

EXHIBIT "C-5" (Cont)

marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature on the Pendleton-John Day Highway south of Highway Engineer's centerline Station 163+50 thereon, between the right of way of the widened and improved or relocated Pendleton-John Day Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property, provided, however, that there shall be reserved unto the respective owners, their heirs and assigns, for service of the respective remaining land, such access reservations as are noted as to each parcel or parcels on the said attached list marked Exhibit "A". *

3. That the widening in part, relocation in part, construction, improvement and maintenance of the said Pendleton-Pilot Rock Section of the Pendleton-John Day Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 16th day of August, 1956, as Condemnation Resolution No. 651.

*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 651, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

27000

EXHIBIT "C-6"

Minutes of August 16 and 17, 1956

RESOLUTION

WHEREAS the State Highway Commission on the 26th day of January, 1956, by resolution declared the necessity for the acquisition of certain real property owned by John Kunzi, et ux., File No. 23503, situated in Section 28, Township 1 South, Range 9 West, Willamette Meridian, Tillamook County, Oregon, for right of way purposes for the relocation, construction, improvement, and maintenance of the Tillamook-Donaldson Creek Section Section of the Wilson River Highway and including its use for connections between said relocated Wilson River Highway and two intersecting county roads; and

WHEREAS the said resolution provided a right of crossing through a reinforced concrete box-type underpass to be constructed by the State Highway Commission on the real property described therein; and

WHEREAS the said State Highway Commission, after further investigation, has found that it will be to the best interests of the State and the owners to change the location of the underpass;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the paragraph on page 8 of Exhibit A of that certain resolution duly made and entered in full in the minutes and records of the Commission on the 26th day of January, 1956, pertaining to the property owned by John Kunzi, et ux., File No. 23503, be and the same hereby is amended to read as follows:

> A right to cross through a reinforced concrete box-type underpass to be constructed by the State Highway Commission, at its sole cost, on the real property hereinabove described, and under the highway to be constructed thereon at Highway Engineer's centerline Station 119+70. The said underpass will have a maximum horizontal clearance of 10 feet, 21 inches below the ceiling and 21 inches above the floor and will have a minimum horizontal clearance of 9 feet at the floor and ceiling and will have a maximum vertical clearance of 8 feet measured 6 inches inside the walls. Said right of crossing shall continue only so long as the portions of the property severed by the said highway and served by the said underpass are held under a common ownership.

2. That this resolution be entered in full in the minutes and records of the Commission this 16th day of August, 1956, as Condemnation Resolution No. 577-a.

August 16, 1956

EXHIBIT "C-7"

Minutes of August 16 and 17, 1956

RESOLUTION

WHEREAS the State Highway Commission on the 26th day of April, 1956, by resolution declared the necessity for the acquisition of certain real property owned by Lester Donaldson, et al., File No. 23508, situated in Section 22, Township 1 South, Range 9 West, Willamette Meridian, Tillamook County, Oregon, for right of way purposes for the relocation, construction, improvement, and maintenance of the Tillamook-Donaldson Creek Section of the Wilson River Highway; and

WHEREAS the said resolution provided a right of crossing through a reinforced concrete box-type underpass to be constructed by the State Highway Commission on the real property described therein; and

WHEREAS the said State Highway Commission, after further investigation, has found that it will be to the best interests of the State and the owners to change the location of the underpass;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the last paragraph on page 1 of Exhibit A of that certain resolution duly made and entered in full in the minutes and records of the Commission on the 26th day of April, 1956, pertaining to the property owned by Lester Donaldson, et al., File No. R-23508, be and the same hereby is amended to read as follows:

> A right to cross through a reinforced concrete box-type underpass to be constructed by the State Highway Commission, at its sole cost, on the real property hereinabove described, and under the highway to be constructed thereon at Highway Engineer's centerline Station 165+50. The said underpass will have a maximum horizontal clearance of 10 feet, 21 inches below the ceiling and 21 inches above the floor and will have a minimum horizontal clearance of 9 feet at the floor and ceiling, and will have a maximum vertical clearance of 8 feet measured 6 inches inside the walls. Said right of crossing will continue only so long as the portions of the property severed by the said highway and served by the said underpass are held under a common ownership.

2. That this resolution be entered in full in the minutes and records of the Commission this 16th day of August, 1956, as Condemnation Resolution No. 611-a.

August 16, 1956

27002

EXHIBIT "C-8"

Minutes of August 16 and 17, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street, quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of road building materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate, and maintain highways to be known as througnways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve, and maintain the Salem By-Pass-Jefferson Junction Section of the Pacific Highway East; and

WHEREAS the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened, improved, and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the "Throughway Law"; and

WHEREAS the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement, and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is

EXHIBIT "C-8" (Cont)

necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS for the purpose of widening, improving, and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, the public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required for the construction, improvement, betterment, and maintenance of highways of the state highway system and the widening, improvement, and maintenance of the said Salem By-Pass-Jefferson Junction Section of the Pacific Highway East as a throughway, certain interests in or fee simple title to certain parcels of real property The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said Pacific Highway East and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property, except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A".*

3. That the widening, improvement, and maintenance of the said Salem By-Pass-Jefferson Junction Section of the Pacific Highway East and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to

final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 16th day of August, 1956, as Condemnation Resolution No. 652.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 652, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C-9"

Minutes of August 16 and 17, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Wilderville-Grants Pass Section of the Redwood Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from the said highway should be controlled;

EXHIBIT "C-9" (Cont)

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the Wilderville-Grants Pass Section of the Redwood Highway as a throughway, certain interests in or fee simple title to a certain parcel of real property. The said parcel of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and owners should be acquired, is more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Redwood Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A".*

3. That the relocation, construction, improvement and maintenance of the said Wilderville-Grants Pass Section of the Redwood Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 16th day of August, 1956, as Condemnation Resolution No 653.

EXHIBIT "C-9" (Cont)

*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 653, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

27008

EXHIBIT "C-10"

Minutes of August 16 and 17, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the River Banks Farm Section of the Rogue River Loop Highway; and

WHEREAS, under the provisions of Oregon Revised Statutes 374.405, no rights in or to any state highway, including what is known as right of access, shall accrue to any real property abutting upon any portion of any state highway constructed, relocated or reconstructed after May 12, 1951, upon right of way, no part of the width of which was acquired prior to May 12, 1951, for public use as a highway, by reason of the real property abutting upon the state highway; and

WHEREAS, under the provisions of Oregon Revised Statutes 374.410, the State Highway Commission shall, in connection with any acquisition of real property for right of way for any state highway, prescribe and define the location, width, nature and extent of any right of access that may be permitted by the Commission to pertain to real property described in Oregon Revised Statutes 374.405; and

WHEREAS, portions of the River Banks Farm Section of the Rogue River Loop Highway will be relocated, constructed or reconstructed upon right of way, no part of the width of which was acquired prior to May 12, 1951; and

WHEREAS, for the purpose of relocating, construction, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles

promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that the rights of access that may be permitted should be defined;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the River Banks Farm Section of the Rogue River Loop Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that the rights of access that may be permitted pursuant to Oregon Revised Statutes 374.410 between the right of way of the said relocated River Banks Section of the Rogue River Loop Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property be defined as to location, width, nature and extent. The rights of access which shall be granted unto the respective owners, their heirs and assigns, for service of the said remaining land are noted as to each parcel, or parcels, no part of the width of which was acquired for right of way prior to May 12, 1951.

3. That the relocation, construction, improvement and maintenance of the said River Banks Farm Section of the Rogue River Loop Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to the said parcels of real property, or interest therein.

EXHIBIT "C-10" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 16th day of August, 1956, as Condemnation Resolution No. 654.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 654, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C-11"

Minutes of August 16 and 17, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to State highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to establish, construct and maintain Unit No. 2 of the T. H. Banfield Expressway, as a throughway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary.

EXHIBIT "C-11" (Cont)

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the establishment, construction and maintenance of Unit No. 2 of the T. H. Banfield Expressway as a throughway, certain interests in or fee simple title to a certain parcel of real property. The said parcel of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, is more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That the establishment, construction and maintenance of the said Unit No. 2 of the T. H. Banfield Expressway and the highway facilities for which the said parcel of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of the said parcel of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcel of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 16th day of August, 1956, as Condemnation Resolution No. 655.

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*FOOTNOTE:

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 655, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C-12"

Minutes of August 16 and 17, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of road building materials; approach or hauling roads, connecting roads; frontage roads; highway drainage; drainage tunnels, or for the elimination or prevention of hazardous points of entry from adjacent property to state highways, or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light, and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, construct, improve, and maintain the Cascade Locks-Viento Section of the Columbia River Highway; and

WHEREAS the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened, constructed, improved, and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, for the purpose of widening, constructing, improving, and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary;

EXHIBIT "C-12" (Cont)

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the betterment, construction, improvement, and maintenance of highways of the state highway system and the widening, construction, improvement, and maintenance of the said Cascade Locks-Viento Section of the Columbia River Highway as a throughway, certain interests in or fee simple title to a parcel of real property. The said parcel of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, is more particularly described in the attached Exhibit A, under the name of the record owner or reputed owner and the Commission's file number, and said Exhibit A is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That widening, construction, improvement, and maintenance of the said Cascade Locks-Viento Section of the Columbia River Highway and the highway facilities for which the said parcel of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcel of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcel of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 16th day of August, 1956, as Condemnation Resolution No. 656.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map,

EXHIBIT "C-12" (Cont)

are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 656, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

27016

EXHIBIT "C-13"

Minutes of August 16 and 17, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road, or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of road building materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate, and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light, and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve, and maintain the Pacific Highway; and

WHEREAS the Highway Commission has by a resolution ordered and declared that said highway shall be relocated, constructed, improved, and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, for the purpose of relocating, constructing, improving, and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real

EXHIBIT "C-13" (Cont)

property hereinafter described is necessary and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required for the construction, improvement, betterment, and maintenance of highways of the state highway system and the relocation, construction, improvement, and maintenance of the said Pacific Highway as a throughway, certain interests in or fee simple title to a parcel of real property. The said parcel of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, is more particularly described in Exhibit A attached, under the name of the record owner or reputed owner and the Commission's file number, and said Exhibit A is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Pacific Highway and all of the contiguous real property of the owners remaining after the appropriation of the said real property; except that there shall be reserved unto the owners, their heirs and assigns, for service of their remaining land, such access reservations as are noted as to the parcel on the attached list marked Exhibit A.*

3. That the relocation, construction, improvement, and maintenance of the said Pacific Highway and the highway facilities for which the said parcel of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcel of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcel of real property or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

EXHIBIT "C-13" (Cont)

6. That this resolution be entered in full in the minutes and records of the Commission this 16th day of August, 1956, as Condemnation Resolution No. 657.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 657, under the heading "Real Property Condemnation Resolution," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C-14"

Minutes of August 16 and 17, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the McMinnville Airport-Dayton Junction Section of the Three Mile Lane Secondary Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its

EXHIBIT "C-14" (Cont)

discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from the said highway should be controlled.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said McMinnville Airport-Dayton Junction Section of the Three Mile Lane Secondary Highway as a throughway, certain interests in or fee simple title to a certain parcel of real property. The said parcel of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, is more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Three Mile Lane Secondary Highway and all of the contiguous real property of the owners remaining after the appropriation of the said real property, except that there shall be reserved unto the owners, their heirs and assigns, for service of their remaining land, such access reservations as are noted as to the parcel or parcels on the attached list marked Exhibit "A".*

3. That the relocation, construction, improvement and maintenance of the said McMinnville Airport-Dayton Junction Section of the Three Mile Lane Secondary Highway and the highway facilities for which the said parcel of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. The the Legal and Right of Way Department is directed to attempt to agree with the owners and other perons in interest of said

EXHIBIT "C-14" (Cont)

parcel of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcel of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 16th day of August, 1956, as Condemnation Resolution No. 658.

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*FOOTNOTE:

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 658, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein

27022

EXHIBIT "C-15"

Minutes of August 16 and 17, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road, or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of road building materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light, and access which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part, relocate in part, construct, improve, and maintain the Horseshoe Bend-Peach Section of the Central Oregon Highway; and

WHEREAS the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened in part, relocated in part, constructed, improved, and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement, and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block, or tract of land, part

EXHIBIT "C-15" (Cont)

of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of widening in part, relocating in part, constructing, improving, and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described as necessary and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, as follows:

1. The Commission does hereby find and declare that there is needed and required for the construction, improvement, betterment, and maintenance of highways of the state highway system and the widening in part, relocation in part, construction, improvement, and maintenance of the said Horseshoe Bend-Peach Section of the Central Oregon Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit A, under the name of the record owner or reputed owner and the Commission's respective file number and said Exhibit A is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said widened and relocated Central Oregon Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit A.*

3. That the widening in part, relocation in part, construction, improvement, and maintenance of the said Horseshoe Bend-Peach Section of the Central Oregon Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said

parcels of real property as to the compensation to be paid for the taking and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 16th day of August, 1956, as Condemnation Resolution No. 659.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 659, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C-16"

Minutes of August 16 and 17, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the McMinnville (Adams Street) Section of the Pacific Highway West; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said McMinnville (Adams Street) Section of the Pacific Highway West, fee simple title to certain parcels of real property. The said parcels of real property needed and required, or which in the best interest of the State and the owners should be acquired, and the specific use to be made thereof, are more particularly described in the attached list, marked Exhibit "A", under the Commission's respective file number and the name of the record owner or reputed owner; and said Exhibit "A" is by this reference adopted and made a part hereof as completely and fully as though set forth herein in full. *

EXHIBIT "C-16" (Cont)

2. That the relocation, construction, improvement and maintenance of the said McMinnville (Adams Street) Section of the Pacific Highway West and the highway facilities for which each of the said parcels of property is required and being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons having an interest in said parcels of real property as to the compensation to be paid for the taking; and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, the Chief Counsel or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 16th day of August 1956, as Condemnation Resolution No. 660.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 660, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C-17"

Minutes of August 16 and 17, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to State highways; or for the maintenance of an unobstructed view of any State highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of anythroughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Myrtle Creek-Canyonville Section of the Pacific Highway, and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of anythroughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block, or tract of land, part of which is

necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and,

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled:

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Myrtle Creek-Canyonville Section of the Pacific Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A".*

3. That the relocation, construction, improvement and maintenance of the said Myrtle Creek-Canyonville Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to

EXHIBIT "C-17" (Cont)

final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 17th day of August, 1956, as Condemnation Resolution No. 661.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 661, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

27030

EXHIBIT "C-18"

Minutes of August 16 and 17, 1956

RESOLUTION

WHEREAS the State Highway Commission, on the 9th day of August, 1954, by resolution declared the necessity for the acquisition of certain real property owned by L. E. Goudy and Etta Goudy, husband and wife, File No. R-21508, situated in Lot 4, Section 30, Township 36 South, Range 14 West, Willamette Meridian, Curry County, Oregon, said parcel being further described in Exhibit A, page 5 of the said resolution, for right of way purposes for the relocation, construction, improvement, and maintenance of the Euchre Creek-Wedderburn Section of the Oregon Coast Highway; and

WHEREAS the said State Highway Commission, after further investigation, has found that the owners of the said property sought to be acquired had, prior to the said resolution of August 9, 1954, installed a septic tank and outfall pipe approximately 105 feet north of relocated Highway Engineer's centerline Station 1388+40 and said Commission has found further that it will be to the best interests of the State and the owners to permit the said owners, their heirs and assigns, to continue to use and maintain the said existing septic tank and outfall pipe in its present location even though the same may be located within a portion of the right of way of the said relocated Oregon Coast Highway;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THIS COMMISSION as follows:

1. That Exhibit A, page 5, of that certain resolution duly made and entered in full in the minutes and records of the Commission on the 9th day of August, 1954, pertaining to the property owned by L. E. Goudy and Etta Goudy, husband and wife, File No. R-21508, be and the same hereby is amended to include the following paragraph:

> That there is reserved to the owners, their heirs and assigns, the right to use and maintain, in its present location, an existing septic tank and outfall pipe located approximately 105 feet north of relocated Highway Engineer's centerline Station 1388+40 that may be located within the present right of way of the relocated Oregon Coast Highway.
>
> That the owners, their heirs and assigns, shall have a right of entry to the said relocated Oregon Coast Highway right of way for the sole purpose of using and maintaining the said septic tank and outfall pipe and for that purpose only.

2. That this resolution be entered in full in the minutes and records of the Commission this 17th day of August, 1956.

EXHIBIT "D"

Minutes of August 16 and 17, 1956

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of State Highway projects have been completed according to the terms and provisions of said contracts and that said jobs are now ready for acceptance:

"Contract No. 4428 with Miller & Strong, Inc. for constructing the Ashland Undercrossing on the Pacific Highway in Jackson County, completed June 30, 1956.

"Contract No. 4469 with C. J. Eldon for constructing the Deschutes River Bridge on the McKenzie Highway in Deschutes County, completed June 30, 1956.

"Contract No. 4488 with C. J. Eldon for grading and surfacing on the Bruce Jct.-Martins Lake Section of the Martins Lake Road in Benton County, completed June 4, 1956.

"Contract No. 4495 with Rogers Construction, Inc. for grading and paving on the Walker Mountain Road-Lenz Road Unit, Lapine-Lenz Road Section of The Dalles-California Highway in Klamath County, completed July 19, 1956.

"Contract No. 4505 with Hannan Brothers Company for constructing overcrossing and undercrossing structures on the Olds Ferry-Ontario Section of the Old Oregon Trail Highway in Malheur County, completed July 26, 1956.

"Contract No. 4510 with R. H. Jones for constructing a sand shed at Chemult in Klamath County, completed June 15, 1956.

"Contract No. 4517 with O & K Construction Co. for grading on the Hay Creek Canyon Section of the Mikkalo County Road in Gilliam County, completed June 27, 1956.

"Contract No. 4549 with Trowbridge Electric Co. for illunination installation on the Anlauf-Shady Unit of the Pacific Highway in Douglas County, completed August 2, 1956.

"Contract No. 4570 with Babler Bros., Inc., for oiling on the Emerson Loop County Road Section in Wasco County, completed July 17, 1956.

"Contract No. 4574 with Steeck Electric Co. for installing the Medford traffic signals on the Pacific Highway in Jackson County, completed May 15, 1956.

EXHIBIT "D" (Cont)

"Contract No. 4579 with Marshall Construction Co. for reconstructing two timber bridges at Suntex Junction on the Central Oregon Highway in Harney County, completed May 31, 1956.

"Contract No. 4594 with Keith Bros. Construction for grading and surfacing on the Brookings-Morse Ranch Section of the Chetco River Road in Curry County, completed July 30, 1956.

"Contract No. 4599 with Warren Northwest, Inc., for paving on the East Parkrose Section of the Columbia River Highway in Multnomah County, completed July 6, 1956.

"Contract No. 4602 with Shrubbery Plantings for roadside improvement on the Hess Creek (Newberg) Section of the Pacific West Highway in Yamhill County, completed June 26, 1956.

"Contract No. 4605 with Keith Bros. Construction for grading and oiling on the Casey Park Section of the Crater Lake Highway in Jackson County, completed July 24, 1956.

"Contract No. 4610 with Russell Olson Construction Co., Inc., for shoulder oiling on the Ontario-Nyssa Section of the Old Oregon Trail Highway in Malheur County, completed July 7, 1956.

"Contract No. 4613 with The United Contracting Co. for pavement widening on the Shogren Overcrossing-Chatfield Section of the Columbia River Highway in Wasco County, completed July 30, 1956.

"Contract No. 4625 with Warren Northwest, Inc., for paving on the Glendale (Pacific Avenue) City Street Section in Douglas County, completed July 14, 1956.

"Contract No. 4629 with Quinn Bros. & Robbins, Inc., for furnishing crushed materials in stockpiles on the Adrian Section, on four highways, in Malheur County, completed July 6, 1956.

"Contract No. 4631 with W. R. Grasle Co. for installing traffic signals on East Powell Boulevard of the Mt. Hood Highway in Multnomah County, completed July 10, 1956.

"Contract No. 4660 with C. H. Savage Co. for painting the Oregon City and Columbia Slough Bridges on the Oswego and Pacific West Highways in Clackamas and Multnomah Counties, completed July 27, 1956.

"Contract No. 4661 with J. C. Compton Co. for oiling on the Divisions 1 and 2 Oiling Project in Clackamas and Yamhill Counties, completed July 27, 1956.

EXHIBIT "D" (Cont)

"Contract No. 4669 with Tri State Painting Co. for painting Santiam River Bridge on the Pacific Highway in Marion and Linn Counties, completed August 10, 1956.

"Contract No. 4674 with George E. Berry for constructing Glover Sand Shed in Union County, completed August 4, 1956.

"Contract No. 4678 with G. M. Snider for illumination installation on the Second Street connection in Hood River on the Columbia River Highway in Hood River County, completed July 26, 1956.

"Contract No. 4679 with J. C. Compton Co. for oiling on the Division No. 4 Oiling Project in Lake and five other counties, completed July 10, 1956.

"Contract No. 4686 with Vernie Jarl for furnishing crushed materials in stockpiles on the Grass Valley-Kent Section of the Sherman Highway in Sherman County, completed June 19, 1956.

"Contract No. 4706 with Russell Olson Construction Co., Inc., for re-oiling on the Ironside-Lancaster Section of the John Day Highway in Malheur County, completed July 16, 1956.

"Contract No. 4732 with Vern Hoaglin for constructing guard rail on the Tiernan-Mapleton Section of the Siuslaw Highway in Lane County, completed July 21, 1956.

"Contract No. 4734 with Perkins Bros. for median drainage on the Fairview-Sundial Section of the T. H. Banfield Expressway, completed August 3, 1956."

THEREFORE BE IT RESOLVED that the work covered by State Highway Contracts for the construction of said State Highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

BE IT FURTHER RESOLVED that this Contracts Completed Resolution No. 54 shall be entered in the minutes and records of the Commission as of the 16th day of August, 1956.

27034

EXHIBIT "E"

Minutes of August 16 and 17, 1956

RESOLUTION

WHEREAS, pursuant to the provisions of ORS 366.810, there have been by the Oregon State Highway Commission apportioned to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

FROM REVENUES ACCRUING DURING SECOND SIX-MONTH PERIOD OF 1955

Dayville	$1,070.26
Dufur	1,579.19
Mosier	969.22

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adoped and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 16th day of August, 1956.

EXHIBIT "F"

Minutes of August 16 and 17, 1956

RESOLUTION

WHEREAS, the relocated Blodgett Overcrossing Section of the Corvallis-Newport Primary Highway No. 33 located in Benton County, the easterly terminus of which is at Highway Engineer's Survey Station 828+00 and the westerly terminus of which is at Highway Engineer's Survey Station 853+00 on the relocated highway, has been completed and is now open for public travel; and

WHEREAS, due to the relocation of the aforesaid section, portions of the former and of the new right of way are no longer needed for right of way purposes and may be eliminated from the boundaries of the relocated highway; and

WHEREAS, Benton County and the State Highway Commission entered into an agreement on the 16th day of August, 1956, relating to the disposition to be made of the portions that may be eliminated, therein and hereinafter referred to as Units "A", "B", and "C"; and

WHEREAS, said agreement provided that Units "A" and "C" would be abandoned by the State as part of the Corvallis-Newport Highway by formal resolution and would revert to the abutting property owners; that Unit "B" having been acquired by the State for the purpose of relocating a county road shall be transferred by deed to the County for county road purposes; and

WHEREAS, it is the judgment of the Highway Commission that certain portions of the former right of way of the Blodgett Overcrossing Section of the Corvallis-Newport Highway, together with other real property acquired by the State for roadway right of way and other public purposes, is needed and valuable for right of way purposes and public use; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon its records the disposition made of the portions or units of the former and of the new right of way of the said Corvallis-Newport Highway referred to herein as Units "A", "B", and "C", as well as all the property affected by reason of said realignment.

NOW, THEREFORE, based upon the power and authority vested in the Commission by the State of Oregon, it is HEREBY ORDERED AND RESOLVED THAT:

1. The portions of the former and of the new right of way which by reason of the relocation of the Blodgett Overcrossing Section of the Corvallis-Newport Highway are no longer needed as part of the new

EXHIBIT "F" (Cont)

right of way are identified as Units "A", "B", and "C", and described as follows:

UNIT "A"

All the land situated within the right of way boundaries of the Corvallis-Newport Highway as formerly routed beginning at the southerly right of way line of the Southern Pacific Railroad Company in the southeast quarter of the southeast quarter ($SE\frac{1}{4}$ $SE\frac{1}{4}$), Section 22, Township 11 South, Range 7 West, W. M., thence southwesterly via said former highway to the northeasterly right of way line of a parcel of land acquired by the State for the relocation of a county road in the southeast quarter of the southeast quarter ($SE\frac{1}{4}$ $SE\frac{1}{4}$) of Section 22, Township 11 South, Range 7 West, W. M.

UNIT "B"

A parcel of land lying in the southeast quarter ($SE\frac{1}{4}$) of Section 22, Township 11 South, Range 7 West, W. M., Benton County, Oregon, and being a portion of the following described property: that tract of land which was conveyed by that certain deed to Edith Davis and Rollie F. Davis, recorded in Book 83, page 558, of Benton County Record of Deeds, the said parcel being described as follows:

Beginning at a point that is opposite and 50 feet distant southeasterly from Engineer's Station 837+06.3 of the Corvallis-Newport Highway; said point also being 908 feet north and 1324 feet east of the quarter corner on the south line of said Section 22; thence south 41° 51' east a distance of 117.2 feet; thence north 48°09' east a distance of 10 feet; thence south 41°51' east a distance of 99.4 feet to the existing southwesterly right of way line of the county road; thence north 56°30'45" east a distance of 30.3 feet to the northeasterly right of way line of said county road; thence north 41°51' west a distance of 103.9 feet; thence north 48°09' east a distance of 10 feet; thence north 41°51' west a distance 112.4 feet; thence south 53°36' west a distance of 50.2 feet to the place of beginning.

The parcel of land to which this description applies contains 0.20 acre.

UNIT "C"

All the land situated within the right of way boundaries of the Corvallis-Newport Highway as formerly routed beginning at the southwesterly right of way line of a parcel of land acquired by the State for the relocation of a county road in the southeast quarter of the southeast quarter ($SE\frac{1}{4}$ $SE\frac{1}{4}$), Section 22, Township 11 South, Range 7 West, W. M.; thence westerly via said former highway to the southeasterly right of way line opposite Highway Engineer's Survey Station 840+50 of the relocated highway in the

EXHIBIT "F" (Cont)

southwest quarter of the southeast quarter (SW¼ SE¼), Section 22, Township 11 South, Range 7 West, W. M.

2. Pursuant to the agreement entered into with Benton County on the 16th day of August, 1956, Units "A" and "C" indicated on the map attached hereto marked Exhibit "A", and by this reference made a part hereof, are hereby duly abandoned as part of the Corvallis-Newport Highway and the state highway system; all right, title, and interest which the State has in the right of way of Units "A" and "C" herein described, pass to and vest in the abutting property owners; and that real property described as Unit "B" now belonging to the State of Oregon, by and through its State Highway Commission, be relinquished to Benton County to be used and to continue to be used for county road purposes, and that this be accomplished by executing and delivering a good and sufficient deed relinquishing to Benton County said Unit "B".*

3. The right of way of the former and of the relocated Blodgett Overcrossing Section of the Corvallis-Newport Highway, together with the real property acquired by the State for roadway right of way and other public purposes as indicated and shown colored in green on Exhibit "A" attached hereto, shall be retained and held by the State.*

4. This Abandonment & Retention Resolution No. 320 be entered in the minutes and records of the Oregon State Highway Commission as of the 16th dav of August, 1956, and the Secretary is ordered to mail a duly certified copy hereof to the County Court of Benton County.

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*FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 320 under the heading "Abandonment & Retention Resolutions" and said map by this reference is made part of this minute entry to the same extent as if copied in full herein.

27038

EXHIBIT "G"

Minutes of August 16 and 17, 1956

RESOLUTION

WHEREAS, on May 17, 1949, the State Highway Commission granted to Chester Conger an access road permit over and across the real property hereinafter described; and,

WHEREAS, the grantee of certain land of Chester Conger has requested the City of Eugene, Oregon, a municipal corporation, to assume full liability and responsibility for the maintenance of said road; and,

WHEREAS, the City of Eugene has requested that the title to said real property of the State be relinquished to the City of Eugene for public road purposes; and,

WHEREAS, said real property is no longer needed by the State Highway Commission for public uses,

NOW, THEREFORE, BE IT RESOLVED that the hereinafter described real property now belonging to the State of Oregon, by and through its State Highway Commission, be conveyed by quitclaim deed, pursuant to the provisions of ORS 271.330, without consideration, to the City of Eugene, Oregon, a municipal corporation, to be used by said grantee for public road purposes,

A strip of land 60 feet in width extending from the West line of the Prior F. Blair D.L.C. No. 39 to a line which is parallel to and 50 feet Southwesterly from the centerline of the 7th Avenue connection (southbound lanes) of the Pacific Highway. The centerline of said strip of land being described as follows:

Beginning at a point which is opposite and 30 feet Northwesterly from the intersection of the Southerly line of said strip of land and the West line of said Prior F. Blair D.L.C. No. 39; said point being 1033.7 feet N 0°33'30" E along said D.L.C. line and 18.75 feet S 58° 38'30" W of the S W Corner of said Blair D.L.C.; thence N 58°38'30" E 260 feet, more or less, to the centerline of said 7th Avenue connection of the Pacific Highway at Station 654+54.8.

BE IT FURTHER RESOLVED that this Miscellaneous Resolution No. 193 be entered in the minutes and records of the Commission as of the 16th day of August, 1956, and that a certified copy thereof be forwarded to the said City of Eugene.

EXHIBIT "H"

Minutes of August 16 and 17, 1956

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of Highway: COLUMBIA RIVER HIGHWAY (COLUMBIA CO.)

Highway Number 2W Route number US 30

M.P.	to M.P.	M.P.H.
21.66 (North city limits of Scappoose)	21.76 (500 ft. North of the North city limits of Scappoose)	35

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

EXHIBIT "H" (Cont)

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 230 be entered in the minutes and records of the Commission as of the 16th day of August, 1956.

EXHIBIT "I"

Minutes of August 16 and 17, 1956

RESOLUTION

WHEREAS, the Mt. Hood Highway is a primary highway under the control and jurisdiction of the State Highway Commission; and

WHEREAS, it appears that on said Mt. Hood Highway in the vicinity of S. E. 87th Avenue vehicles are parked on the shoulders of said highway at said location for extended periods of time; and

WHEREAS, the parking of said vehicles in said section creates a hazard to the traveling public by making emergency movements impossible, and also creates a hazard to pedestrians by reason of said vehicles being parked on a gravel footpath, thereby forcing pedestrians to walk on the roadway; and

WHEREAS, in the opinion of the Commission public travel and public safety require that parking should be prohibited on said highway within said section.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That the Commission does hereby find and declare, based upon recommendations by members of its staff, that the parking of vehicles on the north side of the Mt. Hood Highway, No. 26, from M. P. 5.45 (Engineer's Station 13+80) to M. P. 5.55 (Engineer's Station 19+00), and on the south side of said highway from M. P. 5.44 (Engineer's Station 13+20) to M. P. 5.55 (Engineer's Station 19+00) creates a hazard to the traveling public and to pedestrians.

2. That in the opinion of this Commission the right of way of said highway at said location is not of sufficient width to permit parking of vehicles thereon and at the same time to provide the degree of safety and convenience which, in the opinion of the Commission, should be provided the motoring public.

3. That the Commission does further find and declare that the parking of vehicles on the shoulders of the pavement on either side of said Mt. Hood Highway within said termini should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points between said termini as in his judgment are necessary to accomplish the purpose of this resolution and the action of the Commission as herein declared on which signs shall be printed in plain letters the words "NO PARKING AT ANY TIME."

EXHIBIT "I" (Cont)

5. That a certified copy of this resolution be sent to the Superintendent of the Department of State Police.

6. That this No Parking Resolution No. 148 be entered in the minutes and the records of the State Highway Commission as of the sixteenth day of August, 1956.

EXHIBIT "J"

Minutes of August 16 and 17, 1956

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make complete and final surveys of the route and location of the Horseshoe Bend-Peach Section of the Central Oregon Highway, US 20, in Malheur County, and of the Davis Slough-Bandon Section of the Oregon Coast Highway, US 101, in Coos County, and in connection therewith to prepare maps showing the routes and locations of said sections and to file said maps, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said surveys and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said surveys, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1-A. That the survey of the Horseshoe Bend-Peach Section of the Central Oregon Highway, beginning at Highway Engineer's Station 185+00, approximately two miles east of the town of Juntura, and extending in an easterly direction to Highway Engineer's Station 450+00, a short distance west of the Peach railway station, together with the map, which for identification purposes bears map file No. 8B-3-6 (Drawing No. 1R-3-1122) and the date July, 1956, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

1-B. That the Survey of the Davis Slough-Bandon Section of the Oregon Coast Highway, beginning at Highway Engineer's Station 310+00, approximately five miles south of the city of Coos Bay, and extending in a southerly direction to Highway Engineer's Station 1223+50 in the city of Bandon, together with the map, which for identification purposes bears map file No. 8B-3-9, 10, 11, and 12 (Drawing No. 1R-5-929) and the date August, 1956, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That when said highway sections are permanently constructed, the same shall be done in accordance with said surveys and locations

unless otherwise directed or ordered by the Commission.

3. That the approval and adoption of said surveys shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the construction, reconstruction, or improvement of the highways along and over said surveys. Said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right of Way Department to proceed promptly with the acquisition of rights of way pursuant to the normal and approved method.

4. That heretofore by resolution of this Commission, dated November 3, 1948, said sections of said highways as described above have been designated as throughways within the meaning and purpose of ORS 374.005, commonly known as the "Throughway Law", and, for the reasons stated therein, the above-named sections of said highways should be and it is hereby directed that the construction of the same shall be accomplished pursuant to and within the meaning and scope of said law except any portion of said sections which had more than ten commercial businesses abutting thereon catering to the motoring public in any one mile as of the date said sections of highways were designated as throughways.

5. That this resolution be entered in the minutes and records of the Commission as of the sixteenth day of August, 1956, as Survey Resolution No. 144.

EXHIBIT "K-1"

Minutes of August 16 and 17, 1956

RESOLUTION

WHEREAS, under the provisions of ORS 366.460, the State Highway Commission may construct and maintain within the right of way of any state highway, or section thereof, sidewalks or footpatns when it appears that such is necessary in the public interest and will contribute to the safety of pedestrians, the motoring public or persons using the highway, and

WHEREAS, it has been proposed that a footpath be constructed along the Heppner Highway from a point in front of the Heppner High School at the end of the existing sidewalk at Milepost 47.27 to the Morrow County Fair Grounds at Milepost 47.51, and

WHEREAS, it appears that the need for the said footpath is based upon the fact that the Heppner High School conducts all its outdoor athletic activities in the Morrow County Fair Grounds, which state of affairs results in considerable pedestrian traffic between the high school and fair grounds (a large part of it at football games at night), and

WHEREAS, as hereinabove described, this Commission finds that the construction of a footpath will remove pedestrian travel from the highway or the highway shoulder to the consequent safety of the traveling public and pedestrians and that said footpath is necessary in the public interest.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That a footpath be constructed along the westerly and northerly sides of the Heppner Highway from a point in front of the Heppner High School at the end of the existing sidewalk at Milepost 47.27 to the main entrance to the Morrow County Fair Grounds at Milepost 47.51 of said highway.

2. That the State Highway Engineer is directed to proceed with the construction of the said footpath.

3. That this resolution be entered in the minutes and records of this Commission as of the 16th day of August, 1956, as Footpath Construction Resolution No. 1.

27046

EXHIBIT "K-2"

Minutes of August 16 and 17, 1956

RESOLUTION

WHEREAS, under the provisions of ORS 366.460, the State Highway Commission may construct and maintain within the right of way of any state highway, or section thereof, sidewalks or footpaths when it appears that such is necessary in the public interest and will contribute to the safety of pedestrians, the motoring public or persons using the highway, and

WHEREAS, it is proposed to construct a footpath along the Richardson-Eugene Highway in the community of Noti along the northerly side of the said highway from the Noti post office at Milepost 31.48 to the Noti grade school at Milepost 31.79 of said highway, and

WHEREAS, this commission finds that there is considerable pedestrian traffic in this community generated by travel to and from the post office and the grade school along the said highway and the construction of said footpaths as hereinabove described will remove pedestrian travel from the highway to the consequent safety of the traveling public and pedestrians and that said footpaths are necessary in the public interest.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this commission:

1. That a footpath be constructed along the Richardson-Eugene Highway in the community of Noti along the northerly side of said highway from the Noti post office at Mile post 31.48 to the Noti grade school at Milepost 31.79 of said highway.

2. That the State Highway Engineer is directed to proceed with the construction of the said footpaths.

3. That this resolution be entered in the minutes and records of this commission as of the 16th day of August, 1956 as Footpath Construction Resolution No. 2.

EXHIBIT "L"

Minutes of August 16 and 17, 1956

RESOLUTION

WHEREAS, under the provisions of ORS 366.340 the State Highway Commission is authorized to purchase real property or any right or interest therein deemed necessary for the construction of shops, equipment sheds, office buildings or maintenance sites.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the following described real property, belonging to the United States of America, is necessary for maintenance site and office building purposes in connection with the operation and administration of the State Highway system.

> A parcel of land lying in Milwaukie Industrial Park, also in the West Half of the Northwest Quarter ($W\frac{1}{2}NW\frac{1}{4}$) of Section 25, Township 1 South, Range 1 East, Willamette Meridian, Clackamas County, Oregon.
>
> The said parcel being Tracts No. 1 and No. 2 and that portion of Tract No. 4 lying Northerly of the Easterly prolongation of the Southerly line of Beta Street of said Milwaukie Industrial Park.
>
> The parcel of land to which this description applies contains 4.0815 acres.

2. That the Legal and Right of Way Department is directed to negotiate for the purchase of the above-described real property from the United States of America.

3. That this Resolution be entered in the minutes and records of the Commission this 16th day of August, 1956, as Miscellaneous Resolution No. 173a.

VOLUME 41

PART III

PART III

OF

VOLUME XLI

MINUTES OF OREGON STATE HIGHWAY COMMISSION

COVERING PERIOD

F R O M

SEPTEMBER 1, 1956

TO

DECEMBER 31, 1956

- - - -

OREGON STATE HIGHWAY COMMISSION

Ben R. Chandler, Chairman
Chas H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
C. W. Enfield, Chief Counsel
Robert L. May, Jr., Acting Chief Counsel
H. B. Glaisyer, Secretary

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HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT

LOCATED AT SALEM, OREGON

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27048	Sept.27	BIDS received on construction projects.
27051		COMMISSION MEETING MINUTES approved for July 12-13, and July 26, 1956.
		CLATSOP COUNTY. Astoria. Columbia River Bridge (proposed).
27052		Conference of Oregon and Washington officials approved.
27053		PARKS SUPT. reports on following matters:
		Coos County. Tenmile Creek outlet. 80-acre tract. County's offer to donate tract for park purposes deferred.
		Harney County. Burns SE. Diamond Crater Areas. Negotiations authorized with BLM for preservation of area.
		Lincoln County. Depoe Bay. Concession building. Name selection discussed. Referred to Comm. McIver and Parks Supt.
27054		Champoeg State Park. Marion County. Drilling of well approved.
		Shore Acres State Park. Coos County. One-year lease to US Navy for antenna construction approved.
		Clackamas County. Wilsonville. Willamette River Bridge. County requests use of area for park purposes.
27055		REAL PROPERTY. Acquisition approved. See EXHIBIT "A".
		SALE OF MISCELLANEOUS PROPERTIES report approved.
		SUPPLEMENTAL RENTAL REPORT presented.
		DOUGLAS COUNTY. Pacific Hwy. Roseburg-Winchester Section. Evans Products Co. permit granted to install water main.
		YAMHILL COUNTY. Salmon River Hwy. Valley Jct.-Sheridan Section. Eden property. Sale of 6.36 acres authorized. See EXHIBIT "D-1".
		MULTNOMAH COUNTY. Portland-Salem Expressway. Barbur Blvd.-Harbor Drive Section. Sale of Fir Crest Auto Court sign location to "Pancake House" approved.
27056		MARION COUNTY. R. H. Baldock Freeway. Claxter Frontage Road. Salem north. Sale of 0.80 acre authorized. See EXHIBIT "D-2".
		SEWER ASSESSMENTS not to be protested as follows:
		Newport. Fredricksburg Addition. $979.
		Woodburn. Remington's Subdivision. $3,831.46.
		North Bend. Block 17. $8,086.66.
		MARION COUNTY. R. H. Baldock Freeway. Willamette River-Gervais Road. Dreher property. Sale to Mary Lofgren approved.
		ACCESS CHANGES on five properties approved.
27057		MULTNOMAH COUNTY. Banfield Expressway. Unit #5. Expenditure of $796 to reroof and paint dwelling authorized.
		LANE COUNTY. Springfield. Washburne Addition. Lease agreement with Pacific Power & Light Company approved.
		CLACKAMAS COUNTY. Wilsonville-Hubbard Hwy. Roos-Murray properties. Sale of 0.56 acre to the Irions confirmed.
		YAMHILL COUNTY. Salmon River Hwy. Valley Jct.-Sheridan Section. Harris property. Construction of new well approved.

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057	Sept.27	MULTNOMAH COUNTY. Banfield Expressway. Portland. York Addition. 5-year lease to Associated Chemists, Inc., approved.
058		MARION COUNTY. Pacific Hwy. Salem south. Vista Avenue. 3-year lease of 0.12 acre to the Willsmores approved.
		MARION COUNTY. Pacific Hwy. East. Salem-Illahee Section. Hilfiker property. 5-year lease to Mr. Eyerly approved.
		POLK COUNTY. Pacific Hwy. West. Monmouth. Request from City to open new street connection with hwy. approved.
		CONDEMNATION OF REAL PROPERTY approved. See EXHIBITS "J-1" through "J-15".
063		CONDEMNATION CASES tried. Counsel's report approved.
064		DAMAGE CASE. Darold V. and Mildred Knox vs. State Hwy. Commission and Fred E. Dorn. Counsel presented report.
		CONDEMNATION CASES settled. Counsel's report approved.
065		CONDEMNATION CASES. Offers for property approved.
067		PUC MATTERS re Hwy. Commission. Counsel reports: Lincoln County. County Road #520. Georgia-Pacific Plywood Co. truck road crossing. Benton County. Corvallis. South 11th Street. SP Company grade crossing. Multnomah County. Banfield Expressway-Sandy Blvd. Jct. NE 37th Avenue impaired clearance over railroad.
		CLAIMS. Abandonment of four damage claims authorized.
068		WHEELER COUNTY. Mitchell flash flood. Nine legal actions. Counsel submitted report.
		GRANT COUNTY. John Day Hwy. Mt. Vernon. Osborn vs State of Oregon. Counsel submitted report.
069		LEGISLATIVE MATTERS: State Hwy. Engineer's Revolving Fund. Increase to $1,500,000 recommended. Pacific Ocean Shore. Transfer of jurisdiction and control to State Land Board. Hwy. Interim Committee. 12 matters approved by Commission. Committee willing to sponsor only 2.
		TRAVEL - OUT OF STATE confirmed for C. W. Enfield to Olympia, Wn., September 13-14, 1956, for joint educational seminar.
		LEGAL DEPARTMENT AND RIGHT OF WAY. Commission approved for: Employment of Leo V. Nuttman and Luther L. Jensen, Jr. Salary increases for Wm. Mansfield and Gale Powell. Employment of three additional attorneys for Trial Section.
070		LANE COUNTY. Eugene. 7th Avenue. Chester Conger. Termination of access road permit approved.
		TRAVEL INFORMATION DEPARTMENT. Travel Advisory Committee. Budget - 1957. Proposed budget presented. Action deferred.
		AWARD OF CONTRACTS. Engineer reports awards.
071		COOS COUNTY. Oregon Coast Hwy. Coos Bay-North Bend. Al Pierce Lbr. Co. Parking prohibited. See EXHIBIT "F"-1".

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27072	Sept.27	UNION COUNTY. Cove Secdy. Hwy. Reclassification to Group I.
		MULTNOMAH COUNTY. Interstate Bridge. Letter to BPR re construction of bridge as FA Interstate Hwy. project signed.
		MULTNOMAH COUNTY. Mt. Hood Hwy. Portland. Foster Road extension. Engineer reported re cost of project.
		LANE COUNTY. Eugene. 13th Avenue closure. City-U of Oregon-Hwy. Engineer Conference. Action deferred.
27073		HIGHWAY DEPARTMENT FINANCIAL CONDITION. Federal-aid Program. Engineer submitted report. Action deferred.
		CLATSOP COUNTY. Astoria. Columbia River Bridge (proposed). Engineer submitted financial report.
		CLATSOP COUNTY. Astoria-Megler Ferry Boats operation. Engineer presented report on operation of ferry boats.
27074		CLATSOP COUNTY. Astoria. Columbia River Bridge (proposed). Counsel presented report re legal aspects of financing bridge.
		TRAVEL - OUT OF STATE authorized for W. C. Williams, Forrest Cooper, and G. S. Paxson to Olympia, Wn., re bridge project.
		COMMISSION MEETING RECESSED at 12:00 noon to reconvene at 2:00 p.m.
		FOREST HIGHWAY PROGRAM. $3,500,000 fund. Projects approved as presented. Letter to Washington, D.C., signed.
27077		TILLAMOOK COUNTY. Boyer-Dolph Cut-off (proposed). Substitution for Dolph-Valley Jct. Section in Forest Hwy. program.
		JACKSON COUNTY. Pacific Hwy. Blackwell Hill-Ashland Section. Medford By-pass. Hearing to be held in Medford.
27078		JACKSON COUNTY. Pacific Hwy. Ashland. North Main Street. Hwy. reconstruction. Hearing in Ashland.
		CLATSOP COUNTY. Judge Boyington expresses appreciation for: Fort Stevens State Park improvement. Astoria. Youngs Bay Bridge construction.
		UNFINISHED BUSINESS MATTERS discussed: HARNEY COUNTY. Burns. Diamond-Crater recreational area. LANE COUNTY. Eugene. 13th Avenue closure. CLATSOP COUNTY. Astoria. Columbia River Bridge (proposed).
27079		WASCO COUNTY. US197. The Dalles-Eightmile Creek. Hwy. realignment and bridge construction discussed.
		SALE OF BONDS TO FINANCE NEW HIGHWAY PROGRAM. Engineer to
27080		confer with Governor Smith.
		BAKER COUNTY. Unity area. Forest Camp. Request that State take over camp. Action deferred.
		WASHINGTON COUNTY. Sunset Hwy.-Murray Road Jct. Installation of flashing beacon approved.
		LANE COUNTY. Springfield-Creswell Hwy. Falls Creek County Road Jct. Installation of flashing beacon approved. Through-stop resolution of 9/21/49 amended. See EXHIBIT "G-1".
27081		LANE COUNTY. Pacific Hwy. Eugene. 6th and 7th Avenues Jcts. with Garfield Street. Request for traffic signals approved.

Page	Date 1956	Subject
7081	Sept.27	SURVEYS completed and adopted as follows: (See EXHIBIT "H") Malheur County. Central Oregon Hwy. Peach-Jonesboro Section. Malheur County. Central Oregon Hwy. Tunnel-Namorf Section. PROJECT AUTHORIZATION INCREASES approved for: Contracts #4540, #4497, and #4650.
7082		MULTNOMAH COUNTY. Portland. Ross Island Bridge. Widening of existing 4-lanes approved on 50-50 basis. CLATSOP COUNTY. Oregon Coast Hwy. Seaside. Relocation on Roosevelt Drive requested. CLATSOP COUNTY. Fort Stevens State Park Latrine contract. Merrell Steel Building, Inc., protest denied. MULTNOMAH COUNTY. Hillsdale-Beaverton Hwy. Washington County Line-Hillsdale Section. Maplewood Water District. Payment approved.
7083		WASCO COUNTY. Warm Springs Jct. Maintenance Station. Contract with Wasco Electric Coop. for electric power approved. CLATSOP-TILLAMOOK COUNTIES. Elsie-Wheeler Cut-off. Completion of survey authorized. WALLOWA COUNTY. Wallowa Lake Hwy. Enterprise. Main Street. Widening 2 blocks approved on cooperative basis.
7084		LINCOLN COUNTY. Oregon Coast Hwy. Delake. "D" River Bridge. Footpath construction under bridge approved. See EXHIBIT "I". BUDGET for 1957-59 Biennium for submission to 1957 Legislative
7085		Assembly. Discussed and approved. SPECIAL CITY STREET FUNDS. Administration of $250,000 fund. Increase to $20,000 maximum to any city in one year approved. COUNTY FAS PROJECTS - 1958-59. Allocation of funds approved.
7087		LINCOLN COUNTY. Oregon Coast Hwy. Otter Rock south. Widening east side of hwy. on curve approved. EXTENSIONS OF TIME to complete contracts granted.
7091		CONTRACTS completed and accepted. See EXHIBIT "B". WASHINGTON COUNTY. Tualatin Valley Hwy. Cornelius-Forest Grove Section. Request for hwy. improvement referred to Engineer.
7092		FOREST HIGHWAY PROJECTS. Request from BPR for State to take over
7093		maintenance of Forest Hwy. Projects approved. SHERMAN-GILLIAM-MORROW COUNTIES. Columbia River Hwy. John Day Dam. Survey of sections to be inundated authorized at Army Engineer's expense. CURRY COUNTY. Oregon Coast Hwy. Brookings. Pacific St.-East City Limits. Request for resurfacing denied.
7094		SHOULDER PARKING PROHIBITED on the following: Douglas County. Pacific Hwy. Rice Hill Interchange area. See EXHIBIT "F-2". Benton County. Pacific Hwy. West. Corvallis south. Beaver Creek Road Jct. See EXHIBIT "F-3". TRAVEL - OUT OF STATE approved for: G. S. Paxson and F. B. Crandall to Olympia, Wn., August 23, 1956, re proposed Biggs Rapids Bridge. F. B. Crandall to Olympia, Wn., September 19-20, 1956, for Governor's Safety Conference.

Page	Date 1956	Subject
27094	Sept.27	MULTNOMAH COUNTY. Pacific Hwy. Interstate Bridge (new & old). Commission to adhere to toll charge plan for each bridge.
27095		BID LETTINGS. Associated General Contractors request for more frequent bid lettings discussed and approved. See EXHIBIT "K".
		DIVISION OF PUBLIC RELATIONS AND PERSONNEL. Authorization of Division and appointment of Gene Huntley as Director approved.
27096		EMERGENCY TELEPHONES ON FREEWAYS. Installation under negotiation with Telephone Company.
		AASHO. Design Committee Regional Meeting in Portland, October 15-16, 1956. Expenditure of $75 authorized for expenses.
		MULTNOMAH COUNTY. R. H. Baldock Freeway. Washington County Line-Harbor Drive Extension. Opportunity for hearing offered.
		COOS COUNTY. Oregon Coast Hwy. Davis Slough-Bandon relocation. Coquille and Bandon to be given a hearing if requested.
		BAKER COUNTY. Baker Materials Storage Site. Extension of lease agreement with Union Pacific Railroad approved.
27097		WILSON RIVER HIGHWAY. Entire length. "Through-stop" hwy. established. See EXHIBIT "G-2".
		WASHINGTON COUNTY. Beaverton-Tualatin Secdy. Hwy. "Through-stop" hwy. established with one exception. See EXHIBIT "G-2".
		SPEED ZONES established on following:
		Linn County. Santiam Hwy. MP 14.03 - MP 15.40. See EXHIBIT "E-1".
27098		Lincoln County. Oregon Coast Hwy. MP 129.75 - MP 138.95. See EXHIBIT "E-2".
		CLATSOP COUNTY. Sunset Hwy. Elsie. Section to be resurfaced to remedy slippery condition.
		UMATILLA COUNTY. Old Oregon Trail. Emigrant Hill Section. Old-new hwy. jct. Engineer to take corrective action re signs.
		R. H. BALDOCK FREEWAY. Hayesville-Barbur Blvd. Section. Posting and signing hwy. for 70 MPH approved. See EXHIBIT "L".
		CONTRACTS. Award of contracts publicly announced.
27100		ABANDONMENT OF OLD HWY. SECTIONS approved as follows:
		Umatilla County. Havana-Helix Secdy. Hwy. Havana Section. See EXHIBIT "C-1".
		Yamhill County. Yamhill-Newberg Secdy. Hwy. Carlton Jct.-Newberg Section. East Unit. See EXHIBIT "C-2".
		Sherman County. Sherman Hwy. Moro-Grass Valley Section. See EXHIBIT "C-3".
		DOUGLAS COUNTY. Pacific Hwy. Booth Ranch. Umpqua River Crossing south. Access agreement with the Morleys-Smiths approved.
27101		SECRETARY'S REPORT on papers signed approved.
		COMMISSION MEETING DATES set for November 8-9, 1956, and tentatively for December 17-18, 1956.
		MULTNOMAH COUNTY. Columbia River Hwy. Sandy River Bridge west. Settlement of Mrs. Knoll's car damage claim for $22 approved.

Page	Date 1956	Subject
27101	Sept.27	CLACKAMAS COUNTY. Pacific Hwy. East. Oregon City Underpass. Request for illumination of underpass approved.
		DELEGATION PROBLEMS discussed. No action except on following: Wasco County. Shaniko-Fossil Secdy. Hwy. Shaniko-Antelope Section. Request for hwy. improvement approved. Survey authorized.
		LINCOLN COUNTY. Corvallis-Newport Hwy. Toledo-Newport Section. Georgia-Pacific request to place pipe on r/w. Engineer to investigate.
27102		BAKER COUNTY. Baker-Homestead Hwy. Oxbow and Brownlee Dams. Agreement to be sent to Idaho Power Co. for signatures.
		UNION COUNTY. Old Oregon Trail. La Grande-Perry Section. Request for hwy. access discussed.
		HARNEY COUNTY. Central Oregon Hwy. Burns-Hines Section. Engineer to report on hearing.
		LOG HAULING. Multnomah County. Crown Point Secdy. Hwy. 60-day permit granted for hauling logs on hwy.
		COMMISSION MEETING ADJOURNED at 5:15 p.m.
27103	Sept.28	COMMISSION MEETING RECONVENED at 9:00 a.m.
		BIDS received on construction projects.
27105		BENTON COUNTY. Pacific Hwy. West. Corvallis. First Street. Routing hwy. over First Street discussed with delegation.
		JOSEPHINE COUNTY. Pacific Hwy. Grants Pass delegation. Projects discussed as follows: 6th St.-7th St. One-way Couplet. Rogue River Bridge construction. Rogue River Bridge south. RR abandonment. Rogue River Bridge north. Survey authorized.
27106		By-pass 4-lane construction.
27107		COOS COUNTY. Powers Secdy. Hwy. South Coquille River Dam (proposed). Hwy. improvement to be considered for 5-year program.
		DESCHUTES COUNTY. The Dalles-California Hwy. Bend north. Rounds property. R/W encroachment. 10-year lease granted.
27108		WASCO-WHEELER COUNTIES. Shaniko-Fossil Secdy. Hwy. Improvement to be made. Shaniko-Antelope Section. Survey authorized.
		CONDEMNATION OF REAL PROPERTY approved. See EXHIBIT "J-16".
27109		CONDEMNATION CASES settled. Counsel's report approved.
		COMMISSION MEETING RECESSED at 12:00 noon and reconvened at 2:00 p.m.
		LINCOLN COUNTY. Depoe Bay. Concession building. Naming of building discussed. Referred to Commissioner McIver and Parks Supt.
27110		CLATSOP COUNTY. Oregon Coast Hwy. Seaside. Roosevelt Drive. Hwy. reconstruction on this route considered for 3-year program.
		CLATSOP COUNTY. Astoria. Columbia River Bridge (proposed). Conference with Washington authorities authorized.
		TRAVEL - OUT OF STATE authorized for W. C. Williams, Forrest Cooper, and Glen Paxson to Olympia, Wn., re bridge project.
		GRANT COUNTY. Beech Creek Secdy. Hwy. Mt. Vernon delegation present. Flooding problem due to dam discussed.
27111		Forest Boundary-Mt. Vernon Section. Improvement requested.

Page	Date 1956	Subject
27111	Sept.28	CLACKAMAS COUNTY. R. H. Baldock Freeway. Willamette River Bridge. Development as County park requested. Action deferred.
27112		CONTRACTS. Award of contracts publicly announced.
27113		ASSIGNMENT OF CONTRACTS from Tom Lillebo to Tom Lillebo Construction Company approved conditionally.
		AGREEMENTS and other papers signed.
27114		COMMISSION MEETING ADJOURNED at 3:30 p.m.
27116		EXHIBIT "A". Real property acquisition.
27168		EXHIBIT "B". Contracts completed and accepted.
27173		EXHIBITS "C-1" through "C-3". Abandonment of old hwy. sections.
27181		EXHIBITS "D-1" - "D-2". Sale of excess property.
27185		EXHIBITS "E-1" - "E-2". Speed zones established.
27189		EXHIBITS "F-1" through "F-3". No shoulder parking zones established.
27195		EXHIBITS "G-1" - "G-2". Through-stop hwys. established.
27199		EXHIBIT "H". Surveys adopted.
27201		EXHIBIT "I". Footpath construction. Lincoln County. Oregon Coast Hwy. Delake. "D" River Bridge.
27202		EXHIBITS "J-1" through "J-16". Condemnations.
27245		EXHIBIT "K". More frequent bid lettings.
27247		EXHIBIT "L". R. H. Baldock Freeway. Hayesville-Barbur Blvd. Section. Posting and signing hwy. for 70 MPH.
27249	Oct. 25	SPECIAL SESSION. 10:00 a.m. Medford. Craterian Theatre. Jackson County. Pacific Hwy. Seven Oaks-Ashland SE Section. Proposed freeway to by-pass Medford-Ashland-Central Point-Phoenix-Talent. Hearing required by law.
27250		PURPOSE OF HEARING explained to delegations from cities affected. Alternate routes presented and explained.
27251		MEETING TURNED OVER TO LOCAL GROUPS for discussion of alternate routes.
27258		CHAIRMAN CHANDLER concluded the hearing stating arguments presented will have bearing on final decision.
		MEETING ADJOURNED at 1:00 p.m.
27259	Nov. 8	BIDS received on construction projects.
27262		MULTNOMAH COUNTY. Portland C of C meeting. November 19, 1956. Commission to be represented and material presented.
		COMMISSION MEETING MINUTES approved for August 16-17, and September 27-28, 1956.
		PARKS SUPT. reports on following matters:
		Umpqua Lighthouse State Park. Douglas County. Agreement with US Coast Guard for water supply approved.
		Coos County. Lower Tenmile Lake Creek and Coos Head areas. Discussion of areas for park purposes.
		Budget - 1957. Parks Budget adopted.

Page	Date 1956	Subject
27263	Nov. 8	Curry County. Wedderburn area. Lloyd Corp. property. Decision within 90 days re transfer of area for park uses.
		Collier State Park. Klamath County. Parks Supt. to contact Mr. Collier re some new improvements.
		Sunset Bay State Park. Coos County. Parks Supt. to investigate acquisition of land for overnight camping purposes.
		Bureau of Land Management. Rogue River. Hearing re withdrawals of forest lands. Parks Supt. to present report.
27264		Harney County. Diamond Crater Area. Report accepted.
		Wallowa Lake State Park. Wallowa County. 5-year extension of boat rental lease to the Wiggins approved.
		Simpson State Park. Coos County. Portion of park to be deeded back to City and City to provide new stockpile site.
		Multnomah County. Columbia River Gorge Commission. Parks Supt. presented status report on acquisition of land.
27265		Boiler Bay State Park. Coos County. Lease to Finleys for installation of television antenna approved.
		Coos County. Depoe Bay. Concession Building. Building to be named "State Park - Depoe Bay Lookout".
		REAL PROPERTY. Acquisition approved. See EXHIBIT "A".
		REAL PROPERTY. Acquisition of property not previously authorized.
27266		SALE OF MISCELLANEOUS PROPERTIES report approved.
		SUPPLEMENTAL RENTAL REPORT accepted.
		LANE COUNTY. Pacific Hwy. Eugene Section. Conger property. Deeding back a parcel of land to Mertie Conger approved.
		REAL PROPERTY. Sale of parcels of r/w no longer needed for Hwy.
27267		purposes. See EXHIBITS "B-1" through "B-6".
		REAL PROPERTY. Sale of parcels of land no longer needed for Hwy. purposes. See EXHIBIT "B-7".
27268		YAMHILL COUNTY. Salem north. Grand Island Sand & Gravel Co. Ground Leases for stockpiling purposes approved.
		UMATILLA COUNTY. Old Oregon Trail. Emigrant Hill-Deadmans Pass Section. Agreement with BPA re power line approved.
		MULTNOMAH COUNTY. Portland-Salem Expressway. Harbor Drive-Barbur Blvd. Section. Signal Oil Service Station. Sublease approved.
		JOSEPHINE COUNTY. Pacific Hwy. Jump Off Joe Creek-Grants Pass Section. Schnakenburg property. 2.2 acres deeded back to owners.
		KLAMATH COUNTY. The Dalles-California Hwy. Willamette Jct.-Diamond Lake Jct. Section. Herman property. Reconveyance approved.
27269		MULTNOMAH COUNTY. Columbia River Hwy. Sunray Mid-Continent Oil Co. Lease to Company for exploratory purposes approved.
		GILLIAM COUNTY. Wasco-Heppner Hwy. and John Day Hwy. Standard Oil Company lease for exploratory purposes approved.
		ACCESS CHANGES on seven properties approved.
27270		LAKE COUNTY. Bureau of Land Management. Exchange of property with BLM approved.
		MULTNOMAH COUNTY. Beaverton Hwy. Washington County Line-Hillsdale Section. Blachly property. Roof repair approved.

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27270	Nov. 8	LINCOLN COUNTY. Alsea Hwy. Tidewater Section. Dussler property. Settlement of claim re approaches approved.
		MULTNOMAH COUNTY. Banfield Expressway. Northwest Technical Institute extension of lease approved.
27271		YAMHILL COUNTY. Salmon River Hwy. Valley Jct.-Sheridan Section. B. D. Harris property. Agreement for well damage approved.
		LANE COUNTY. Siuslaw Hwy. Mapleton-Tiernan Section. Acess road agreement with Davidson Industries, Inc., granted.
		WASHINGTON COUNTY. Sunset Hwy. Stucki property. Additional compensation for drilling new well approved.
		YAMHILL COUNTY. Salmon River Hwy. Valley Jct.-Sheridan Section. I. B. Harris property. Additional payment for well approved.
		WALLOWA COUNTY. Enterprise. Voetberg property. Exchange of land for Maintenance Headquarters approved.
27272		MARION COUNTY. Champoeg State Park. Parks Supt. reported new artesian well had been struck.
27273		CONDEMNATION OF REAL PROPERTY approved. See EXHIBITS "K-1" through "K-5".
27276		CONDEMNATION CASES tried. Counsel's report approved.
27278		CONDEMNATION CASES settled. Counsel's report approved.
27281		CONDEMNATION CASES. Offers for property approved.
		PUC MATTERS re Hwy. Commission. Counsel reports:
		Clackamas County. Cascade & Woodburn-Estacada Secdy. Hwy. Weyerhaeuser and Crown Zellerbach private crossing.
		RR Grade Crossings. Application of 3 RRs for vehicles carrying logs, poles, or piling to stop at certain crossings.
		Lane County. Pacific Hwy. North Jefferson Jct. Overcrossing.
		Umatilla County. Hermiston. RR Grade Crossing construction.
		Baker County. John Day Hwy. Unity area. Private road crossing by Ellingson Lumber Company.
27282		Klamath County. Chinchalo RR Grade Crossing.
		Benton County. Conroy area. Industrial Spur Grade Crossing.
		Marion County. Boone Road RR Crossing Signals.
		MALHEUR COUNTY. Old Oregon Trail. Ontario-Nyssa Section. Contract #3370. Strasbaugh damage suit. Counsel reports.
		CLAIMS. Abandonment of three damage claims approved.
27283		VEHICLE WEIGHT AND SIZE LAW. Counsel reports re adequate enforcement of law.
		DAMAGE CASES. Counsel authorized to institute legal proceedings in 9 cases of damage to state property.
27285		YAMHILL COUNTY. Three Mile Lane Hwy. McMinnville Airport-Dayton Jct. Section. Foster property. Payment for power-line approved.
		UMATILLA COUNTY. Old Oregon Trail. Cold Springs Section. Gas Corp. lease assignment to Chase Manhattan Bank authorized.
		DOUGLAS COUNTY. Umpqua Hwy. Long Bell Lumber. Assignment of roadway use permit to International Paper Company authorized.
27286		LEGAL DEPARTMENT. Resignations of:
		Gale Powell to become District Attorney for Gilliam County.
		C. W. Enfield to become Solicitor of BPR.

Page	Date 1956	Subject
27286	Nov. 8	AWARD OF CONTRACTS. Engineer reports awards.
27288		TILLAMOOK COUNTY. Oregon Coast Hwy. Garibaldi-Bay City Section. Engineer reports on alternate survey routes.
		HIGHWAY RECLASSIFICATION to Group I approved for: Benton-Lane Counties. Territorial Secdy. Hwy. Umatilla County. Hermiston Secdy. Hwy.
		WASCO COUNTY. Columbia River Hwy. The Dalles. Harvey Aluminum Company. Access road and signals on 50-50 basis approved.
27289		USED EQUIPMENT AND SCRAP MATERIALS. Tabulation of high bids of October 30, 1956, presented and confirmed.
		WEIGHMASTER REPORT. July through September. 1952-1956.
		CLACKAMAS COUNTY. Wilsonville. Willamette River Bridge. 3-year permit granted County for use of area for park purposes.
		HOOD RIVER COUNTY. Mt. Hood Hwy. Cooper's Spur-Bennett Pass Section. Allocation of Forest Hwy. funds for 1957 improvement.
27290		JACKSON COUNTY. Pacific Hwy. Ashland Undercrossing-Hellman St. Section. Hwy. widening approved. Survey adopted. See EXHIBIT "I". Written report follows.
27292		LOAD LIMITS. Clatsop County. Fishhawk Falls Secdy. Hwy. Vine Maple Bridge posted for 10-ton load limit.
		HARNEY COUNTY. Central Oregon Hwy. Burns. Transfer of funds to Juntura-Vale project discussed. Action deferred.
27293		UMATILLA COUNTY. Stanfield-Pendleton Secdy. Hwy. Echo-Stanfield Jct. Section. Improvement to be considered in 2 or 3 years.
		CLACKAMAS RIVER ROUTE (proposed) across Cascade Mountains. Request for hwy. denied.
		BENTON COUNTY. Pacific Hwy. West (1st Street). Corvallis. Harrison-Tyler Streets. State to acquire hwy. r/w for relocation.
27294		UNFINISHED BUSINESS MATTERS discussed:
		CLATSOP COUNTY. Astoria. Columbia River Bridge (proposed). Financial report and legislative status discussed.
		COMMISSION MEETING RECESSED at 12:00 noon and reconvened at 2:00 p.m.
27295		UNFINISHED BUSINESS MATTERS discussed:
		CLATSOP COUNTY. Astoria. Columbia River Bridge (proposed). Further discussion re financial plan and other details.
		LINCOLN COUNTY. Depoe Bay Concession Building. Name selected.
		LINCOLN COUNTY. Corvallis-Newport Hwy. Toledo-Newport Section. Georgia Pacific Company. Permit granted for pipe placement.
		HARNEY COUNTY. Central Oregon Hwy. Burns. Hwy. relocation.
27296		BENTON COUNTY. Pacific Hwy. West. Corvallis. First Street.
		GRANT COUNTY. Mt. Vernon. Dam replacement to reduce flooding hazard deferred pending Army Engineers action.
		CLACKAMAS COUNTY. Wilsonville Park Area at Willamette River Bridge.
		PERMITS. Special Single-trip Permit. (See EXHIBIT "C"). Increase in weight limits approved conditionally.
27297		Movement of unladen equipment authorized conditionally. Correction in list of field offices authorized to issue permits.

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27297	Nov. 8	CLACKAMAS COUNTY. Clackamas Secdy. Hwy. and Cascade Secdy. Hwy. Flashing beacon and speed zone approved. See EXHIBIT "H-1".
		CLACKAMAS COUNTY. Cascade Secdy. Hwy. Graves Road Jct. Flashing beacon and speed zone approved. See EXHIBIT "H-2".
27298		WASHINGTON COUNTY. Wilson River Hwy. Forest Grove. Pacific Ave.-Cedar St. Jct. Signals denied. No parking area approved.
		EQUIPMENT. IBM 650 Electric Data Processing Machine. Installation of machine approved.
27299		INCREASE IN PROJECT AUTHORIZATIONS approved for: Contracts #4324, #4576, #4359, #4646, #4600, #4754.
		MARION COUNTY. North Santiam Secdy. Hwy. Salem. Airport Road-Mission St. Hwy. Section. Construction approved for 1957.
27300		US GEOLOGICAL SURVEY. One-year continuation of agreement for measuring flood runoff waters in Oregon approved.
		DOUGLAS COUNTY. Oregon Coast Hwy. Reedsport. Winchester Ave. Jct. Illumination, signals, channelization approved.
		SHERMAN COUNTY. Biggs Rapids. Columbia River Bridge (proposed). Funds for additional traffic survey authorized.
27301		COOS COUNTY. North Bend. Virginia Avenue-Broadway project. Agreement with Coos Bay-North Bend Water Board approved.
		PACIFIC LOGGING CONGRESS. Request for study of cost to construct hwys. to 40,000 pounds dual axle loads.
		BUDGET - 1957. Budget discussed and approved as presented
27302		plus one center-striping machine.
		KLAMATH-JACKSON COUNTIES. Little Butte Secdy. Hwy. extension approved conditionally.
27303		Designation as Forest Hwy. recommended to BPR.
		BAKER COUNTY. Baker-Homestead Hwy. Richland-Halfway-Oxbow-Brownlee Bridge. Hwy. rerouting deferred pending decision of legislature.
		MARION COUNTY. Pacific Hwy. East. Salem. Silverton Road-Highland Ave. Jct. Traffic signal remodeling approved.
		FEDERAL AID (COUNTY ROAD) SECDY. HWY. SYSTEM additions approved.
27304		FEDERAL AID (COUNTY) SECDY. HWY. SYSTEM. 1958-59. Proposed construction projects presented and approved.
27306		EXTENSIONS OF TIME to complete contracts granted.
27309		INCREASE IN WORK DAYS for completion of certain contracts granted.
27310		CONTRACTS completed and accepted. See EXHIBIT "D".
		R. H. BALDOCK FREEWAY. Barbur Blvd.-Salem Section. Prevailing speed since placement of 70 MPH signs is 61-70 M.P.H.
27311		CASCADE LAKES HIGHWAY. Center-line painting. Agreement with BPR re painting project at BPR's expense approved.
		MARION COUNTY. North Santiam Secdy. Hwy. Marion Forks area. Request for speed zone denied.
		LINN COUNTY. Pacific Hwy. East. Albany. Reduced speed zone approved. See EXHIBIT "H-3".

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27311	Nov. 8	CLACKAMAS COUNTY. Woodburn-Estacada Secdy. Hwy. MP 7.61 - MP 7.91. Speed zone established. See EXHIBIT "H-4".
		TRAVEL - OUT OF STATE approved for: Mark Astrup, G. S. Paxson, David Schoppert, to Washington, D.C., January 7-11, 1957, for Hwy. Research Board meeting.
27312		DOUGLAS COUNTY. Pacific Hwy. Elkhead Road-Rice Hill Unit. Abandonment of old hwy. approved. See EXHIBIT "E".
		COOS COUNTY. Oregon Coast Hwy. North Bend. Bay Bridge Motel. Request for modification of Land Use Permit to be investigated.
		CONTRACTS. Award of contracts publicly announced.
27313		SECRETARY'S REPORT on papers signed from September 25 to November 8, 1956, approved.
		COMMISSION MEETING DATES set for December 17-18, 1956, and tentatively for January 24-25, 1957.
27314		LINN COUNTY. South Santiam Hwy. Lost Prairie. Erection of historical marker honoring pioneers approved.
		LANE COUNTY. Eugene-Springfield. Patterson Gravel Bar. Exchange of land with County approved conditionally.
27315		COOS COUNTY. Oregon Coast Hwy. Coos Bay-North Bend Section. Al Pierce Lbr. Co. crosswalk-signs-lights project approved.
		MULTNOMAH COUNTY. Banfield Expressway. Fairview. Request for traffic interchange denied.
		LINN COUNTY. Albany Airport Hwy. #214. Reclassification of hwy. to Group I approved.
		ADVERTISING RIGHTS ON PRIVATE PROPERTY. Resolutions #190 and #190a rescinded. See EXHIBIT "J".
27316		POWER AND TELEPHONE FACILITIES RELOCATION. Request by companies for state to stand expense to be considered.
		UNION COUNTY. La Grande area. Petition requesting action re truck motors running at restaurant. Engineer to investigate.
		KLAMATH COUNTY. The Dalles-California Hwy. Chiloquin area. Johns-Manville Company. Request for hwy. access deferred.
27317		YAMHILL COUNTY. Pacific Hwy. West. North Yamhill River Bridge. Engineer to present cost report for bridge replacement.
		JACKSON COUNTY. Pacific Hwy. Medford By-pass (proposed). Inquiry re Foothills Route. Cost report to be prepared.
		RESOLUTIONS. Change of wording in certain resolutions approved. See EXHIBIT "G-1" through "G-3".
		AGREEMENTS and other papers signed.
		COMMISSION MEETING ADJOURNED at 4:20 p.m.
	Nov. 9	COMMISSION MEETING RECONVENED at 10:00 a.m.
		HIGHWAY 99W ALTERNATE ROAD ASSOCIATION. Tualatin Valley Hwy. McMinnville-Forest Grove Section. Request for hwy. improvement to form 99W Alternate Route to Rainier.
27321		HOOD RIVER COUNTY. Mt. Hood Hwy. Cooper Spur south 9.7 miles. Improvement to be placed in Forest Hwy. Program for 1957.
27322		POWER AND TELEPHONE FACILITIES RELOCATION. Discussion of financial problem with delegation re moving facilities.

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27325	Nov. 9	COMMISSION MEETING RECESSED at 12:00 noon to reconvene at 2:00 p.m.
		MULTNOMAH COUNTY. Columbia River Gorge Commission. Discussion with delegation re acquisition of land and financing.
27326		TILLAMOOK COUNTY. Wilson River. Tillamook north. 50-foot extension of riprapping. Engineer to investigate.
27327		HARNEY COUNTY. Diamond-Crater area. Bureau of Land Management will control are for 1½ years preserving scenic values.
		MULTNOMAH COUNTY. Rooster Rock State Park. Bids for dredging boat channel authorized.
27329		CONDEMNATION OF REAL PROPERTY approved. See EXHIBITS "K-6" through "K-12".
27330		C. W. ENFIELD. Resignation to become Solicitor for BPR in Washington, D.C. Dinner at Marion Hotel, November 16,1956.
		BONDS. Sale of Hwy. Bonds to finance Federal Hwy. Program. Complete report and bill for Legislature to be prepared.
		ROBERT L. MAY, JR. Appointed Chief Counsel by Commission. See EXHIBIT "F". To be confirmed by Attorney General.
		MULTNOMAH COUNTY. Columbia River Gorge Commission. Requests and recommendations discussed further. See EXHIBIT "L".
27331		JOHN W. CATTRALL. City-County Relations Engineer. Death, October 16, 1956. Commission expresses sympathy. Letter to Mrs. Cattrall.
		AASHO MEETING. Atlantic City, November 26-30, 1956. H. B. Glaisyer authorized to attend meeting in place of Chairman Chandler.
		COMMISSION MEETING ADJOURNED at 3:15 p.m.

27332		EXHIBIT "A". Real property acquisition.
27388		EXHIBITS "B-1" through "B-7". Sale of excess property.
27398		EXHIBIT "C". Permits. Special Single-trip permits.
27401		EXHIBIT "D". Contracts completed and accepted.
27406		EXHIBIT "E". Douglas County. Pacific Hwy. Elkhead Road-Rice Hill Unit. Abandonment agreement.
27408		EXHIBIT "F". Robert L. May, Jr., appointed Chief Counsel.
27409		EXHIBITS "G-1" through "G-3". Change of wording in certain resolutions.
27414		EXHIBITS "H-1" through "H-4". Speed zones established.
27421		EXHIBIT "I". Jackson County. Pacific Hwy. Ashland Undercrossing-Hellman St. Section. Hwy. widening.
27423		EXHIBIT "J". Advertising rights on private property. Resolutions #190 and #190a rescinded.
27424		EXHIBITS "K-1" through "K-12". Condemnations.
27458		EXHIBIT "L". Multnomah County. Columbia Gorge Commission. Requests and recommendations.

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27460	Dec. 17	BIDS received on construction projects.
27462		PARKS SUPT. reports on following matters:
		Coos County. Coos Bay Bridge north. Request for overnight camping area denied.
		Lane County. Pacific Hwy. Cottage Grove. Request for state park denied. Revocable lease may be granted to city.
		Silver Falls State Park. Marion County. Concession privileges. Extension of lease to Campbells for 1957 approved.
		Silver Falls State Park. Marion County. 19-acre tract. Request from OSC for tree thinning project approved.
27463		Multnomah County. Columbia Gorge Commission. Employment of Mr. Wolfe denied. Explanation to be given to Gorge Commission.
		Fogarty Creek State Park. Lincoln County. Increase in power rate approved.
		Oswald West State Park. Tillamook County. Finger-board signs in park indicating Short Sand Beach approved.
		South Waldport Ocean Wayside. Lincoln County. Permit granted to City of Waldport for restroom construction.
27464		REAL PROPERTY. Acquisition approved. See EXHIBIT "A".
		Multnomah County. Sunset Hwy. Portland. SW 14th Ave. Section. Wallace property. Option discussed.
		SALE OF MISCELLANEOUS PROPERTIES report approved.
		SUPPLEMENTAL RENTAL REPORT approved.
		REAL PROPERTY. Sale of parcels of r/w no longer needed for hwy. purposes. See EXHIBITS "B-1" through "B-5".
		Marion County. Baldock Freeway. Gervais-Hayesville Unit. Faix property. Sale of 2.94 acres authorized.
27465		BENTON COUNTY. Tampico-Lewisville Hwy.(old). "Relinquishment of Title" of r/w to County approved.
		KLAMATH COUNTY. Green Springs Hwy. Klamath Falls-Keno Section. Sale of 50 acres to Mr. Kerns approved.
27466		BENTON COUNTY. Alsea-Deadwood Secdy. Hwy. Alsea area. Reckon Quarry Site. Sale of timber to Mr. Conatser approved.
		MULTNOMAH COUNTY. Portland. Albina Stockpile Storage Site. Lease extension with UP RR Company approved.
		WASCO COUNTY. Columbia River Hwy. The Dalles-Golden Dale transmission line. "Trust Agreement" with BPA approved.
		CONDEMNATION OF REAL PROPERTY approved. See EXHIBITS "C-1" through "C-11".
27469		CONDEMNATION CASES tried. Counsel's report approved.
27470		CONDEMNATION CASES settled. Counsel's report approved.
27472		CONDEMNATION CASES. Offers for property approved.
27474		PUC MATTERS re Hwy. Commission. Counsel reports:
		Umatilla County. Cayuse-Adams County Road. OWRR&N Company Grade Crossing.
27475		Linn County. Lebanon. 5th Street. SP Company Grade Crossing.
		Lane County. Wolf Creek County Road. Long-Bell private road crossing.

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27475	Dec. 17	Lane County. Wolf Creek County Road. Long-Bell private road crossing.
		Lane County. Eugene. McKinley Street. SP Company Industrial Drill Track.
		Malheur County. Nyssa. City street grade crossings.
		Douglas County. Sutherlin. City street grade crossings.
		DOUGLAS COUNTY. Roseburg. VA Hospital Reservation. Acquisition of 16.34 acres for park purposes confirmed.
27476		DOUGLAS COUNTY. Pacific Hwy. Booth Ranch Section. Morley-Smith properties. Abandonment agreement approved. See EXHIBIT "C".
		CLAIMS. Abandonment of six damage claims approved.
27477		MULTNOMAH COUNTY. Banfield Expressway. NE 39th Ave.-NE 49th Ave. Section. Report on Drake Lumber Co. damage suit.
		LINN COUNTY. Santiam Hwy. Ames Creek Section. Kelman Auto Court. Report on Kelman damage suit.
27478		DAMAGE CASES. Counsel authorized to institute legal proceedings in 7 cases of damage to state property.
		LEGAL DEPARTMENT. Approval of following: Employment of Robert J. Patterson in Trial Section, and Robert A. Holland in Office Section.
27479		Salary increase for Doanld R. Stark in Title Section.
		DOCUMENTARY TAX STAMP ACT of 1950. Discussion of problem re conveyances to the State.
		BENTON COUNTY. Pacific Hwy. West. Corvallis area. Starker property. "Access Clause" amendment in deed from owners approved.
		CLATSOP-TILLAMOOK COUNTIES. Elsie Cutoff. Request for cutoff construction. Action deferred.
27480		AWARD OF CONTRACTS. Engineer reports awards.
		UMATILLA COUNTY. Hermiston Secdy. Hwy. Hinkle-Bucks Corner Section. Rejection of low bid of Vail Company confirmed.
		JACKSON COUNTY. Pacific Hwy. Medford By-pass (proposed). High Line Route not to be considered. Decision at January mtg.
27481		CLATSOP-TILLAMOOK COUNTIES. Elsie Cutoff (proposed). Report on project. No construction at present.
		GRANT COUNTY. Kimberly-Long Creek Secdy. Hwy. MP 0.0 to MP 26.89. Reclassification of hwy. to Group I approved.
		MULTNOMAH COUNTY. Portland. Ross Island Bridge. Removal of speed zone from 2 east bound lanes authorized.
		KLAMATH COUNTY. The Dalles-California Hwy. Klamath Falls north. Johns-Manville Corp. access discussed.
27482		MULTNOMAH COUNTY. Banfield Expressway south. 87th Street. Establishment of 3rd maintenance district in Div. 1 authorized.
		YAMHILL COUNTY. Pacific Hwy. West. McMinnville-St. Joseph Undercrossing Section. Parallel bridge in next program.
		BAKER COUNTY. Baker-Homestead Hwy. Idaho Power Company. Agreement with Company re hwy. relocation approved.
27483		Furnishing survey crews and maps to Company approved.
		LEGISLATIVE MATTERS. Baker County. Baker-Homestead Hwy. Counsel to prepare bill covering rerouting of hwy.

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27483	Dec. 17	DOUGLAS COUNTY. Pacific Hwy. Myrtle Creek-Missouri Bottom Unit. Low bid held in abeyance pending further cost study.
		COMMISSION MEETING RECESSED at 12:00 noon to reconvene at 2:00 p.m.
		UNFINISHED BUSINESS MATTERS discussed:
		GRANT COUNTY. Mt. Vernon. Beech Creek Dam. Request for structure to reduce flooding deferred pending Army Engineers investigation.
		COOS COUNTY. Oregon Coast Hwy. Coos Bay Bridge north. Brelage motel. Request to establish restaurant approved.
27484		YAMHILL COUNTY. Pacific Hwy. West. St. Joseph Cemetery area.
		JACKSON COUNTY. Pacific Hwy. Medford By-pass route.
		RELOCATION OF TELEPHONE AND POWER LINE FACILITIES. Request for State to stand expense. Report not completed.
		MULTNOMAH COUNTY. Columbia Gorge Commission's request for help.
		LINN COUNTY. Lebanon. Main Street-Milton Street Jct. Request for traffic signals approved.
		MARION COUNTY. Hillsboro-Silverton Secdy. Hwy. Silverton west. Henjum's Corner. Installation of flashing beacon approved.
27485		CLATSOP COUNTY. Columbia River Hwy. Knappa-Svensen County Road Jct. Installation of flashing beacon approved.
		DOUGLAS COUNTY. Roseburg. Stephens St.-Brockway St. Jct. School crossing type signal approved for intersection.
		INCREASE IN PROJECT AUTHORIZATIONS approved for: Contracts #4792, #4587, and #4311.
		LANE COUNTY. Springfield-Creswell Hwy. County Court's request for transfer of funds to Route "F" approved.
27486		DOUGLAS COUNTY. Tiller-Trail Secdy. Hwy. Days Creek. Request for footpath construction approved. See EXHIBIT "K".
		LANE COUNTY. Eugene. Jefferson Street and Washington Street. Request for overpasses deferred for future programming.
		MULTNOMAH COUNTY. Portland School District #1. 82nd Avenue. NE Thompson St.-NE Russell St. Drainage agreement approved.
27487		KLAMATH COUNTY. Klamath Lake Secdy. Hwy. Lake of the Woods Road designation as secdy. hwy. Action deferred.
		HARNEY COUNTY. Central Oregon Hwy. Burns-Hines Section. Transfer of funds to Vale-Juntura Section to be considered.
27488		COOS COUNTY. Oregon Coast Hwy. Glasgow County Road Connection. Reconstruction approved on 50-50 basis.
		SPECIAL CITY ALLOTMENT FUND - 1957. Disbursement of fund to 16 city projects approved.
27489		CROOK COUNTY. Paulina Secdy. Hwy. Camp Creek-Paulina Section. Survey adopted. See EXHIBIT "L".
		EXTENSIONS OF TIME to complete contracts granted.
27492		UNION COUNTY. Old Oregon Trail. Ladd Canyon Slide Section. Contract #4798. Request for extension of time denied.
27493		CONTRACTS completed and accepted. See EXHIBIT "D".
		COUNTY FAS SYSTEM ADDITIONS approved in Clatsop-Crook-Deschutes-Gilliam-Grant-Harney-Yamhill Counties.

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27494	Dec. 17	COUNTY FAS ROAD PROJECTS approved for improvement.
27496		SPEED ZONES AND NO SHOULDER PARKING ZONE ESTABLISHED as follows:
		Hood River County. Odell Secdy. Hwy. Odell Section. Speed zone established. See EXHIBIT "M-1".
27497		Hood River County. Odell Secdy. Hwy. MP 1.76 - MP 1.86. No shoulder parking zone established. See EXHIBIT "M-2".
		Clackamas County. Cascade Secdy. Hwy. Clackamas south. Speed zone established. See EXHIBIT "M-3".
		Lincoln County. Oregon Coast Hwy. Depoe Bay area. Speed zone established. See EXHIBIT "M-4".
27498		Baker County. Baker-Homestead Hwy. Richland area. Speed zone established. See EXHIBIT "M-5".
		Baker County. Old Oregon Trail. Lime area. No parking zone established. See EXHIBIT "N-1".
		Multnomah County. Cascade Secdy. Hwy. Portland. No parking zone established. See EXHIBIT "N-2".
		Coos County. Oregon Coast Hwy. Coos Bay south. Harriet St. No parking zone established. See EXHIBIT "N-3".
27499		TRAVEL - OUT OF STATE approved for:
		Gene Huntley to San Francisco, January 17-19, 1957, for Western College Placement Association conference.
		Carl W. Jordan to Butte, Montana, January 12-13, 1957, for NW Travel Association meeting.
		Dennis D. Clarke to San Francisco Automobile Show, January 3-15, 1957.
		R. B. Sipprell to San Francisco, January 12-13, 1957, for Western Interstate Committee on Hwy. Policy Problems.
		LINN COUNTY. Corvallis-Eastside Secdy. Hwy. Calapooya River Bridge-Orleans Section designated "Riverside Drive" Section.
		ASSOCIATION OF OREGON COUNTIES. Resolution presented expressing appreciation for services rendered by Mr. R. H. Baldock.
27500		WASCO COUNTY. Columbia River Hwy. Chenoweth Creek-The Dalles Section. Throughway agreement with The Dalles approved.
		CLATSOP COUNTY. Columbia River Hwy. Bradley Park-Wauna Section. Settlement of slide damage claim with Fir-Tex Co. approved.
		SECRETARY'S REPORT on papers signed approved.
		MALHEUR COUNTY. Old Oregon Trail. Olds Ferry-Ontario Section. Old hwy. route designated as Olds Ferry-Ontario Secdy. Hwy. See EXHIBIT "E".
27501		JOSEPHINE COUNTY. Redwood Hwy. Applegate River Bridge Section. Unit "A" abandoned to County. See EXHIBIT "F". Unit "B" designated as part of Rogue River Loop Secdy. Hwy. See EXHIBIT "G".
		WASHINGTON COUNTY. Gales Creek County Road returned to jurisdiction of County. See EXHIBIT "H".
		UMATILLA COUNTY. Pendleton-John Day Hwy. Pendleton-Pilot Rock Section. Closure of Bud Parks St. approved. See EXHIBIT "I".

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27502	Dec. 17	US HIGHWAY 84. Extension of route to Astoria recommended.
		COMMISSION MEETING DATES set for January 22-23, 1957, and February 28-March 1, 1957.
		DELEGATION PROBLEMS discussed: Clatsop County. Astoria. Columbia River Bridge discussed.
		CONTRACTS. Award of contracts publicly announced.
27503		JACKSON COUNTY. Pacific Hwy.(old). Siskiyou Mt. Maintenance Station. Agreement with COPCO for attachment to poles approved.
		GROUP HIGHWAY LISTINGS FOR ISSUANCE OF PERMIT. Resolution presented and adopted. See EXHIBIT "J".
27504		MEGLER, WASHINGTON. Ferry Terminal revision. Work to be done by Oregon and paid by Washington. Agreement approved.
		DESCHUTES-CROOK COUNTIES. The Dalles-California Hwy. Bend-Redmond Section. Encroachment of Rounds building discussed.
		BAKER COUNTY. Baker-Homestead Hwy. Oxbow Dam. Agreement with Idaho Power Company re hwy. relocation approved.
27505		MULTNOMAH COUNTY. Sunset Hwy. Portland. SW 14th Avenue Section. Option for acquisition of Wallace property returned.
		AGREEMENTS and other papers signed.
27507		COMMISSION MEETING ADJOURNED at 3:45 p.m.
	Dec. 18	COMMISSION MEETING RECONVENED at 10:00 a.m.
		WASCO COUNTY. The Dalles-California Hwy. The Dalles-Eightmile Creek Section. Tygh Valley and Maupin Grades. County offers cooperation.
27508		GOVERNOR'S STATE PARKS ADVISORY COMMITTEE. Letter of appreciation sent to members of Committee. See EXHIBIT "P".
		BAKER COUNTY. Baker-Homestead Hwy. Idaho Power Company requests section to be flooded be included in Legislative matters.
		HARNEY COUNTY. Frenchglen Secdy. Hwy. Burns south. Delegation requests oiling project in lieu of hwy. extension.
27509		HARNEY COUNTY. Central Oregon Hwy. Burns-Hines Section. Discussion of transfer of funds. Hearing may be requested.
		MULTNOMAH COUNTY. Banfield Expressway. Fairview Avenue Jct. Request for access to be studied.
27510		MULTNOMAH COUNTY. Banfield Expressway. 132nd Avenue area. Beadle property. Request for access denied.
		TILLAMOOK COUNTY. Oregon Coast Hwy. Bay City-Garibaldi Section. Request for hwy. improvement. No action.
27512		COMMISSION MEETING RECESSED at 12:00 noon to reconvene at 2:00 p.m.
		KLAMATH COUNTY. The Dalles-California Hwy. Klamath Falls north. Johns-Manville Corp. access project approved on 50-50 basis.
		LINCOLN COUNTY. FAS County Road Projects. Request for improvement to secdy. and county road discussed.
27513		CLATSOP COUNTY. Astoria. Columbia River Bridge (proposed). Financing problem discussed with delegation. No action.
27514		HOLIDAY GREETINGS and expressions of appreciation to Commission and Highway Department employees by the Engineer.
		COMMISSION MEETING ADJOURNED at 3:00 p.m.

Page	Date 1956	Subject	
27515	Dec. 18	EXHIBIT "A".	Real property acquisition.
27550		EXHIBITS "B-1"	through "B-5". Sale of excess property.
27559		EXHIBIT "C".	Douglas County. Pacific Hwy. Booth Ranch Section. Morley-Smith properties. Abandonment agreement.
27561		EXHIBIT "D".	Contracts completed and accepted.
27565		EXHIBIT "E".	Malheur County. Old Oregon Trail. Olds Ferry-Ontario Section designated as Olds Ferry-Ontario Secdy. Hwy.
27567		EXHIBIT "F".	Josephine County. Redwood Hwy. Applegate River Bridge Section. Unit "A". Abandonment agreement.
27570		EXHIBIT "G".	Josephine County. Redwood Hwy. Applegate River Bridge Section. Unit "B". Designated as part of Rogue River Loop Secdy. Hwy.
27572		EXHIBIT "H".	Washington County. Gales Creek County Road returned to jurisdiction of County.
27573		EXHIBIT "I".	Umatilla County. Pendleton-John Day Hwy. Pendleton-Pilot Rock Section. Closure of Bud Parks St.
27575		EXHIBIT "J".	Group hwy. listings for issuance of permit.
27598		EXHIBIT "K".	Douglas County. Tiller-Trail Secdy. Hwy. Days Creek. Footpath construction.
27599		EXHIBIT "L".	Crook County. Paulina Secdy. Hwy. Camp Creek-Paulina Section. Survey adopted.
27601		EXHIBITS "M-1"	through "M-5". Speed zones established.
27611		EXHIBITS "N-1"	through "N-3". No parking zones established.
27617		EXHIBITS "O-1"	through "O-11". Condemnations.
27645		EXHIBIT "P".	Governor's State Parks Advisory Committee.

Portland, Oregon
September 27, 1956

The Oregon State Highway Commission met in regular session at 9:00 a.m. in the Queens Room of the Imperial Hotel. Present were:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway Engineer
W. W. Stiffler, Assistant State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

Bids as follows were opened and read aloud by the Secretary, who announced that the Commission would award contracts in the same room at 4:00 p.m.

COLUMBIA COUNTY
NORTH FORK SCAPPOOSE CREEK BRIDGE ON PITTSBURG-SCAPPOOSE HIGHWAY

S & D Construction Co., Portland	$19,318.00
Charles R. Schmiedeskamp, Portland	22,762.00
L. B. Read & Mac Sharp, Portland	22,856.00
George E. Berry, Beaverton*	23,552.00
J. N. Conley, Portland	23,976.00
Schrader Construction Co., Portland	24,532.00
Birkemeier Construction Co., Milwaukie	24,880.00
Pettijohn Engr. Co., Portland	27,708.00
P.S. Lord Mechanical Contractors, Portland	28,996.00

*Bidder will not accept award of projects totaling more than $120,000.00.

DESCHUTES COUNTY
GRADING AND PAVING EAST UNIT, FORT ROCK ROAD-BROTHERS SECTION OF THE CENTRAL OREGON HIGHWAY

Warren Northwest, Inc., Portland	$307,977.00
Babler Bros., Inc., Portland	314,961.00
Central Paving Co., Independence	338,465.00
Rogers Construction Co., Portland	341,611.00
J. C. Compton Co., McMinnville	353,137.00
The Central Heating Co., Ore. Ltd., Eugene	361,662.00
Porter Yett, Portland	383,908.50
Parker-Schram Co., Portland	424,422.50

27049

DOUGLAS COUNTY
PAVING FORDS BRIDGE UNIT, MYRTLE CREEK-CANYONVILLE SECTION OF THE PACIFIC HIGHWAY

C. R. O'Neil, Creswell * **	$196,200.50
Warren Northwest, Inc., Portland**	198,211.50
Calkins Construction Co., Oceanlake	212,054.00
J. C. Compton Co., McMinnville	214,394.00
The Central Heating Co., Ore. Ltd., Eugene	216,105.40
E. C. Hall Co., Portland	230,301.00
Parker-Schram Co., Portland	248,950.00

*Bidder will not accept award of projects totaling more than $1,350,000.

**Bidder will accept award of this project only in the event he is also awarded the Fords Bridge-Canyonville Unit Project.

DOUGLAS COUNTY
GRADING AND PAVING FORDS BRIDGE-CANYONVILLE UNIT, MYRTLE CREEK-CANYONVILLE SECTION OF PACIFIC HIGHWAY

C. R. O'Neil, Creswell * **	$697,708.00
Warren Northwest, Inc., Portland **	742,572.00
Fred H. Slate Co., Ore. Ltd., & E.C. Hall Co., Portland	773,045.00
The Central Heating Co., Ore. Ltd., Eugene	846,252.40
Parker-Schram Co., Portland	930,202.00

*Bidder will not accept award of projects totaling more than $1,350,000.

**Bidder will accept award of this project only in the event he is also awarded the Fords Bridge Unit Project.

DOUGLAS COUNTY
WEAVER ROAD STRUCTURES ON RELOCATED SECTION OF WEAVER ROAD NEAR MYRTLE CREEK

Ausland Construction Co., Grants Pass	$ 93,728.00
Tom Lillebo Construction Co., Reedsport	94,460.00
Hamilton & Thoms, Eugene	101,870.00
Glen Snook, Eugene	103,276.00
Lee Hoffman, Beaverton	120,710.00

GRANT COUNTY
JOHN DAY ROCK PRODUCTION PROJECT ON JOHN DAY AND JOHN DAY-BURNS HIGHWAY

E. H. Itschner Co., Molalla	$ 20,000.00
N. A. Toole Construction Co., Ontario	28,000.00
C. C. Meisel, McMinnville	31,200.00

September 27, 1956

HOOD RIVER COUNTY
VIENTO STATE PARK LATRINES AT THE VIENTO STATE PARK

Gilbert Roberts, Hood River	$ 14,096.00
P.S. Lord Mechanical Contractors, Portland	14,672.50
Merrell Steel Building Co., Portland	20,015.00
Schrader Construction Co., Portland	21,795.00

MARION COUNTY
SALEM STORAGE BUILDING

Erwin E. Batterman, Salem	$ 37,234.00
John B. McLeod Constr. Co., & S & D Constr. Co., Portland	37,547.00
M. L. Mills, Salem	38,283.00
R. I. Randolph Constr. Co., Salem	40,162.00
Thompson & Georgeson, Portland	40,192.00
Robert D. Morrow, Salem	40,557.00
Charles R. Schmiedeskamp, Portland	44,501.00
Lorentz Bruum Co., Portland	45,739.00
L. B. Read and Mac Sharp, Portland	47,400.00

MULTNOMAH COUNTY
ILLUMINATION INSTALLATION, N. E. 42ND AVENUE-TROUTDALE SECTION OF THE T. H. BANFIELD EXPRESSWAY

Trowbridge Electric Co., Roseburg	$ 51,500.00
J. J. Walton, Salem	57,428.00
Montgomery Electric Co., Portland	57,498.00
Ace Electric Co., Portland	58,973.00
W. R. Grasle Co., Portland	59,890.00
Olson Electric Co., Vancouver, Wn.	65,030.90
Lord Electric Co., Inc., Portland	87,400.00
Huenergard Electric Co., Portland	91,560.00

UMATILLA COUNTY
GRADING EMIGRANT HILL-DEADMANS PASS SECTION OF THE OLD OREGON TRAIL HIGHWAY

Rogers Construction, Inc., Portland	$1,050,740.00
Gibbons & Reed Co., Portland	1,069,600.00
Max J. Kuney Co., Inc., Spokane, Wn.	1,157,475.00
Fred H. Slate Co. & E. C. Hall Co., Portland	1,290,307.50
C. R. O'Neil, Creswell	1,305,304.00
Kuckenberg Const. Co., Portland	1,339,080.00
Morrison-Knudsen Co., Inc., Boise, Idaho	1,361,190.00
Natt McDougall Co., Portland	1,457,134.00

UMATILLA COUNTY
UMATILLA RIVER BRIDGE ON HINKLE-BUCKS CORNER SECTION OF HERMISTON SECONDARY HIGHWAY

White Bros. Co. & White Bros. Const. Co., Inc. Walla Walla, Wn.	$102,689.00

September 27, 1956

Umatilla River Bridge on Hermiston Sec. Hwy. - Cont.

R. H. Jones, Hillsboro	$106,150.00
Pettijohn Engr. Co., Portland	110,964.50
George E. Berry, Beaverton *	115,841.00
Rogers Construction Co., Portland	116,143.00
Marshall Construction Co., Hermiston	116,594.70
Teeples-Thatcher Co., Portland	118,093.00
Hamilton & Thoms, Eugene	125,555.00
Schrader Construction Co., Portland	130,408.00
Peter Kiewit Sons' Co., Vancouver, Wn.	151,327.00

* Bidder will not accept award of projects totaling more than $120,000.00.

WHEELER COUNTY
GRADING PARISH CREEK UNIT, SPRAY-WATERMAN SECTION OF THE SPRAY-WATERMAN COUNTY ROAD

Morgan Bros., Coquille	$ 49,597.44
Earl L. McNutt Co., Eugene	65,158.00
E. A. Kruse, Yoncalla	69,320.00
Henry H. Miller Contr., Roseburg	70,167.50
Durbin Bros., Eugene	73,221.00
Babler Bros., Inc., Portland	78,458.00
Frank Lyons & Co., Portland	86,270.00
A. H. Saxton & Son, Portland	89,990.00
Fred H. Stegeman, Lebanon	98,700.00

YAMHILL COUNTY
GRADING AND PAVING, ALSO BRIDGE CONSTRUCTION, ON WHITESON SECTION OF PACIFIC HIGHWAY WEST

Workman & Wilson, Canby	$139,862.50
Tom Lillebo Const. Co., Reedsport	143,061.00
Charles E. Wiedeman, Dallas	146,748.50
Hannan Bros. Co., Portland	152,720.00
Hamilton & Thoms, Eugene	159,175.00
Pettijohn Engr. Co., Portland	159,462.00

The Commission approved the minutes of the meetings held on July 12 and 13, 1956 and on July 26, 1956. Approval of the minutes of the meeting held on August 16 and 17, 1956 was deferred until the next regular meeting of the Commission.

Mr. Charles DeFoe, Manager, Astoria Chamber of Commerce, and Mr. R. J. Bettendorf, Manager, Port of Astoria, came before the Commission concerning plans for the proposed bridge across the Columbia River at Astoria. Mr. Bettendorf stated that they recently had a meeting with Governor Langlie of the State of Washington, Mr. William Bugge, Director of

Highways, and representatives of the Washington Toll Bridge Authority and Pacific County, at which meeting the Governor indicated an interest in a bridge at Astoria and expressed a willingness to discuss the matter with Oregon officials but gave as his opinion that the Oregon State Highway Commission should take the lead in negotiations leading to construction of a bridge. He also mentioned that it would be necessary for the Washington Legislature to enact enabling legislation before the State of Washington could participate. It was also the Governor's suggestion that preliminary details be worked out as soon as possible so that an application can be made immediately in the event that federal funds can be used to finance the structure. Mr. Bettendorf stated that Governor Langlie felt that it would be difficult to get the Washington Legislature to approve the necessary legislation. He asked the Commission to assume the responsibility for the project and to pursue it to a conclusion as soon as possible. He pointed out that whereas the cost of the bridge in 1933 was estimated at $5,000,000, it is now estimated to cost more than $30,000,000 with prospects that the cost will be higher in the future.

Chairman Chandler inquired if it is Mr. Bettendorf's feeling that the Washington agencies will cooperate and assume their respective shares. Mr. Bettendorf replied in the affirmative. Commissioner Reynolds inquired as to which Washington groups are involved. Mr. Bettendorf replied that representatives of the Washington Toll Bridge Authority, Pacific County, the Washington State Highway Department, the Port of Astoria and Governor Langlie were present at the conference, and they indicated that they would cooperate as much as possible. Mr. DeFoe stated that about six weeks ago a meeting was held with representatives of western Washington counties and that a lady Representative from King County agreed to sponsor appropriate legislation in the Washington Legislature. Mr. Bettendorf then inquired if changes in the plans for the bridge as prepared by Tudor Engineering Company could be made to reduce the cost of the bridge. He mentioned the possibility of substituting a fill for a trestle across the mud flats and some adjustments at the north end of the project. Chairman Chandler commented that before any definite plans can be considered, approval of the Army Engineers will have to be secured. Mr. Bettendorf gave as his feeling that the plans as prepared by Tudor Engineering Company will meet maximum requirements of the Army Engineers and that there are possibilities that costs can be reduced by introducing some changes. Inquiry was made by Commissioner Reynolds as to whether or not the Washington authorities have considered the matter of participating in the operation of the present ferry service at Astoria. He expressed his feeling that the Oregon Highway Commission would be glad to meet with the Washington authorities for a discussion of the subject before the first of the year when the legislature will convene. Mr. Bettendorf replied that ferry operation has not been discussed with the Washington people. Chairman Chandler also expressed an interest in the bridge and advised that the Commission will give it serious study.

(On the following day this matter was again discussed. Commissioner Reynolds at that time suggested that representatives from the Oregon State

Highway Department meet with representatives of the Washington State Highway Department and the Washington Toll Bridge Authority to go over details and to search for a basis of cooperation. The Highway Engineer stated that although it was his feeling that the Washington Highway Department was not greatly in favor of the bridge, he would be glad to discuss the matter with them and suggested that Mr. Forrest Cooper, Deputy State Highway Engineer, and Mr. G. S. Paxson, Assistant State Highway Engineer, accompany him. The Commission authorized the conference to be held in the State of Washington and also authorized the necessary out-of-state travel expense. However, the Commission pointed out that the conference should be exploratory only to ascertain the attitude of the Washington people and to obtain an idea as to what can be done. It was pointed out that the Oregon State Highway Commission has not committed itself other than the holding of the conference.)

The State Parks Superintendent, Mr. C. H. Armstrong, reported on the following park matters:

1. Proposed state park at the outlet of Tenmile Creek in Coos County: An investigation was made, the Parks Superintendent reported, as previously authorized by the Commission based on a request from Mr. Allen Terry, member of the Port of Coos Bay. A careful study was made of the 80-acre area which Coos County had offered to donate. Most of the land is sandy and subject to sand blow, and the principal use is by fishermen. He pointed out that there is a private development on the stream below the bridge which can take care of most of the present use for fishing purposes. It was his thought that if the sand dunes are stabilized the area will become valuable for recreation other than fishing. Immediate development, he felt, would be expensive in relation to the prospective use of the area and he recommended that any action for acquisition or development be deferred until the sand dunes are stabilized or demand is greater. The Commission accepted his recommendation.

2. Study of Diamond Crater Areas southeast of Burns: As previously authorized by the Commission, the Parks Superintendent stated that a study has been made of the areas consisting of approximately 15,000 acres of federally owned land, administered through the Bureau of Land Management. He pointed out that there has been some damage to the cinder cones by the taking of material for road purposes, but there is little use at the present time from a recreational standpoint. There is an old road through the area and from this road a number of craters, lava sheets, pressure edges, et cetera, can be seen, which should be preserved from destruction. He recommended that negotiations be authorized with the Bureau of Land Management for preservation of the area by the Bureau through administrative action, leases, or withdrawals. The Commission authorized the negotiations.

3. Request that the new building at Depoe Bay be given an official name: The immediate request for a name, the Parks Superintendent stated, has been made by Mr. Jack Flaucher, who has the concession in the building; also Representative McClellan and other people in the vicinity of Depoe

Bay have suggested that the building be named "Cliff House." It was his feeling that the name "Observation Building" or "Observatory" would be more appropriate. In discussing this matter the Commission indicated that whatever name is selected reference should be made to the word "Highway" or "Parks", so the public will know it is not a privately owned building. Action, however, was deferred pending the appearance of Mr. Flaucher on the following day.

(Following the appearance of Mr. Flaucher the Commission referred the matter to Commissioner McIver and the Parks Superintendent to select a name for the building.)

4. Defective well at Champoeg State Park: The Parks Superintendent reported that a steel pipe well used for drinking water has filled with sand and will have to be replaced. The old well is located underneath the museum building, but it would be advantageous to drill a new well a short distance to the south. He estimated the cost of the well, including a small building to house the pump, at $1,500, and he recommended that it be constructed as soon as possible so as to provide satisfactory water for the people who visit the park and for the caretaker who lives there. The Commission approved the recommendation.

5. Request of the U.S. Navy through the Thirteenth Naval District of Seattle, Washington, for permission to construct a temporary antenna at Shore Acres State Park: The Navy, the Parks Superintendent stated, requests lease of an area 320 feet wide and approximately 730 feet long, located between Shore Acres State Park and Cape Arago State Park, west of the highway. They also wish to use the present service road and to erect a power line to serve the antenna. Proposed use of the area is for one year, with the right of renewal but not beyond the 30th day of September, 1959. Careful investigation, he stated, has been made and it is his recommendation that the Commission approve a lease for a period of one year, with the right of renewal to September 30, 1959. The Commission approved the lease on such basis.

6. Request of Clackamas County Court for permission to develop a park area at the north end of the Willamette River Bridge at Wilsonville: The Parks Superintendent advised that the area in which the County is interested is on land acquired to protect the end of the bridge and to eliminate access to the freeway, as well as to provide a source of materials for highway construction. Materials for the new road have been obtained and there is a considerable area that can be utilized for local or county park purposes. As the development of a local park would serve the public, he recommended that a revocable lease be given to Clackamas County without access to the freeway. The Commission deferred action on this matter pending the appearance of a delegation on the following day.

(When the delegation appeared, it was informed that the Commission will ask the Parks Superintendent and the Engineer for a complete report on the matter, with a view to granting a long-term lease or permit.)

The Right of Way Engineer presented for consideration options secured for acquisition of real property that is needed as state highway right of way or for other purposes. After careful consideration the Commission unanimously approved closing the options at the prices mentioned therein by adopting the attached resolution relative thereto, marked EXHIBIT "A", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

NOTE: Regarding the Schnitzer-Wolf Investment Company property listed in the resolution, File 21553, the Right of Way Engineer explained that although the Company has signed the deed, title will not be taken nor will the consideration be paid until the property is needed for construction. The Investment Company, he said, will pay the taxes that are assessed against the property until it is taken by the State, but it will not pay rent for use of the property.

A report on miscellaneous properties sold since the last Commission meeting was presented by the Right of Way Engineer and accepted by the Commission.

(For details, see Miscellaneous Sales Report, dated September 27-28, 1956, in the General Files.)

Also presented was a Supplemental Rental Report prepared by the Property Manager showing new rentals and terminations of rentals during the period August 10 to September 15, 1956.

(For details, see Supplemental Rental Report dated August 10 to September 15, 1956, in the General Files.)

Consideration was given to a permit agreement with the Evans Products Company whereby the Company is granted the right to install a water main across highway right of way on the Roseburg-Winchester Section of the Pacific Highway in Douglas County. The Right of Way Engineer explained that the permit covers a period of 10 years from the first day of August, 1956, and provides that the Evans Products Company shall pay $50 per year in advance for the privilege. Upon his favorable recommendation, the Commission approved the agreement.

The Right of Way Engineer requested authority to offer at public sale 6.36 acres of land originally acquired from a Mr. Eden on the Valley Junction-Sheridan Section of the Salmon River Highway in Yamhill County. This land, he stated, is no longer required for highway purposes and he recommended that it be offered for sale at a minimum price of $1,500. The Commission authorized the sale by adopting the attached resolution relative thereto, marked EXHIBIT "D-1", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Right of Way Engineer also requested authority to sell the former Fir Crest Auto Court sign location on the Barbur Blvd.-Harbor Drive Section of the Portland-Salem Expressway in Multnomah County. This area,

he explained, contains approximately 70 square feet of land and the owner of the "Pancake House", which is located on the adjoining lot, has offered to pay $500 for the property. He further explained that because of highway advertising restrictions no one else could buy the property, which is located between S. W. 24th Street and Barbur Blvd., and use it as a sign location. He recommended that the property be sold to the owners of the "Pancake House" at the price offered. The Commission approved the sale at such figure.

Authority to sell 0.80 acre of land originally acquired from a Mr. Farmer was requested by the Right of Way Engineer, who explained that the property is located on the Claxter Frontage Road on the Willamette River-Hayesville Section of the R. H. Baldock Freeway north of Salem and access is restricted to that part of the property which fronts on Claxter Road. He recommended that the property, which is no longer needed for highway purposes, be offered at public sale for a minimum price of $4,250. The Commission authorized the sale by adopting the attached resolution relative thereto, marked EXHIBIT "D-2", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The Right of Way Engineer reported that a notice of sewer assessment has been received from the City of Newport involving Lots 1-2-3-4-5-6-7-and 12 of Fredricksburg Addition to the City of Newport, in the sum of $979; also, that a sewer assessment has been received from the City of Woodburn against Lots 13-14 and 15 of Remington's subdivision in the amount of $3,831.46; also, an assessment was received from the City of North Bend for street improvements along Block 17 in the amount of $8,086.66. These assessments, he explained, are for improvements that are a direct benefit to state highway property, and he recommended that no protest be filed when the assessments are presented to the Legislature for approval. The Commission accepted his recommendation.

Sale of 0.8 acre of property acquired from a Mr. Dreher on the Willamette River-Gervais Road Section of the R. H. Baldock Freeway in Marion County to Mary Lofgren for the sum of $200 was considered. The Right of Way Engineer advised that this parcel of land is no longer needed for highway purposes and that the price of $200 is a fair value of the property. The Commission approved the sale at such figure.

A number of changes in points of access from adjoining properties to state highways were presented by the Right of Way Engineer, who explained that in each instance no additional access is being granted and that the proposed changes involve relocation only for the convenience and safety of the traveling public and the property owners. He recommended approval of the changes in access points as follows:

1. Nash property, File 20172, on the Frankport-Rinehart Creek Section of the Oregon Coast Highway in Curry County.

2. Sauers property, File 17735, on the Reedsport-Coos County Line Section of the Oregon Coast Highway in Douglas County.

3. Hemphill property, File 24225, on the South Unit, Pendleton-Pilot Rock Section of the Pendleton-John Day Highway in Umatilla County.

4. McUne property, File 21743, on the Sage Hen Hill-Hines Section of the Central Oregon Highway in Harney County.

5. Fay property, File 17795, on the Sage Hen Hill-Hines Section of the Central Oregon Highway in Harney County.

Authority was requested by the Right of Way Engineer to spend approximately $796.00 to reroof and paint a dwelling house on Unit No. 5 of the T. H. Banfield Expressway in Multnomah County. He explained that although the house and the lot have been offered for sale, no offer to purchase it has been received as yet, probably because the house is very close to the right of way line. He also said that the property has been rented since 1951, and he gave as his opinion that inasmuch as it cannot be sold for a reasonable price, it probably would be wise to rent it for a number of years. The Commission concurred in his reasoning of the matter and thereupon authorized the expenditure as requested.

Consideration was given to the renewal of a lease agreement with Pacific Power and Light Company for the use by the Company of state highway property described as a portion of Block 61, Washburne Addition to the city of Springfield. The Right of Way Engineer advised that under the terms of the lease the Company is required to pay all of the taxes that are assessed against the property and $400 per year rental for a term of four years, beginning November 1, 1956. The Commission approved the lease renewal.

Sale of 0.56 acre of highway property, acquired originally from Roos and Murray, on the Barbur Boulevard-Marion County Line Section of the Wilsonville-Hubbard Highway, near Wilsonville, to Don G. and Helen F. Irion, was discussed. The Right of Way Engineer stated that the property is no longer required for highway purposes, and it is proposed to sell it to the Irions, who own the adjoining property, for the sum of $500.00, which is considered a fair price. The Commission confirmed the sale, with the understanding that no access is to be allowed to the freeway but will be allowed to the frontage road.

The Right of Way Engineer brought up the matter of constructing a new well on the I. B. Harris property, located on the Valley Junction-Sheridan Section of the Salmon River Highway in Yamhill County. He explained that Mr. Harris' original well has dried up due to the severing of a vein of water during highway construction. Mr. Harris, he said, does not wish to accept a cash settlement and insists that the State develop a new well for his use. The Right of Way Engineer recommended that a new well be constructed for Mr. Harris, at an estimated cost of $850. The Commission accepted his recommendation.

Lease of state highway property described as a portion of Lots 4, 5, 6, and 7 in Block 5, York Addition, Portland, to Associated Chemists,

Inc., was presented by the Right of Way Engineer. The property, he explained, is located on the Banfield Expressway and is not presently needed for highway purposes. The proposed lease covers a period of five years, beginning October, 1956, and contains a six-month cancellation clause. The lessee is to pay $500 annually and all taxes that are assessed against the property which is to be used by the lessee for a driveway from Sullivan Street to the rear of their factory. The Commission approved the lease.

Also considered was a proposed lease agreement with John P. Allison and Herbert G. Willsmore covering rental of highway property on the Salem-Pringle Creek Section of the Pacific Highway at Vista Avenue south of Salem. This property, the Right of Way Engineer explained, contains 0.12 acre and the proposed lease is for a period of three years from October 1, 1956; also, the lease contains a provision that it may be terminated on three months' written notice by either party. The lessee is to pay the State the sum of $35.00 per month in advance for the use of the property. Upon the Right of Way Engineer's favorable recommendation the Commission approved the lease.

A form of lease agreement with Lee U. Eyerly by which Mr. Eyerly is allowed the use of a parcel of property originally acquired from a Mr. Hilfiker on the Salem-Iliahee Section of the Pacific Highway south of Salem was presented by the Right of Way Engineer. The lease, he stated, covers a period of five years, beginning June 1, 1955, and contains a six-month cancellation clause; also, the lessee is to pay $62.40 per year and all taxes that are assessed against the property; moreover, the lease provides for restriction of access to the Pacific Highway East except at two designated 50-foot access points. The Commission approved the lease as reported.

The Right of Way Engineer stated that he has received a request from officials of the City of Monmouth for permission to open a new street 66 feet wide which will connect with the Pacific Highway West in the city of Monmouth at Engineer's Station 1025+08. He recalled that the Pacific Highway West is a controlled access highway and that any street connection to it must be approved by the Highway Commission. The plans for the street connection, he stated, have been approved by the Highway Engineer and he recommended that the Commission allow the connection as requested. The Commission accepted his recommendation.

The Chief Counsel requested authority to acquire by condemnation, if necessary, the following properties that are needed as right of way in connection with various highway improvements or for other purposes, and to tender offers for the same in conformity with instructions given him by the Commission's resolution dated December 20, 1951:

Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway

R-20989- H. Irene Hinnells
Right of Way (Multnomah County)
0.469 acre

Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway (Cont)

R-21165- A.F.K.O., Inc.
Right of Way (Multnomah County)
0.042 acre

R-22730- John C. Miller and Florence Miller
Right of Way (Multnomah County)
0.18 acre

R-23148- J. Jerold Norman and Judith McW. Norman
Right of Way (Multnomah County)
375 square feet

R-23674- Charles W. Marshall and Gertrude M. Marshall
Right of Way (Multnomah County)
5,000 square feet

R-24244- Mary Colistro
Right of Way (Multnomah County)
0.22 acre

R-24643- F. B. Turner
Right of Way (Multnomah County)
5,379 square feet

R-24837- Edmond Verdurmen and Elodie Verdurmen
Right of Way (Multnomah County)
6,831 square feet

R-22712- William F. Holmes and Shirley V. Holmes
Right of Way (Multnomah County)
1,820 square feet

Chehalem-Newberg Section, Hillsboro-Silverton Highway

R-24310- Dale D. Compton and Myrtle Compton, husband and wife
Right of Way (Yamhill County)
680 square feet

Salem By-Pass-Jefferson Junction Section, Pacific Highway East

R-25773- Ben F. Brandon and Phylis Jeanne Brandon, husband and wife
Right of Way (Marion County)
0.04 acre

R-25395- J. McNally & Fern McNally
Right of Way (Marion County)
0.13 acre

Salem By-Pass-Jefferson Junction Section, Pacific Highway East (Cont)

R-22123- Ben Bennett and Rosa Bennett, et al.
Right of Way (Marion County)
0.67 acre

Klamath Falls, West Side By-Pass Section of The Dalles-California Highway

R-23043- Herbert D. Amos and Lila H. Amos
Right of Way (Klamath County)
156 square feet

R-23069- Clifford Engelking
Right of Way (Klamath County)
10,404 square feet

R-23083- Jack E. Ferris and Dawn M. Ferris
Right of Way (Klamath County)
3,125 square feet

R-23099- Carl T. Wildermuth and Ruth Z. Wildermuth
Right of Way (Klamath County)
9,380 square feet

R-23102- Duane C. Schofield and E. J. Schramm
Right of Way (Klamath County)
3,600 square feet

R-23109- Murrell Betsch and Sally Joe Betsch
Right of Way (Klamath County)
210 square feet

R-23116- John D. Adams and Dorothy E. Adams
Right of Way (Klamath County)
650 square feet

McMinnville (Adams Street) Section of the Pacific Highway West

R-22204- William A. Stuhlfeier
New resolution to condemn a right of entry to go upon owners' remaining real property to remove and destroy a commercial structure which is located partially upon the right of way and partially upon the owners' remaining real property.

West Fork, Illinois River Bridge and the East Fork, Illinois River Bridge Section of the Redwood Highway

R-24432- Frank Ward and Vivian A. Ward
Right of Way (Josephine County)
0.25 acre

West Fork, Illinois River Bridge and the East Fork, Illinois River Bridge Section of the Redwood Highway (Cont)

R-24438- John J. Katin and Frieda H. Katin
Right of Way (Josephine County)
2.18 acres

R-25770- John J. Katin and Frieda H. Katin; William A. Decker and Fern A. Decker
Right of Way (Josephine County)
6.75 acres

River Banks Farm Section of the Rogue River Loop Highway

R-25172- Stanley M. Adcock and Henrietta H. Adcock
New resolution to eliminate taking of Parcel No. 2 and to increase the area of Parcel No. 1

Forest Grove-Hillsboro Section of the Tualatin Valley Highway

L-2545- George Behrmann, et al.
New resolution to change the location of existing accesses and to add new accesses

Sexton Mountain Section of the Pacific Highway

R-24502- Louise Trollope
Right of Way (Josephine County)
0.04 acre

Salem By-Pass-Jefferson Junction Section of the Pacific Highway East

R-24032- Asel C. Eoff and Mary J. Eoff
Right of Way (Marion County)
0.81 acre

R-24317- Carrie Hochspeier
Right of Way (Marion County)
Parcel No. 1: 1.83 acres
Parcel No. 2: 1.5 acres

Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway

R-25009- Paul J. Sabel and Margaret Sabel
Multnomah County
Parcel No. 1: 11,500 square feet Right of Way
Parcel No. 2: 8,500 square feet Excess Taking

R-22748- Tom McLean and Grace McLean fee owners; Glen J. Simley and Palmyre Marie Simley, contract purchaser (Multnomah County)
Parcel No. 1: 3,011 square feet Right of Way
Parcel No. 2: 17,000 square feet Excess Taking

Ferry Street Bridge-Mohawk Road Section of the Eugene-Springfield Highway

R-23532- Melvin L. Ellis and Bessie L. Ellis, husband and wife
Right of Way (Lane County)
0.70 acre

McMinnville (Adams Street) Section of the Pacific Highway West

R-22197- Parnel M. Grow and Alta E. Grow, et al.
Right of Way (Yamhill County)
870 square feet

R-22203- G. A. Nelson and Blanche M. Nelson, et al.
Right of Way (Yamhill County)
10,450 square feet
(Permit of entry to remove building)

R-22202- Cyril D. Henderson and Anabel D. Henderson
Right of Way (Yamhill County)
0.077 acre

R-24622- Ralph S. Grow
Right of Way (Yamhill County)
24,050 square feet

Myrtle Creek-Canyonville Section of the Pacific Highway

R-21030- Ora Weaver Carter and Harlan B. Carter, husband and wife
Right of Way (Douglas County)
Parcel No. 1: 12.57 acres
Parcel No. 2: 0.24 acre

R-25774- Thomas G. Bryant and Syble J. Bryant, husband and wife
Right of Way (Douglas County)
0.4 acre

R-21040 Venita Starns
Right of Way (Douglas County)
Parcel No. 1: 5.36 acres
Parcel No. 2: 2.00 acres

R-25622- Weaver District Improvement Company
Right of Way (Douglas County)
0.53 acre

R-21017- William P. Weaver and Mary H. Weaver
(Douglas County)
Parcel No. 1: 1.75 acres Right of Way
Parcel No. 2: 0.79 acre Excess Taking

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Myrtle Creek-Canyonville Section of the Pacific Highway (Cont)

R-21015- Eleanor Jones
Right of Way (Douglas County)
Parcel No. 1: 3.38 acres
Parcel No. 2: 0.17 acre
Parcel No. 3: 1.04 acres

R-21016- Bess W. Briggs and Ermel Briggs, wife and husband
(Douglas County)
Parcel No. 1: 2.55 acres Right of Way
Parcel No. 2: 0.95 acre Excess Taking

R-23773- J. W. Irwin and Nora B. Irwin
Right of Way (Douglas County)
11.3 acres

Pacific Highway West (Harbor Drive and Clay Street and Columbia Street Interchange)

R-25151- R. M. Hofer and L. F. Hofer
(Multnomah County)
Access Control Only

Pacific Highway (within the City of Canyonville)

R-16307- H. M. Brainard and Rosa V. Brainard
Right of Way (Douglas County)
875 square feet

Right of way maps, construction plans and other data were submitted to the Commission and the Engineer advised that the acquisition of the properties listed is required in order to carry out plans for highway improvements and other projects heretofore authorized by the Commission. After considering the matter in the light of the information and advice submitted, together with the general knowledge of the members of the Commission concerning the various projects and the properties involved, the Commission approved the Chief Counsel's request by adopting the attached resolutions relative thereto, marked EXHIBITS "J-1" through "J-15", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Commission accepted a report submitted by the Chief Counsel enumerating details concerning cases that have been tried in court since the Commission meeting held on August 16 and 17, 1956, as follows:

REPORT OF CONDEMNATION CASES TRIED AUGUST 29 TO SEPTEMBER 15, 1956

Case	County	Highway	Section	State's Offer	Defendant's Demands	Verdict
McBride R-22683	Clackamas	Cascade Secondary	S.E. Flavel-Lake Rd.	$ 850	$3,000	$4,500

REPORT OF CONDEMNATION CASES TRIED (Cont)

Case	County	Highway	Section	State's Offer	Defendant's Demands	Verdict
McClellan R-24572	Clackamas	Pacific East	Portland-Oregon City	$1,250	$12,400	$2,500
Kruger R-24146	Yamhill	Salmon River	Valley Jct.-Sheridan	6,200	7,500	7,530
McGill R-23424	Yamhill	Three Mile-Lane	McMinnville Airport-Dayton Jct.	2,500	6,000	6,250

In addition to the above cases, the Chief Counsel reported that two other cases have been disposed of. These cases are Darold V. Knox vs. State Highway Commission and Fred E. Dorn, L-2487, and Mildred Knox vs. State Highway Commission and Fred E. Dorn, L-2488, both actions arising out of an automobile accident on December 25, 1953, one mile east of the City of Umatilla. The two actions demanded recovery of total sum of $12,278 from State Highway Commission and Mr. Fred E. Dorn, operator of the State vehicle. Defense of the action was tendered to the insurance carrier for the State, and the service of summons and complaint upon the State Highway Commission was set aside, vacated, and quashed upon motion by attorneys for the insurance carrier. The cases are, therefore, terminated insofar as the Highway Commission is concerned, but the insurance company has not advised what disposition has been made of the cases insofar as they pertain to Mr. Fred E. Dorn.

(For additional details, see copy of the Chief Counsel's letter of September 20, 1956 in the General Files in Salem.)

The Commission considered and accepted a report from the Chief Counsel concerning cases which have been settled out of court since the Commission meeting held on August 16 and 17, 1956, as follows:

REPORT OF CONDEMNATION CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
Reinertson R-24933	Coos	Empire-Coos Bay	Central Ave.	$ 2,500	$ 2,500
Burch R-18168	Polk	Willamina-Salem	Dolph Corner-Rickreall	7,625	8,000
Chapman R-24231	Umatilla	Pendleton-John Day	Pendleton-Pilot Rock	9,000 (inc. $500 fence allow.)	9,000 State to build fence

REPORT OF CONDEMNATION CASES SETTLED - Cont.

Case	County	Highway	Section	State's Offer	Amount of Settlement
Pearson R-23416	Yamhill	Three Mile Lane	McMinnville Airport-Dayton Jct.	$ 2,335	$ 3,800
Olsen R-22792	Union	Old Oregon Trail	Meacham-Hilgard	2,500 for partial taking	10,000 for entire taking
Payne R-24806	Baker	Old Oregon Trail	LaGrande-North Powder	Case dismissed by stipulation	
Caufield R-23801	Tillamook	Wilson River	Tillamook-Donaldson Cr.	Case dismissed	
Roth R-24149	Yamhill	Salmon River	Wallace Bridge-Sheridan	$ 8,000	$ 8,100

REPORT OF OTHER CASES SETTLED

Case	Plaintiff	Defendant	County	Cause of Action	Demand of Plaintiff	Settlement
L-2380	State	Glen H. Stout	Grant	Damage to bridge	$139.07	$100.00

(For additional details, see the Chief Counsel's letters, dated September 20 and 25, 1956, in the General Files in Salem, Oregon.)

In compliance with a resolution adopted by the Commission on December 20, 1951, the Chief Counsel presented offers that were tendered for the acquisition of real property prior to the institution of condemnation proceedings, as follows:

River Banks Farm Section of the Rogue River Loop Highway:

R-25169- William W. Woodward, et al. 2.62 acres for right of way purposes. Offer of $2,950.00 approved by Mr. McIver September 19, 1956.

R-25171 - Neal McCorkle, et al. 2.22 acres for right of way purposes. Offer of $3,450.00 approved by Mr. McIver September 19, 1956.

R-25172 - Stanley M. Adcock, et ux. 0.5 acre for right of way purposes. Offer of $450.00 approved by Mr. McIver September 19, 1956.

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Meacham-Hilgard Section of the Old Oregon Trail Highway:

R-24089 - Pendleton Ranches, Inc. 36.82 acres for the acquisition of roadbuilding materials. Offer of $2,000.00 approved by Mr. Reynolds September 10, 1956.

Pendleton-Pilot Rock Section of the Pendleton-John Day Highway:

R-13014 - George R. Runyan, et ux. 0.076 acre for right of way purposes. Offer of $18,500.00 approved by Mr. Reynolds August 29, 1956.

McMinnville (Adams Street) Section of the Pacific Highway West:

R-22197 - Parnell M. Grow, et al. 780 square feet for right of way purposes. Offer of $250.00 approved by Mr. McIver August 29, 1956.

R-22204 - William A. Stuhlfeier, et ux. 0.297 acre for right of way purposes. Offer of $43,500.00 approved by Mr. McIver August 29, 1956.

R-24622 - Ralph S Grow, et al. 24,050 square feet for right of way purposes. Offer of $6,000.00 approved by Mr. McIver August 29, 1956.

Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway:

R-21290 - Multnomah County, et al. 27,000 square feet for right of way purposes. Offer of $10,125.00 approved by Mr. McIver August 29, 1956.

R-22546 - R. Glickman, et ux. 20,000 square feet for right of way purposes. Offer of $8,000.00 approved by Mr. McIver August 29, 1956.

Pacific Highway West:

R-23476 - Larry Hilaire, et ux. 0.84 acre for right of way purposes. Offer of $900.00 approved by Mr. McIver August 29, 1956.

Finn Rock-Elk Creek Section of the McKenzie Highway:

R-25132 - Arthur S. Dustan, et ux. 0.24 acre for right of way purposes. Offer of $600.00 approved by Mr. McIver August 29, 1956.

Reedsport-Hauser Section of the Oregon Coast Highway:

R-23883 - Roy Agee, et al. 0.28 acre for right of way purposes. Offer of $100.00 approved by Mr. Chandler August 21, 1956.

Unit No. 2 of the T. H. Banfield Expressway:

R-24650 - J. C. Anderson, et ux. 982 square feet for right of way purposes and 596 square feet for a temporary construction easement. Offer of $6,000.00 approved by Mr. McIver August 20, 1956.

Willamette River-Hayesville Section of the Portland-Salem Expressway:

R-25124 - William W. Cottew, et ux. 1.63 acres for right of way purposes. Offer of $675.00 approved by Mr. McIver August 20, 1956.

Wilderville-Grants Pass Section of the Redwood Highway:

R-22987 - George L. Shoaf, et ux. 0.83 acre for right of way purposes. Offer of $4,350.00 approved by Mr. McIver September 20, 1956.

R-23985 - Martin Kamsey, et al. 2.8 acres for right of way purposes and 0.3 acre for excess taking. Offer of $725.00 approved by Mr. McIver September 20, 1956.

Northbound Route of Ashland Section of the Pacific Highway:

R-23265 - Edith B. Mars, et al. 263 square feet for right of way and slope easement. Offer of $265.00 approved September 27, 1956.

The Commission approved the offers as presented.

Orders as issued by the Public Utilities Commissioner on matters pertaining to highways were reported by the Chief Counsel, summarized as follows:

PUX 178: Georgia-Pacific Plywood Company truck road crossing on a Lincoln County road. This matter involves a private road crossing with Lincoln County Road No. 520, and does not affect any state highway.

PUX 182: Alteration of grade crossing of the tracks and right of way of Southern Pacific Company on South 11th Street in Corvallis. This crossing does not involve any street under the jurisdiction of the Highway Commission.

PUX 189: Impaired clearance at the intersection of Sandy Boulevard and T. H. Banfield Expressway at N. E. 37th Avenue in Portland. This matter involves authorization for temporary impaired clearances over the tracks of Union Pacific Railroad Company in connection with reconstruction of the existing grade separation structure.

The Commission authorized abandonment of damage claims as follows, which have been reported by the Chief Counsel as being uncollectible:

CAO-55-126, Jack R. Ash: For damages to a State mower, incurred September 2, 1955 on US 30, approximately seven miles west of Pendleton, in the amount of $253.27. All efforts to locate Mr. Ash have been unsuccessful.

CAO-55-153, Alfred Roberts: For damage to a guardrail on the Coos Bay-Roseburg Highway on August 11, 1955, in the amount of $138.39. Mr. Roberts claimed that the accident was caused by a broken steering shaft on his Kenworth logging truck, and there are no witnesses to dispute his claim.

CAO-56-278, Wilson and O'Dell: For damages to a sign installation on June 5, 1956, at the junction of Highways 26 and 126, near Prineville, in the amount of $38.10. Neither Mr. Wilson nor Mr. O'Dell can be located.

CAO-56-290, James D. Collier: For damages to a State Highway Department truck at the Big Cliff Dam on the North Santiam Highway, June 5, 1956, in the amount of $130.66. Witnesses later stated that the operator of the State truck did not signal or turn properly and the State's insurance carrier has paid the claim of Mr. Collier against the State.

The Chief Counsel submitted a report on nine legal actions which have been instituted against the State as a result of a flash flood which occurred in the town of Mitchell on July 13, 1956. The total amount of these nine cases, he stated, is $207,500 plus interest at six percent plus $62,250 attorney's fees. The plaintiffs contend that a new bridge constructed by the Highway Department across Bridge Creek at the westerly end of Mitchell narrowed and altered the channel so as to cause flood waters to flow at a greatly increased velocity and volume upon the property of the plaintiffs. A motion, he added, has been filed to quash and dismiss all of the cases on the grounds that the State can be sued only in Marion County. No action has been taken on the motion as yet, and it is probable that the Court will defer action until the Supreme Court renders a decision in connection with a mandamus action in the case of the State vs. Goodwin involving a similar question.

He also reported that on August 28, 1956 a service of summons and complaint had been made upon Mr. H. B. Glaisyer, Secretary, in the case of Osborn vs. State of Oregon. The plaintiffs demand the sum of $10,000 plus interest at six percent and an additional sum of $3,500 as attorney's fees for damages to their market and filling station in the town of Mt. Vernon. They contend that in the year 1953 the grade of the John Day Highway in front of the plaintiffs' property was raised, causing flood waters to back up on their property. It appears, he continued, that resurfacing of the John Day Highway in 1953 did raise the grade a few inches, but the flooding of the plaintiffs' property was in no way caused or made more severe by any facilities or activities of the State Highway Department. A motion has been filed to dismiss this case on the grounds that the Commission can be sued only in Marion County. The Commission accepted both reports.

The Commission gave attention to possible changes in proposed legislation to be submitted to the 1957 Legislative Assembly. The Chief Counsel recalled that the Commission previously approved an increase in the State Highway Engineer's Revolving Fund from the sum of $1,000,000 to $2,000,000. Because of a shortage of funds for highway construction, it appears to be in the best interests of the State that the increase be limited to $1,500,000. The Commission gave its approval to such revision.

The Chief Counsel also recalled that among other legislative bills which the Commission had approved was one designed to transfer jurisdiction and control over the shore of the Pacific Ocean from the State Highway Commission to the State Land Board. He said that a copy of the bill was submitted to the State Land Board for consideration and that a letter has been received from Mr. E. T. Pierce, Clerk of the State Land Board, stating that the Board considers that such transfer of the control of the shore will not contribute to the efficiency and the economy of state government. He requested instructions from the Commission whether or not to withdraw the bill. Chairman Chandler expressed his feeling that the Highway Commission should not have this responsibility unless it has full control of the ocean shore. It was his thought that inasmuch as the State Land Board has control of other public lands, it should also have control of the ocean shore so all public lands would be under the jurisdiction of one body. Commissioner Reynolds expressed his concurrence with the Chairman's point of view, and he suggested that the matter be referred to the Legislature for action. The Commission adopted the suggestion.

The Chief Counsel commented that it appears that of the twelve legislative matters that were approved by the Highway Commission, the Highway Interim Committee is willing to sponsor only two of the more minor proposals.

Confirmation for out-of-state travel to the State of Washington was requested by the Chief Counsel to cover his trip to Olympia, Washington, on September 13 and 14, 1956, to attend a joint educational seminar to discuss problems encountered in the acquisition of real property for highway purposes. He stated that he was invited to speak on the subject "Fixtures vs. Personal Property" because of experience in the case of the State vs. Superbilt Manufacturing Company. The Commission confirmed his traveling expenses in the amount of $41.50, originally authorized by Chairman Chandler.

The Chief Counsel requested and the Commission approved employment of the following attorneys to work in the Legal and Right of Way Department: Leo V. Nuttman at a salary of $426 per month, effective October 1, 1956; Luther L. Jensen, Jr., at a salary of $410 per month, effective October 1, 1956. He also requested and the Commission approved salary increases for William Mansfield and Gale Powell, Assistant Attorneys, as they have now completed their initial six months' employment. The Attorney General, he said, has authorized increases for these men from $459 to $477 per month. He also requested and the Commission granted authority to employ three additional attorneys immediately to work

in the Trial Section, with the understanding that when qualified and competent attorneys are found Commission approval will be obtained before making official appointments.

Termination of an access road permit heretofore granted to Chester Conger on 7th Avenue in Eugene was discussed. The Chief Counsel recalled that on August 17, 1956 the Commission conveyed by deed to the City of Eugene the property to which this access road is applicable. It is planned that the property will be used by the City of Eugene as a city street, and it no longer is necessary for the access road permit to be outstanding. The permit, he said, specifically provides for termination on 30 days' written notice, and he recommended that it be officially revoked, effective November 5, 1956, and that he be authorized to notify the permittee of the Commission's action. The Commission approved the revocation of the permit.

Mr. Robert C. Notson, Portland, member of the Travel Advisory Committee, came before the Commission to present a proposed budget for the Travel Information Department for the year 1957. He presented a copy of the proposed budget and explained that it contemplates an increase of approximately 1 percent over that approved by the Commission for 1956. Chairman Chandler stated that the Commission will give the budget careful consideration and will take final action on it at the November Commission meeting. He expressed appreciation for the excellent job that has been performed by the Travel Advisory Committee in its report on state parks.

The Engineer reported that under authority previously granted him by the Commission he has awarded contracts as follows, the conditions of the awards having been satisfied:

(1) Grading and paving on North Unit of Pendleton-Pilot Rock Section of Pendleton-John Day Highway, Umatilla County. Bids received June 4, 1956. Conditions of award satisfied August 17, 1956. Rogers Construction, Inc., Portland, low bidder.

(2) Construction of Slate Creek Bridge on Redwood Highway at Wilderville, Josephine County. Bids received August 16, 1956. Conditions of award satisfied August 21, 1956. Ausland Construction Co., Grants Pass, low bidder.

(3) Stone base and oiling the Iowa School-LaGrande Section of Mt. Glen Road, Union County. Bids received August 16, 1956. Conditions of award satisfied August 22, 1956. Simonsen & Company, Baker, low bidder.

(4) Construction of Lost River Bridge and K.I.D. "A" Canal Bridge, Klamath County. Bids received August 17, 1956. Conditions of award satisfied August 24, 1956. Tom Lillebo, Reedsport, low bidder.

(5) Grading and paving on S. Unit, Pendleton-Pilot Rock Section of Pendleton-John Day Highway, Umatilla County. Bids received July 12, 1956. Conditions of award satisfied August 24, 1956. Roy L. Houck & Sons, Salem, low bidder.

(6) Construction of Clear Lake Bridge on Clear Lake County Road No. 604, Marion County. Bids received August 17, 1956. Conditions of award satisfied August 28, 1956. Johnston & Bryant, Newberg, low bidder.

(7) Grading and oiling the Indian Creek-Windmaster Corner Section of Brookside Drive Road, Hood River County. Bids received August 17, 1956. Conditions of award satisfied August 29, 1956. Babler Bros., Inc., Portland, low bidder.

(8) Grading and paving and construction of a bridge on East Unit, Finn Rock-Elk Creek Section of McKenzie Highway, Lane County. Bids received August 16, 1956. Conditions of award satisfied September 5, 1956. A. H. Saxton & Son, Portland, low bidder.

(9) Grading and oiling and furnishing crushed material in stock piles on Walton-Noti Section of Richardson-Eugene Highway, Lane County. Bids received August 16, 1956. Conditions of award satisfied September 7, 1956. Morse Bros. & Durbin Bros., Harrisburg, low bidder.

(10) Construction of McKay Creek Bridge and widening of Tutuilla Creek Bridge on Pendleton-John Day Highway, Umatilla County. Bids received July 13, 1956. Conditions of award satisfied September 18, 1956. Rogers Construction Co., Portland, low bidder.

(11) Grading and paving Horseshoe Bend-Gwynn Undercrossing Unit, Juntura-Vale Section of Central Oregon Highway, Malheur County. Bids received August 16, 1956. Conditions of award satisfied September 21, 1956. C. E. Leseberg, Nyssa, low bidder.

The Engineer presented a report concerning a hazardous condition as reported by the Al Pierce Lumber Company on the Oregon Coast Highway at the access to the lumber company's dock between Coos Bay and North Bend. This access, he stated, is on the east side of the highway, and when ships are loading and unloading at the lumber dock there is a great deal of parking along the east side of the highway. He recommended that parking be prohibited along the east side of the Oregon Coast Highway from M.P. 236.86 (Engineer's Station 216+30) to M.P. 236.88 (Engineer's Station 217+40). The Commission accepted his recommendation by adopting the attached resolution relative thereto, marked EXHIBIT "F-1", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer presented a report concerning a request from the trucking industry for a test run with a truck and trailer having an overall length of 60 feet, over the Cove Secondary Highway in Union County. He said that the test run revealed that such equipment can negotiate the entire length of the highway without encroaching upon the opposing traffic lane. He further stated that in view thereof and under authority previously granted him, he approved on August 23, 1956 the reclassification of the Cove Secondary Highway from a Group II status to a Group I classification. The Commission confirmed his action.

The Commission gave attention to a proposed letter directed to Mr. F. E. Andrews, Division Engineer of the Bureau of Public Roads, Portland, concerning the possibility of constructing the Interstate Bridge project between Portland and Vancouver, Washington, as a Federal-aid Interstate Highway project. The Engineer stated that the matter had been discussed with Mr. Clark, Deputy Commissioner of the Bureau of Public Roads in Washington, D. C., Mr. Andrews, and Mr. W. A. Bugge, Director of Highways for the State of Washington, and by phone with Commissioners Reynolds and McIver. The Commission considered the proposed letter carefully and authorized the Engineer to sign it after making some changes as suggested by the Engineer and by Mr. Bugge.

(For details, see an executed copy of the letter in the General Files in the Highway Commission Office in Salem.)

The Commission gave attention to a report submitted by the Engineer concerning an extension of Foster Road, southeast Portland, to a connection with the Mt. Hood Highway as requested by a delegation that appeared before the Commission on August 17, 1956. The Engineer presented a map showing the proposed route and estimated that construction would cost approximately $3,700,000, including right of way, based on four-lane construction. He pointed out, however, that even if the Foster Road Section were constructed it still would be necessary to four-lane a section of the Powell Valley Highway from a point near 50th Avenue in Portland to Gresham, estimated at $2,250,000, and if the improvement of the Mt. Hood Highway southeasterly from Gresham to a connection with the proposed Foster Road extension were included an expenditure of an additional $1,650,000 would be required. The Commission accepted the report and ordered a copy of it sent to the spokesman for the delegation which appeared at the August meeting.

The Engineer reported that pursuant to instructions from the Commission at the previous meeting a conference was held in Eugene on September 6 among representatives of the City, University of Oregon, and others with respect to the closure of 13th Avenue across the campus of the University of Oregon in Eugene, at which time his plan for the solution of the University's problem was discussed in detail. The local group, he said, took no action to put the plan into operation; on the contrary, there appeared to be some objection to the plan by some of the councilmen, which indicated that there is no meeting of minds at the local level as to the desirability of proceeding with the project. In view of this situation, he

recommended that the matter be held in abeyance until such time as the local authorities submit a definite proposal. The Commission accepted his recommendation.

The Engineer submitted a written report on his study of the Highway Department's financial condition, with particular regard to financing the new Federal-aid program. The Commission deferred action until later in the session. See ahead for additional entry.

The Commission considered a report submitted by the Engineer concerning the financing of a proposed bridge across the Columbia River at Astoria. In his report the Engineer pointed out briefly that the estimated cost to construct the bridge now, including financing costs and interest, is slightly more than $34,000,000, and that to finance a bond issue of this size the States of Oregon and Washington would be required to contribute $8,545,000 to keep up interest payments, starting at $720,440 in 1962 and decreasing to zero in 1983, an average annual cost of $360,220, which would be divided equally between the two states. Retirement of the bonds on this schedule, he said, would start in the year 1994 and would be completed in 2016. He questioned that bonds of a term this long could be sold. A second possibility would be to issue revenue bonds for the $17,700,000 that, according to the Tudor report, the bridge revenue would support, and a second bond issue to be paid by the States concurrently with the revenue issue. This plan would require approximately $923,175 per year over a 32-year period to retire the $16,500,000 to be paid off by the States.

The Engineer also presented a report concerning the operation of the ferry boats between Astoria and Megler, Washington. It appears that to adequately handle traffic during the next 10-year period it will be necessary to add another ferry boat comparable to the "Chessman", at a cost of about $750,000. Based on past experience, the annual deficit for this additional ferry would be approximately $47,500, which, added to the present deficit of about $80,000, would indicate an annual deficit of $127,500 to operate the ferries. He also called attention to the possibility that it might be necessary to add still another ferry, which would increase the deficit. For purposes of consideration he pointed out that if a new bridge could be financed through the sale of bonds at an annual cost to the two States of $720,440, beginning in 1962 and diminishing to zero in 1983, the average annual cost to each of the States would be $181,100. If the bridge were built this deficit is scheduled to cease after 21 years and could be returned in another 36 years. The deficit on the ferry operation, beginning at $127,500 at such time as a new boat is put into service, would probably increase and would go on forever. He also called attention to the fact that two of the present ferries are now 25 and 30 years old and one of them will have to be replaced in a few years. If there is any appreciable increase in the number of ferry boats in service, construction of new terminal facilities also will be required which would cost in the neighborhood of $250,000. He called attention to the fact that there are many assumptions in this analysis, but on the basis of information available it was his thought that serious consideration should be given to building a bridge if it is possible to sell bonds that would mature in 56 years.

The Commission also considered a report submitted by the Chief Counsel concerning the legal aspects of financing a bridge across the Columbia River at Astoria. It was his opinion that the Highway Commission has legal authority to obligate itself to pay such amounts as are necessary to pay interest charges upon revenue bonds, and that the Commission also has legal authority to issue bonds payable out of the State Highway Fund with which to pay a part of the cost of constructing a toll bridge at this location. He added a word of caution, however, in that bond attorneys are inclined to raise highly technical questions concerning the bonding authority of public bodies, and he suggested that consideration be given to the introduction of express legislation on the subject if a financing plan is viewed with favor.

The Commission accepted the reports but deferred action thereon until the next day. (Discussion of this subject was resumed on the following day, at which time the Engineer was instructed to confer with the Washington authorities and ascertain their attitude with respect to the project without urging its approval. Out-of-state travel for the Engineer, the Deputy Engineer, Mr. Forrest Cooper, and Assistant Engineer, Mr. G. S. Paxson, to go to Olympia, Washington, for this purpose was authorized.)

(For further details, see the Engineer's letters of September 20 and 21, 1956 and the Chief Counsel's letter of September 20, 1956 in the General Files in Salem.)

The meeting recessed at 12:00 noon for luncheon and reconvened at 2:00 p.m. with the same persons present and participating.

Representatives of the Bureau of Public Roads and the U.S. Forest Service appeared before the Commission to discuss a program for $3,500,000 of new forest highway money that is available. Present were: R. W. Kellogg, Engineer of Federal Construction, and W. A. Wood, Highway Engineer, representing the Bureau of Public Roads; R. F. Grefe, Regional Engineer, and V. M. Blackwell, Highway Engineer, representing the U.S. Forest Service. Mr. W. C. Williams, State Highway Engineer, presented a list of proposed projects and recommended that they be approved. Mr. Grefe and Mr. Kellogg stated that the proposed projects meet their approval. As a result of careful consideration the projects were approved unanimously by the Commission as presented upon motion offered by Commissioner Reynolds, seconded by Commissioner McIver. (The following letter, listing the projects as mutually approved, was signed by the Commission on the following day but is entered here as a matter of convenience when referring to the subject:)

(See following page for letter.)

27075

DEPARTMENT OF COMMERCE
Bureau of Public Roads
Division 8

P. O. Box 3900
Portland 8, Oregon

September 28, 1956

Commissioner of Public Roads
Chief, Forest Service
Washington 25, D. C.

Gentlemen:

In accordance with the Rules and Regulations for Administering Forest Highways, the Forest Highway program outlined herein is recommended by the Regional Forester, Region 6, the Oregon State Highway Commission, and the Division Engineer of the Bureau of Public Roads.

Fiscal Year 1958 funds available for programing	(lapsing)	$3,815,607.00
Unprogramed balance from previous fiscal years	(lapsing)	23,883.67
Unprogramed balance from previous fiscal years	(non-lapsing)	24,721.65
Total available		$3,864,212.32

Project and Account No.	Route Name and Type of Work	Length (Miles)	Forest Highway Funds
REVISED PROJECTS			
	Withdraw previously approved project to increase allocation		
FH 25-A11 (L-3233-00)	Mt. Hood Highway Grading	2.4	-575,000
	Substitute the following project		
FH 25-A11 (L-3233-00)	Mt. Hood Highway Grading	2.4	775,000
NEW PROJECTS - CONSTRUCTION			
FH 3-A2 (L-3345-00)	Oregon Coast Highway Grading	.75	670,000
GH 8-A4, B4 (L-3346-00)	Umpqua Highway Grading, Surfacing and Bituminous Treatment	3.5	400,000

September 27, 1956

Project and Account No.	Route Name and Type of Work	Length (Miles)	Forest Highway Funds
NEW PROJECTS - CONSTRUCTION			
FH 25-A12 (L-3347-00)	Mt. Hood Highway Stockpiling Base Course Sur. Stockpiling Paving Aggregates	2.768) 5.848)	195,000
FH 32-A3, C2 (L-3348-00)	Heppner-Spray Highway Grading, Surfacing and Pavement	4.00	250,000
FH 34-C1 (L-3349-00)	Pendleton-John Day Highway Grading, Surfacing and Paving	2.46	205,000
FH 43-C5 (L-3350-00)	Diamond Lake Highway Grading, Surfacing and Paving	4.89	350,000
FH 47-F1, G (L-3351-00)	North Umpqua Highway Grading Advance Clearing	3.00) 2.50)	450,000
FH 51-B (L-3352-00)	Belknap Springs Highway Grading, Surfacing and Bituminous Treatment	4.43	430,000
FH 52-C (L-3353-00)	Ukiah-Starkey Highway Grading	7.0	350,000
MAINTENANCE			
FH Routes (L-3354-00)	3, 8, 10, 25, 32, 34, 35, 36, 38, 43, 47, 51, 52		44,000
	Total program		$3,544,000.00
Forest Highway funds (lapsing)			3,544,000.00
Forest Highway funds (non-lapsing)			----
Forest Highway funds - TOTAL			$3,544,000.00
Unprogramed balance (lapsing)			295,490.67
Unprogramed balance (non-lapsing)			24,721.65

Very truly yours,

(See next page for signatures)

September 27, 1956

27077

/s/ R. N. Kellogg
R. N. KELLOGG
Engineer, Federal Construction

For: F. E. ANDREWS
Division Engineer

Recommended for Approval

/s/ W. C. Williams
State Highway Engineer

OREGON STATE HIGHWAY COMMISSION

/s/ Ben R. Chandler
Chairman

/s/ Chas. H. Reynolds
Commissioner

/s/ M. K. McIver
Commissioner

U. S. FOREST SERVICE, REGION 6

/s/ C. E. Remington
For Regional Forester

Approved:

Acting Deputy Commissioner Date
For Commissioner of Public Roads

Approved:

Acting Chief, Forest Service Date

The Engineer referred to a request from the Tillamook County Court, and others, for construction of a cut-off highway between Boyer on the Salmon River Highway and Dolph on the Three Rivers Highway. The suggested route, he said, lies in Tillamook County, and it has been proposed to substitute it in the Forest Highway program for the section of the Three Rivers Highway between Dolph and Valley Junction, which lies mostly in Yamhill County; in fact, the County Courts of both counties have indicated a willingness to take over the section of the Three Rivers Highway if the State will construct the new section from Dolph to Boyer. He recommended such substitution of highways if the Federal authorities will approve it. The Commission indicated a favorable attitude toward the change but took no action at this time, it appearing to the Commission that the change should be initiated by the Counties in writing and that the Counties should declare themselves definitely with respect to the Dolph-Valley Junction Section.

The matter of reconstructing to freeway standards the Pacific Highway between Blackwell Hill and Ashland in Jackson County, by-passing Medford, was discussed. The Engineer explained details with respect to the four alternate routes that have been studied, viz. (1) the Hillcrest line, which is 25.67 miles long and is estimated to cost $18,343,000; (2) the Genessee line, which is 25.75 miles long and is estimated to cost $18,295,000; (3) the Hawthorne Park line, which is 25.68 miles long and

is estimated to cost $18,723,000; and (4) the West Medford-Oak Grove route, 25.36 miles in length, which is estimated to cost $22,497,000. He remarked that the information obtained in the surveys indicates that the Genessee route will be the least expensive and will cause the least loss of tax monies from destruction of farm and fruit land. He recommended in order to satisfy the legal requirements that a hearing be held in Medford some time during the latter part of October and requested authority to submit maps and other pertinent data to the cities affected, including the Jackson County Court and the local Chambers of Commerce, approximately three weeks before the hearing date. As a result of discussion, the Commission adopted the recommendation and set the hearing date for 10:00 a.m. on Thursday, October 25 in Medford. The Secretary was instructed to notify the Mayor of each city and town affected by the improvement.

The matter of holding a public hearing in the city of Ashland concerning reconstruction of the Pacific Highway along North Main Street was discussed. The Commission authorized the Engineer to conduct such a hearing in Ashland within the two or three weeks, the exact date to be determined later, it being understood that the Commission would probably not be present. The Commission also authorized the Engineer to conduct hearings in other cities and towns affected by the proposed relocation of the Pacific Highway in Jackson County, if requested by the cities. (The Engineer later set Wednesday, October 17, 1956 as the date for the Ashland hearing, same to be held in the City Hall, Ashland, and to start at 3:00 p.m.)

Hon. Guy Boyington, County Judge, Clatsop County, was present. He said that he had nothing particular in mind to discuss with the Commission except that he wanted to express appreciation for the improvements that have been made in Fort Stevens State Park and for the consideration that has been given toward constructing a bridge across Youngs Bay at Smith Point in Astoria.

The following items of unfinished business, appearing on the Secretary's summary, dated August 17, 1956, were considered by the Commission:

1. Feasibility study of the Diamond-Crater area near Burns for recreational development: This item was ordered deleted from the list of unfinished business as the Parks Superintendent had reported on it earlier in the day.

2. Proposed closure of 13th Avenue at the University of Oregon in Eugene: This item is to be removed from the list of unfinished business as the Engineer presented a report on the subject earlier in the session.

3. Proposed Columbia River Bridge at Astoria: Inasmuch as the Engineer and Chief Counsel had previously submitted reports on this subject, the Commission ordered the item deleted from the list of unfinished business.

4. Purchase of right of way on proposed realignment of US 197 between The Dalles and Eightmile Creek: The Engineer stated that the Wasco County Court has indicated to him that it intends to discuss the matter with the Commission at its November meeting, and that the Court restated its willingness to purchase needed right of way for the proposed relocation and to give the State authority to condemn properties as may become necessary. The County Officials, he added, have also indicated that they plan to reissue bonds for the bridge across the Columbia River at The Dalles and have tentatively offered approximately $400,000 for improvement of US 197 south of Eightmile Creek. The Commission took no action. This item was ordered deleted from the list of unfinished business.

5. Proposed sale of bonds to finance new highway program: The Engineer stated that after careful study of the projected financial condition of the State Highway Department during the next few years, it appears that current revenues will not be sufficient to carry the maximum possible contracting load during the beginning years when available match monies are at the lowest levels and when the required amounts are at their highest, so it will be necessary to provide additional monies to carry on during that period if the program is to proceed as planned. He gave the following reasons for not being able to carry the program at the maximum rate during the early years:

1. The program was originally planned to cover a 13-year period but in actual operation it covers only 12 calendar years, thus increasing the annual program by approximately 8 percent.

2. Due to the retroactive feature of the law, funds for the first two years were made available at the same time, so the program for the first year of contracting was increased approximately 50 percent.

3. The ratio of non-interstate funds to interstate funds was materially increased, thereby adding to the amount of required matching funds.

4. Amounts of State money available for matching Federal-aid have decreased due to increased amounts of state funds required for maintenance and other non-construction activities.

5. The need to be more conservative than heretofore in estimating the rate at which Federal-aid money can be collected so as to avoid creating a fund deficit.

He presented a number of tables in support of his oral remarks, some of which contemplate a program that can be financed without selling bonds, and others which contemplate a program that will require the sale of short-term bonds in the amount of $8,000,000, of which $4,000,000 would be sold in 1957 and $4,000,000 in 1958. He recommended that the Legislature be asked to authorize such a bond issue, which could be retired by the end of 1965 and would permit the contracting of work through 1957, 1958 and 1959 at a rate of $36,900,000 per year, and purchase of right of way which is estimated to cost an additional $7,000,000.

The matter was discussed at length, during which Chairman Chandler recalled that former Governor Paul Patterson and the present Governor, Hon. Elmo E. Smith, both indicated about two years ago that such a procedure might be followed. The Chief Counsel pointed out that the Commission now has certain authority to sell bonds in situations of this nature. It was the expressed feeling of the members of the Commission that it might be wise to secure new legislation covering the matter regardless of the present authority; accordingly, the Engineer was instructed to discuss the matter with Governor Smith and secure his advice and counsel as to the method to pursue, and to ask his support in presenting the matter to the Highway Interim Committee. The Engineer was further instructed to report to the Commission, by telephone, the results of his interview with the Governor. The Commission will then decide which method of procedure is the most feasible - to act under authority granted under the present law or to secure new legislation. The Commission indicated its approval of the $8,000,000 bond issue as recommended by the Engineer.

(Note: For additional details concerning financing of the federal program, see copy of the Engineer's letter to the Commission, dated September 21, 1956, in the General Files.)

The Commission ordered this item deleted from the list of unfinished business.

6. Request of the U. S. Forest Service that the State take over a forest camp near Unity: The Parks Superintendent stated that Forest Service officials have requested that this matter be held in abeyance for the time being. In view of this information the Commission ordered the item deleted from the list of unfinished business. It is to be considered as new business if and when it again arises.

The Engineer requested authority to spend about $700 to install a flashing beacon at the intersection of the Sunset Highway and Murray Road, west of Portland. This location, he stated, was carefully investigated by the Traffic Engineer, and the findings disclosed that a flashing beacon should be installed for the protection of the traveling public. The Commission approved the installation as requested.

The Engineer recommended the installation of a flashing beacon at the intersection of the Springfield-Creswell Highway and the Fall Creek County Road in Lane County, which he estimated will cost about $500. He explained that this is a T-type intersection where state highway traffic is required to make a right-angle turn; also, that an investigation by the Traffic Engineer discloses that were a flashing beacon installed the accident rate would decrease. The Commission approved the installation.

In this connection the Engineer also recommended that the through-stop highway resolution adopted September 21, 1949, so far as it concerns

the Springfield-Creswell Highway, be amended to require vehicles eastbound on the Springfield-Creswell Highway to stop before entering the intersection and to allow northbound vehicles on Fall Creek County Road to proceed without stopping. This action, he stated, is necessary because of the volume of traffic that enters the intersection from the county road. The Commission approved his recommendation by adopting the attached resolution relative thereto, marked EXHIBIT "G-1", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

A letter was presented from Robert A. Finlayson, City Manager of Eugene, requesting the installation of traffic signals at the intersections of Sixth and Seventh Avenues with Garfield Street in Eugene, Sixth and Seventh Avenues being the streets over which Pacific Highway travel is routed. An investigation conducted by the Traffic Engineering Division, the Engineer stated, revealed that traffic volumes at these two intersections exceed minimum warrants for signalization. He recommended in view thereof that fixed time traffic signals be installed, complete with an interconnection with the existing traffic signal system, at an estimated cost of $7,000, using 1957 Minor Betterment Funds to finance the work. The City of Eugene, he added, has agreed to pay one half the cost, or $3,500, to furnish electrical energy, and to maintain the signals after the installation is complete. The Commission approved the project subject to the City's paying one half the cost.

The Engineer reported that two surveys previously authorized by the Commission have been completed. The route recommended for each survey, he stated, has been selected to provide the traveling public with the best highway facility commensurate with the cost. He pointed out that construction is scheduled to be performed on both projects in the coming highway program, provided that the surveys are approved, and he accordingly recommended approval of the surveys at this time. After due consideration, the Commission approved the surveys as follows, by adopting the attached resolution relative thereto, marked EXHIBIT "H", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

1. Peach-Jonesboro Section of the Central Oregon Highway in Malheur County.

2. Tunnel-Namorf Section of the Central Oregon Highway in Malheur County.

Increases in project authorizations for the following contracts were requested by the Engineer and approved by the Commission:

1. An increase of $21,000 for Contract No. 4540 on the Hillsboro Section of the Tualatin Valley Highway. Additional improvements on First and Ninth Streets and the widening of Tenth Street between Oak and Baseline Streets were responsible for the additional cost.

2. An increase of $20,000 for Contract No. 4497 for work on the Louse Creek-Grants Pass Section of the Pacific Highway. This overrun was caused by a grade change due to unstable material and additional drainage for erosion control.

3. An increase of $15,000 for Contract No. 4650, construction of the S. E. Stark Street-Powell Valley Road connection. This overrun was due to a change in grade caused by the main conduit of the Bull Run water supply being encountered at a higher elevation than was reported by the Portland Water Bureau, and additional storm drainage.

Consideration was given to a proposal from the Board of County Commissioners of Multnomah County for a cooperative agreement providing for widening of the Ross Island Bridge by removing the south sidewalk and replacing it with roadway deck. The Engineer reviewed the matter briefly, recalling that an informal request from the County was considered at the June Commission meeting, but action was deferred pending a definite proposal from the County. The estimated total cost of the project, he said, is $180,000 and the County has stated a willingness to assume one half of the expense. He pointed out that presently there are two sidewalks on the bridge, and he advised that removal of the south sidewalk will allow for widening the roadway for four traffic lanes, each ten feet wide. He added that the improvement is a desirable one, and he recommended acceptance of the County's offer, the arrangement to be covered by an appropriate agreement between the County and the State. The Commission accepted the recommendation, with the understanding that the project is to be contracted in 1957.

The Commission gave attention to a letter from the Seaside Chamber of Commerce endorsing a resolution adopted by the City Council of Seaside urging relocation of the Oregon Coast Highway along Roosevelt Drive. The Engineer commented briefly that the project is not included in the next two-year program, but he believed it possible to undertake the project in the following three-year program. The Commission deferred action pending the appearance of a delegation.

(When the delegation appeared the Commission informed them that if funds to finance the project can possibly be found the work will be undertaken in the third year of the program that is now being started.)

The Commission considered a protest from Merrell Steel Building, Inc. against award of a contract to P. S. Lord Mechanical Contractors for construction of a latrine at Fort Stevens State Park in Clatsop County, on which bids were received August 16, 1956. The Engineer recalled that the Merrell bid, which happened to be the low one received for this job, was not read at the August 16 opening because the contractor had failed to sign the proposal bond. He recommended confirmation of the award, as made, as a matter of policy. The Commission confirmed the award of the contract to P. S. Lord Mechanical Contractors.

Payment of the sum of $7,591.23 to the Maplewood Water District for the actual cost to rearrange its water facilities on the Washington

County Line-Hillsdale Section of the Hillsdale-Beaverton Highway was discussed. The Engineer stated that when plans were formulated for this job an estimate based on information then available indicated that the cost to rearrange the facilities would be approximately $5,150, and an agreement was entered into with the Water District to reimburse the District for the necessary rearrangement on an actual cost basis but not to exceed such sum; however, when the work was performed changes were necessary which were not contemplated when the original estimate was made, and as a result the total cost of the project increased to $7,591.23. A review of the situation, he said, indicates that a billing in this amount would be a fair charge and he recommended that the Water District be reimbursed on an actual cost basis but not to exceed $7,591.23. The Commission approved the payment.

Consideration was given to the Engineer's recommendation that the Commission enter into a contract with Wasco Electric Cooperative, Inc., for an extension of its power line to provide electrical energy for the Warm Springs Junction Maintenance Station. The Engineer explained that there are no private buildings nearby and the State provides residences for five families and trailer shelter for four trailer houses. Electrical energy has been provided in the past by a diesel electric generator plant, but this plant is not large enough to provide the current that is needed, particularly during the winter season, and an investigation was made as to the possibilities of securing commercial power. The Wasco Electric Cooperative, he said, has agreed to extend its line approximately four miles to the maintenance headquarters provided the State will pay a minimum of one percent of the construction cost each month for a period of five years, after which regular service rates will apply. Cost of the power line extension, he stated, is estimated at $8,000, which would be at the rate of $80.00 per month for five years. He said also that occupants of the five residences and trailer shelters will pay over one half of the $80.00 minimum monthly charge, so the annual cost to the State should be less than $480.00. He pointed out that the cost to operate and maintain the present electrical plant is $950.00 per year. The Commission approved the contract as recommended.

The Engineer reported that it will cost approximately $1,000 to complete the economic analysis and reconnaissance survey of the Elsie Cutoff extending from the Sunset Highway near Elsie, in Clatsop County, to the town of Wheeler, in Tillamook County. He recalled numerous requests for this road, particularly for the survey, and he recommended in view of the fact that personnel are now availble for this type of work, that the Commission authorize completion of the survey. The Commission authorized completion of the survey as requested.

A request was made by the Engineer for authority to spend an additional $4,705 as the State's share of the cost to widen two blocks on Main Street in the city of Enterprise, which is used as the route of the Wallowa Lake Highway. He recalled that the Commission at its meeting on June 4 and 5, 1956 approved a cooperative project with the City, based on a total cost of $8,000, of which the City was to bear 25 percent ($2,000) and the

State 75 percent ($6,000). After a detailed survey was made, it was found that the widening of these two blocks will cost $14,275. The City has signified its willingness to contribute 25 percent of the revised estimate, or $3,570, leaving a State contribution of $10,705. The Commission approved the project as revised.

Consideration was given to a request from the City of Delake that the State construct a footpath under the "D" River Bridge on the Oregon Coast Highway at Delake. An investigation, the Engineer reported, indicates that there is sufficient pedestrian traffic to justify an expenditure for this purpose, estimated at $500, and he recommended that the footpath be constructed this year, if possible, within the limits of the highway right of way beneath the north approach span to the bridge as a Minor Betterment project. The Commission approved the project by adopting the attached resolution relative thereto, marked EXHIBIT "I", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The Commission gave attention to the adoption of a budget for the 1957-59 biennium for submission to the 1957 Legislative Assembly. The Engineer presented a budget summarized by budget classification as follows:

	Estimated 1955-57	REVENUES Proposed 1957-59	Over-(Under) Current Biennium
State funds	$113,490,000	$ 117,900,000	$ 4,410,000
Federal funds	29,050,000	50,632,000	21,582,000
Cooperation and misc. funds	3,925,000	2,270,000	(1,655,000)
Sub total	$146,465,000	$170,802,000	$ 24,337,000
Less contributions	36,229,034	37,967,325	1,738,291
Sub total	$ 110,235,966	$132,834,675	$ 22,598,709
Balance carried forward from previous period	21,351,515	4,281,481	(17,070,034)
Total funds available	$131,587,481	$137,116,156	$ 5,528,675

	Estimated 1955-57	EXPENDITURES Proposed 1957-59	Over-(Under) Current Biennium
Construction	$ 62,855,000	$ 61,710,000	($ 1,145,000)
Rights of Way	13,000,000	16,000,000	3,000,000
Other capital outlays (net)	6,526,000	8,560,000	2,034,000
Maintenance	24,395,000	25,320,000	925,000

(Continued on next page)

(Continued)	EXPENDITURES Estimated 1955-57	Proposed 1957-59	Over-(Under) Current Biennium
Operations and personal services	$ 9,864,000	$ 12,969,000	$ 3,105,000
Debt service	10,666,000	10,274,000	(392,000)
Total expenditures	$127,306,000	$134,833,000	$ 7,527,000

The Engineer explained that the budget contemplates limiting the contracting of the new Federal-aid program to $26,100,000 per year for the calendar years 1957, 1958 and 1959, as this is the maximum rate that can be financed without increasing the State Highway income. After discussion, the Commission approved the budget as prepared.

The Engineer recalled that in 1947 the Commission established rules and regulations pertaining to the administration of the $250,000 special city street funds and ordered as one of the requirements that no allocation to any city should exceed $ 15,000 in any one year. He pointed out that due to rising costs a project that could have been performed for approximately $15,000 in 1948 would now cost approximately $20,000. He recommended in view thereof that the $15,000 limit be raised to $20,000. The Commission approved such increase in allocation amount, subject to concurrence by the League of Oregon Cities.

The Commission considered a report submitted by the Engineer showing amounts available for programming for county Federal-aid Secondary Projects during the fiscal years 1958 and 1959. Upon the Engineer's favorable recommendation, the Commission, after study, approved the allocation of such funds as follows:

SUMMARY OF TOTAL COUNTY FAS FUNDS AVAILABLE FOR PROGRAMING
(September, 1956)

County	Balance 1957	1958	1959 (Estimate)	Total
Baker	$ 9,000	$ 59,000	$ 61,000	$ 129,000
Benton	13,000	73,000	75,000	161,000
Clackamas	35,000	239,000	245,000	519,000
Clatsop	13,000	77,000	79,000	169,000
Columbia	11,000	93,000	96,000	200,000
Coos	17,000	113,000	116,000	246,000
Crook	9,000	58,000	60,000	127,000
Curry	12,000	45,000	46,000	103,000
Deschutes	11,000	76,000	78,000	165,000
Douglas	28,000	161,000	165,000	354,000
Gilliam	12,000	47,000	49,000	108,000
Grant	9,000	56,000	57,000	122,000
Harney	69,000	65,000	66,000	200,000
Hood River	8,000	62,000	63,000	133,000

SUMMARY OF TOTAL COUNTY FAS FUNDS AVAILABLE FOR PROGRAMING (September, 1956) - Cont.

County	Balance 1957	1958	1959 (Estimate)	Total
Jackson	$ 25,000	$128,000	$ 132,000	285,000
Jefferson	8,000	54,000	55,000	117,000
Josephine	1,000	79,000	81,000	161,000
Klamath	45,000	107,000	110,000	262,000
Lake	7,000	71,000	73,000	151,000
Lane	42,000	250,000	257,000	549,000
Lincoln	12,000	87,000	89,000	188,000
Linn	43,000	143,000	147,000	333,000
Malheur	35,000	122,000	125,000	282,000
Marion	60,000	202,000	208,000	470,000
Morrow	10,000	60,000	62,000	132,000
Multnomah	39,000	288,000	295,000	622,000
Polk	15,000	102,000	105,000	222,000
Sherman	7,000	41,000	42,000	90,000
Tillamook	12,000	78,000	80,000	170,000
Umatilla	22,000	153,000	157,000	332,000
Union	---	60,000	62,000	122,000
Wallowa	13,000	56,000	58,000	127,000
Wasco	13,000	59,000	61,000	133,000
Washington	57,000	187,000	192,000	436,000
Wheeler	5,000	42,000	43,000	90,000
Yamhill	16,000	107,000	110,000	233,000
TOTAL.....	$743,000	$3,700,000	$3,800,000	$8,243,000

NOTE: Above funds include federal, state, and county money.

The Engineer also reported that several counties have selected projects for the 1958 and 1959 county FAS funds totaling $1,158,000, as follows, and he recommended approval of the same by the Commission:

PROPOSED 1958 & 1959 COUNTY FAS PROJECTS
(Supplemented with Unobligated 1957 Funds)

County	FAS Hwy. No.	Section & Description	Programed Amount	FAS Fund
Lane	228	Mohawk River Bridge. Structure only.	$ 100,000	'57 & '58
	238	Knowles Creek Bridges (3) Structures only.	150,000	'58
	238	Knowles Creek Section, 1 Mile. Grading.	229,000	'58
		Subtotal, Lane County...	$ 549,000	
Malheur	515	North Unit, Vale Grand Avenue, 7 Miles. Grade, surface, and oil.	$ 225,000	'57 & '58

PROPOSED 1958 & 1959 COUNTY FAS PROJECTS
(Continued)

County	FAS Hwy. No.	Section & Description	Programed Amount	FAS Fund
Morrow	682	East Unit, Heppner-Forest Boundary, 7 Miles. Surface & oil.	$ 70,000	'57 & '58
Tillamook	616	Short Creek-Oceanside, 1 Mile. Grading.	90,000	'57 & '58
Umatilla	472	Cayuse-Thornhollow, 5.3 Miles. Grade, surface, & oil. Partial cost - additional funds for 1957 project.	150,000	'57 & '58
Yamhill	586	Yamhill River (Lafayette) Bridge Section. Partial cost - additional funds for 1957 Project.	74,000	'57 & '58
		TOTAL.....	$1,158,000	

SUMMARY BY FISCAL YEARS:

	1957 & 1958	1959	Total
Available September, 1956	$4,443,000	$3,800,000	$8,243,000
Proposed Projects, 9/17/56	1,158,000	---	1,158,000
Unprogramed Balance.....	$3,285,000	$3,800,000	$7,085,000

The Commission approved the projects as recommended.

An expenditure of $4,500 was requested by the Engineer to widen the easterly side of the Oregon Coast Highway southerly from its junction with the south access road to the town of Otter Rock in Lincoln County. The Engineer stated that northbound traffic wishing to turn into the Otter Rock access road must now cross the southbound or downhill traffic lane. This junction point, he said, is on a curve where adequate sight distance for safety is not provided, so it is proposed to widen the highway on the easterly side to provide a left-turn refuge, using 1956 minor betterment funds to finance the work. The Commission approved the expenditure as requested.

The Commission considered and, upon recommendation of the Engineer, granted the following extensions of time with which to complete state highway contracts. Reimbursement for engineering expense and other extra expense incurred by the State in connection with the work during the period of these extensions was waived by the Commission:

1. Bill Broderick, Contract No. 4682, for fencing on the 122nd Avenue-Sundial Section of the T.H. Banfield Expressway in Multnomah County, requested an extension of time from July 31 to September 15, 1956.

Approved to August 13, 1956, the actual completion date of the contract.

2. Arthur Simonsen & Co., Contract No. 4542, for bridge, grading and paving the Havana Section of the Havana-Helix Highway in Umatilla County, requested an extension of time from June 30 to August 30, 1956. Approved to August 8, 1956, the actual completion date of the contract.

3. N. A. Toole Construction Co., Contract No. 4458, for stone base and oiling the Forest Boundary-Halfway Section of the Pine Creek Road in Baker County, requested an extension of time from October 15, 1955 to August 31, 1956. Approved as requested.

4. Coos Bay Dredging Company, Contract No. 4325, for grading and oiling the West Unit, Reedsport-Dean Creek Section of the Umpqua Highway in Douglas County, requested an extension of time from September 30, 1955 to April 26, 1956. Approved as requested.

5. Inland Construction Company, Contract No. 4451, for structure, grading and paving the Clackamas Railroad Overcrossing of the Clackamas Highway in Clackamas County, requested an extension of time from November 30, 1955 to August 15, 1956. Approved as requested.

6. C. C. Meisel, Contract No. 4354, for grading and paving the East Unit, Carlton Jct.-Newberg Section of the Yamhill-Newberg Highway in Yamhill County, requested an extension of time from September 30, 1955 to August 31, 1956. Approved to August 22, 1956, the actual completion date of the contract.

7. Porter W. Yett, Contract No. 4267, for paving the Crosby Road-Concomley Road Unit, Willamette River-Hayesville Section of the Portland-Salem Expressway (R. H. Baldock Freeway), in Marion County, requested an extension of time from October 31, 1955 to August 31, 1956. Approved to August 8, 1956, the actual completion date of the contract.

8. Glen Ousley, Contract No. 4651, for slide correction on the Mussel Creek Section of the Oregon Coast Highway in Curry County, requested an extension of time from July 15, 1956 to August 15, 1956. Approved to August 4, 1956, the actual completion date of the contract.

9. Kuckenberg Construction Co., Contract No. 4298, for grading and surfacing the Booth Ranch-Myrtle Creek Unit, Shady-Canyonville Section of the Pacific Highway in Douglas County, requested an extension of time from October 15, 1955 to July 21, 1956. Approved as requested.

10. Warren Northwest, Inc., Contract No. 4523, for grading and paving the 122nd Avenue Ramp Unit, 92nd Avenue-Fairview Section of the T. H. Banfield Expressway in Multnomah County, requested an extension of time from August 31, 1955 to July 31, 1956. Approved as requested.

11. Newport Construction Company, Contract No. 4248, for grading and paving on the Willamette River-Crosby Road Section of the Salem-Portland Expressway (R. H. Baldock Freeway), in Marion and Clackamas Counties, requested an extension of time from October 31, 1955 to August 8, 1956. Approved as requested.

12. C. E. Leseberg, Contract No. 4609, for grading and paving the Idaho State Line-Sucker Creek Section of the I.O.N. Highway in Malheur County, requested an extension of time from July 31, 1956 to August 31, 1956. Approved as requested.

13. Jackson and Ray, Contract No. 4621, for Weaver Bridge over Wallowa River on the Werst Corner-Wallowa Road in Wallowa County, requested an extension of time from August 31, 1956 to April 30, 1957. Approved as requested.

14. Tri-State Painting Co., Contract No. 4666, for painting Ojalla and Fuller Bridges on the Siletz Highway in Lincoln County, requested an extension of time from August 31, 1956 to October 31, 1956. Approved as requested.

15. Trowbridge Electric Company, Contract No. 4689, for traffic signals on the Hillsboro (Tenth Avenue-Dennis Avenue) Section of the Tualatin Valley Highway in Washington County, requested an extension of time from July 31, 1956 to September 29, 1956. Approved as requested.

16. John Helstrom, Contract No. 4531, for constructing Concession Building in Depoe Bay, in Lincoln County, requested an extension of time from May 31, 1956 to June 30, 1956. Approved as requested.

17. Babler Bros., Inc., Contract No. 4568, for grading Dolph Corner-Rickreall Section of the Willamina-Salem Highway in Polk County, requested an extension of time from July 31, 1956 to August 31, 1956. Approved as requested.

18. U. S. Steel Corporation, Contract No. 4681, for fencing on Harbor Drive Median on the Hooker Street to Pennoyer Street Section of the Pacific Highway in Multnomah County, requested an extension of time from July 31, 1956 to September 30, 1956. Approved as requested.

19. A. H. Saxton and Son, Contract No. 4496, for the Weaver Overcrossing of Southern Pacific Co. tracks on the Pacific Highway in Douglas County, requested an extension of time from May 15, 1956 to August 15, 1956. Approved as requested.

20. W. H. Shields Construction Co., Contract No. 4342, for three bridge structures on the Coast Fork Willamette River-Divide Section of the Pacific Highway in Lane County, requested a second extension of time from June 30, 1956 to August 13, 1956. Approved as requested.

21. Neilson & Smith, Contract No. 4473, for two bridge structures on the Olds Ferry-Ontario Section of the Old Oregon Trail Highway in Malheur County, requested an extension of time from April 30, 1956 to July 7, 1956. Approved as requested.

22. Parker & Fuhrman, Contract No. 4737, for grading and oiling the Clackamas River Park Interchange on the Pacific Highway East in Clackamas County, requested an extension of time from July 31, 1956 to September 15, 1956. Approved to September 12, 1956, the actual completion date of the contract.

23. Porter W. Yett, Contract No. 4313, for grading and paving the Beaverton-Multnomah County Line Section of the Beaverton-Hillsdale Highway in Washington County, requested an extension of time from September 15, 1955 to September 30, 1956. Approved to September 8, 1956, the actual completion date of the contract.

24. Tom Lillebo, Contract No. 4537, for bridge construction and grading and surfacing the Cow Creek Bridge Section on Yokum Road in Douglas County, requested an extension of time from August 31, 1956 to October 31, 1956. Approved as requested.

25. N. A. Toole Construction Co., Contract No. 4638, for rock production on the Folly Farm Section of the Crane-Scotts Butte Highway in Malheur County, requested an extension of time from July 31, 1956 to September 30, 1956. Approved to September 6, 1956, the actual completion date of the contract.

26. Warren Northwest, Inc., Contract No. 4338, for paving the Booth Ranch and Booth Ranch-Myrtle Creek Units, Shady-Canyonville Section of the Pacific Highway in Douglas County, requested an extension of time from October 15, 1955 to August 31, 1956. Approved as requested.

27. Steeck Electric Co., Contract No. 4582, for illumination installation at the junction of the Willamette Highway with The Dalles-California Highway in Klamath County, requested an extension of time from April 30, 1956 to August 30, 1956. Approved as requested.

28. Rogers Construction, Inc., Contract No. 4200, for grading and paving on the Willamette Junction-Walker Mountain Road and Chemult-Beaver Marsh Units, Willamette Junction-Diamond Lake Junction Section of The Dalles-California Highway in Klamath County, requested an extension of time from July 31, 1955 to July 15, 1956. Approved as requested.

29. Fidelity and Casualty Co. of New York (P. A. Shoat Co. defaulted), Contract No. 4410, for oiling in Division II on the North Santiam; Silver Creek Fall.; Salmon River and Newport-Corvallis Highways, and Robbins Lane Frontage Road, in Marion, Lincoln, Tillamook and Polk Counties, requested an extension of time from August 31, 1955 to September 10, 1956. Approved as requested.

30. . Russell Olson Construction Co., Contract No. 4425, for grading and paving North 10th Avenue in the city of Elgin, in Union County, requested an extension of time from August 31, 1955 to September 30, 1956. Approved as requested.

31. Martin Kincheloe, Contract No. 4633, for grading and stone base on the Yellow Creek Section of the Powers Secondary Highway in Coos County, requested an extension of time from July 31, 1956 to September 20, 1956. Approved to September 12, 1956, the actual completion date of the contract.

32. Babler Bros., Inc., Contract No. 4717, for stone base and oiling on the Juniper Ridge-Wagontire Section of the Lakeview-Burns Highway in Harney County, requested an extension of time from September 15, 1956 to September 30, 1956. Approved to September 19, 1956, the actual completion date of the contract.

33. Porter W. Yett, Contract No. 4449, for shoulder paving on the Beaverton Section of the Tualatin Valley Highway in Washington County, requested an extension of time from August 31, 1955 to October 31, 1956. Approved to September 18, 1956, the actual completion date of the contract.

FOOTNOTE: The action taken by the State Highway Commission upon the extensions of time within which to complete the highway contracts listed above was based upon the recommendation of the Engineer and his reports, which considered but did not necessarily adopt either or any of the reasons given by the contractors in their requests for such extensions of time. For details regarding these extensions of time, see copies of the contractors' requests and the Engineer's recommendations on file in the respective contracts in the Secretary's office.

The Engineer reported that contract numbers 4200, 4211, 4267, 4300, 4313, 4325, 4342, 4354, 4355, 4410, 4425, 4444, 4449, 4451, 4458, 4473, 4496, 4526, 4531, 4542, 4563, 4603, 4609, 4611, 4614, 4627, 4628, 4633, 4634, 4638, 4644, 4647, 4649, 4651, 4663, 4664, 4682, 4695, 4705, 4708, 4712, 4737, 4745, 4749, 4760, 4767, 4775, and 4777 for highway construction have been completed according to the requirements of the contracts or modifications thereof and that said contracts are now ready for acceptance by the Commission. After due consideration the Commission accepted said contracts by adopting the attached resolution, marked EXHIBIT "B", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The Commission discussed with the Engineer a letter received from State Representative John D. Hare of Hillsboro, requesting improvement of the Tualatin Valley Highway between Cornelius and Forest Grove. The Commission instructed the Engineer, or his representative, to explain to Mr. Hare personally why the Commission has not been able to provide funds for such project.

The Engineer reported that a request has been received from the U. S. Bureau of Public Roads that the Bureau discontinue as soon as possible all maintenance on Forest Highway projects. He commented that it has been the policy of the Bureau in the past to maintain sections constructed as Forest Highways for a period of two years following completion of the construction contract. The Bureau now wants the State to perform such maintenance on those projects immediately following completion of the contracts. He presented a list of jobs on which the Bureau has requested the State to take over maintenance as of November 1, 1956. Maintenance cost for the balance of the year on these sections he estimated at $6,000, and at $34,000 for the year 1957. It was his opinion that State maintenance would effect a material saving in cost, as maintenance by the Bureau requires a crew on extremely short sections, which is usually uneconomical. He pointed out that the State would not lose any federal funds by assuming the maintenance obligation as the money that would have been spent by the Bureau of Public Roads for maintenance would be available in the future for construction. He recommended that the State assume maintenance of the projects as shown in the following statement as of November 1, 1956, with the exception of the Cascade Lakes project in the amount of $3,800 which is not on a state highway but is a Federal-aid county road, and of future projects when construction contracts are completed:

ESTIMATED MAINTENANCE COSTS
FOREST HIGHWAY PROJECTS

Based on State Assuming Maintenance November 1, 1956

Project Number	Highway and Unit	Miles	Type Surface	Completion Date	Est. Maint. Cost 1956 2 Mos.	Est. Maint. Cost 1957
DIVISION I:						
25A10	Mt. Hood-Little Zig-Zag-Still Cr.	3.6	Surface	Aug. '57	$ 200	$ 2,500
DIVISION III:						
10-C2	Coast-Greggs Creek-Wedderburn	8.4	Paved	Aug. '57	1,700	9,200
8-B2	Umpqua-Koepke Slough-Echo Resort	3.4	Oiled	Sept. '56	700	4,200
16-B2) -D2) -M1)	Tiller Trail-Drew-Elk Cr.	-	Paved	Under Hwy. Maint.	-	-
51-A	Belknap Springs-Belknap Springs-Anderson Cr.	6.6	Graded	Oct. '56	300	1,500
DIVISION IV:						
46-C5 -D4 -E3	Cascade Lakes-Batchellor Butte-Elk Lake	17.1	Paved	Under Forest Maint.	700	3,800

September 27, 1956

Estimated Maintenance Costs-Cont.

DIVISION V:

				Under		
38-B2	Flora Enterprise-Forest Bdry.-Flora Jct.	7.9	Paved	Forest Maint.	$ 800	$ 4,800
52-A1	Ukiah Starkey (31)-County line to East Forest Bdry.	-	Grav-eled	Hwy. Maint.	-	-
52-B	Ukiah Starkey (30)-Frazier Guard Sta. to County line	6.0	Grav-eled	Nov.'56	300	1,500
35-B5) -G3)	John Day Burns-Poison Cr. to Burns	8.6	Paved	Aug.'57	850	4,200
36-B3	John Day(1)-Co. line-Forest Bdry.	4.5	Paved	July'57	450	2,300
					$6,000	$34,000

The Commission approved State maintenance of the projects as recommended by the Engineer.

Attention was given to a request from the U. S. Army Corps of Engineers that the State Highway Department make a study, at its expense, to determine how much it will cost to convert to a four-lane interstate standard the present route of the Columbia River Highway between a point approximately three miles west of the John Day River and Arlington, including some revisions in the Boardman-Irrigon area and in the northerly ends of the John Day and Heppner Highways. The Engineer explained that reconstruction of these highways will be required by construction of the proposed John Day Dam on the Columbia River. The cost to widen the present facility, he stated, will be financed on the 90-10 basis as an interstate highway, and the additional cost to construct the new facility, which will be considerably greater than the cost to convert the present highway to a freeway, will be borne by the Corps of Engineers. He estimated the cost to make the study as requested at $20,000, and he recommended that the Commission authorize the survey on the condition that the State will be reimbursed by the Corps of Engineers. The Commission authorized the survey as recommended.

A request was considered from the City Council of Brookings that the Oregon Coast Highway be resurfaced with asphaltic concrete pavement from Pacific Street to the east city limits through this town. The Engineer recalled receipt of a similar request, dated June 26, 1956, and that a State patching crew was sent to Brookings in July when approximately 150 tons of asphaltic concrete was applied to repair all broken or damaged spots, and following the patching a state oiling crew applied a light seal coat, all of which cost the State $2,706. He further stated that the section of highway referred to is now in excellent condition and that no repairs of any nature are presently indicated; in fact, the resurfacing of the highway is not required at this time. He recommended that the request be denied. The Commission accepted the recommendation.

Parking of vehicles on the Pacific Highway shoulders in the vicinity of the Rice Hill Interchange was discussed. The Engineer stated that patrons of a cafe and service station at this location park their vehicles on the east shoulder of the northbound section of the highway, thereby creating a hazardous condition. He recommended that parking be prohibited on all highway shoulders on the Pacific Highway between M.P. 169.72 (Engineer's Station 1018+00) and M. P. 170.32 (Engineer's Station 1050+00). The Commission accepted his recommendation by adopting the attached resolution relative thereto, marked EXHIBIT "F-2", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

Attention was given to a hazardous condition reported by the Engineer at the intersection of the Pacific Highway West and the Beaver Creek Road south of Corvallis. The Engineer reported that this matter was called to his attention by Mrs. Robert J. Allison, Route 3, Corvallis, and that an investigation by the Traffic Engineer revealed that this is a T-type intersection with several business establishments. Sight distance from the Beaver Creek Road, he said, is unlimited except when vehicles are parked too close to the pavement edge in front of the business establishments. He recommended that the shoulder parking of vehicles be prohibited on both sides of the highway between M.P. 93.20 (Engineer's Station 528+70) and M.P. 93.40 (Engineer's Station 518+70). Such restriction, he added, together with certain changes in the directional signs and the clearing of brush on the easterly side of the highway, should solve the problem. The Commission approved his recommendation by adopting the attached resolution relative thereto, marked EXHIBIT "F-3", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

Upon the favorable recommendation of the Engineer, the Commission approved an amount of $21.40 to cover the out-of-state travel expense incurred by G. S. Paxson, Assistant State Highway Engineer, and F. B. Crandall, Traffic Engineer, incident to a trip to Olympia, Washington on August 23, 1956 to confer with the Washington Toll Bridge Authority and the Counties of Klickitat, Washington, and Sherman, Oregon, relative to the proposed Biggs Rapids Bridge over the Columbia River.

Out-of-state travel expense in the amount of $20.00 was also approved for F. B. Crandall, Traffic Engineer, who attended the Governor's Safety Conference at Olympia, Washington, on September 19 and 20, 1956 as a representative of the Oregon State Highway Department.

Discussed by the Commission was a letter from Mr. Lester L. Large, Portland, advocating the collection of tolls on the new Interstate Bridge only between Portland and Vancouver and that the existing bridge be operated toll free. The Engineer advised that the question whether or not tolls should be collected on the existing bridge was carefully considered in the negotiations leading to the project, and it was decided at that time that the adverse effects of charging traffic to get into the State of Oregon and letting them out free more than balanced any additional cost that might be incurred. Also, the project involves more than the building of

a new bridge because major revisions must be made to the existing bridge to comply with navigation requirements, which are estimated to cost approximately $3,000,000. It appears only logical, he continued, that some of the tolls should be provided by the existing bridge. He also pointed out that agreements have been entered into between the States of Oregon and Washington and that the contract under which the bonds are being sold provides that tolls shall be collected on both bridges. He recommended against revising the existing toll plan for this project. The Commission decided to adhere to the present plan and require a toll charge for crossing each structure.

The Commission gave attention to a request from the Associated General Contractors that more frequent bid lettings be held. The Engineer stated that there are a number of advantages in holding bid openings oftener and he listed the following:

1. Saving of time at Commission meetings in the actual reading of bids.

2. More orderly bidding by contractors.

3. The possibility of obtaining more favorable prices if the contractors are allowed more time to inspect the jobs.

4. A decrease in the tendency for contractors to become overloaded with work because they may be successful on several projects at the more infrequent lettings.

He pointed out that in California all bids are opened at district office headquarters, and in Washington the bid openings are held approximately every two weeks at Olympia. He recommended that bid openings be held at least once, and possibly oftener, between regular Highway Commission meetings, it being understood that the results of the bidding would be presented to the Commission to award contracts at its next regular meeting, and that bids also be received at regular meetings as is now being done. As a result of the discussion that followed Commissioner Reynolds moved that bid openings for highway contract projects be authorized between regularly scheduled Commission meetings. The Commission unanimously approved the motion by adopting the attached resolution relative thereto, marked EXHIBIT "K", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission considered the matter of establishing a formal program of public relations for the Highway Department. The Engineer pointed out that more and more attention is being given to public relations in both industry and public service. He gave as his opinion that with the accelerated highway construction program in the immediate future an effective public relations program would be of great value to the department. The California Division of Highways, he stated, has a combined Department of Public Relations and Personnel which functions very effectively, and he gave as his thought that a similarly combined public

public relations and personnel function in the Oregon Highway Department would be the most efficient and economical way to handle these two related phases of administration. He recalled that the Commission in 1952 authorized the Chief Counsel to employ a public relations officer in the Right of Way Division, but the Chief Counsel deferred filling the position when he learned that there were possibilities of establishing a central public relations division for the entire department, and it now is his belief that the program he had in mind can be most effectively handled in a combined public relations and personnel division, and he no longer plans to employ the additional man. This new division, he continued, will in no way infringe upon the regular functions of the Travel Information Division in promoting tourist trade in Oregon. He recommended establishment of such a Division of Public Relations and Personnel and the appointment of Mr. Gene Huntley, present Personnel Director, as the Director of the combined division. He mentioned that Mr. Huntley is well qualified by education and experience to perform the duties of the position and that he is proposing that a Civil Service salary range of $655-$810 per month be set for this position, with Mr. Huntley's salary to be $715 per month starting on January 1, 1957. The Commission authorized establishment of a "Division of Public Relations and Personnel" and the appointment of Mr. Gene Huntley as Director.

(For additional details see copy of the Engineer's letter dated August 29, 1956 in the General Files.)

Consideration was given to a suggestion submitted by Mr. H. E. Reese, Portland, that emergency telephones be installed at close intervals along limited access freeways in Oregon. The Engineer stated that negotiations have already been started with the Telephone Company for the installation of emergency phones on the freeway sections, and when a plan has been worked out it will be presented to the Commission for consideration.

Authority was requested by the Engineer for an expenditure of not to exceed $75.00 to pay for meeting rooms and a few other minor items that are needed to accommodate a regional meeting of the Design Committee of the AASHO, which is to be held in Portland during October 15 and 16, 1956. The Commission approved the expenditure.

Authority was requested by the Engineer to submit to the City of Portland and to Multnomah County a map showing the proposed extension of R. H. Baldock Freeway between the Washington County line and Harbor Drive in Portland, and to notify each by letter that an opportunity will be given for a public hearing on the project if such a hearing is requested. He explained that this procedure is necessary to satisfy state and federal laws. The Commission approved the request. The Commission also authorized similar information sent to the Cities of Coquille and Bandon and to the Coos County Court relative to the proposed relocation of the Oregon Coast Highway between Davis Slough and Bandon.

Attention was given to approval of an extension rider to a lease agreement with Union Pacific Railroad Company covering use of a materials storage site at Baker on which an underground asphalt storage tank

has been constructed. The Engineer recommended that the lease be continued in force until December 31, 1961, for a consideration of $5.00 per year. The Commission approved such extension.

The Engineer brought up for discussion the matter of establishing the Wilson River Highway throughout its entire length as a "through-stop" highway. He recalled that the Commission on April 27, 1943 adopted a resolution designating the Wilson River Highway as a "through-stop" highway from Tillamook to Balm Grove in the vicinity of Glenwood. He pointed out that construction of the section from Balm Grove to a junction with the Sunset Highway near North Plains will soon be completed, in view of which the designation should be extended to include this new portion. He recommended that the portion of the original resolution pertaining to the Wilson River Highway be rescinded and that action be taken to establish the highway as a "through-stop" highway from its intersection with the Oregon Coast Highway in the city of Tillamook to its intersection with the Sunset Highway near North Plains. The Commission approved his recommendation by adopting the attached resolution relative thereto, marked EXHIBIT "G-2", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The Engineer brought up for consideration a similar matter concerning the Beaverton-Aurora Highway, now known as the Beaverton-Tualatin Highway. He recalled that this highway also was designated a "through-stop" highway between Beaverton and Tigard by the resolution adopted on April 27, 1943, with the exception that all traffic thereon was required to stop before entering the intersection of the Scholls Highway with the Beaverton-Tualatin Highway at a place known as Progress. Completion of the Hall Street project in Beaverton, he explained, will cause a crossing of the Beaverton-Tualatin Highway and the Beaverton-Hillsdale Highway at Broadway Street, and he gave as his feeling that because of traffic volumes and other conditions, the Beaverton-Hillsdale Highway should retain its "through-stop" designation at this location and that traffic on the Beaverton-Tualatin Highway should be required to stop before entering the intersection. He recommended action by the Commission to that effect. The Commission accepted the recommendation by adopting the attached resolution relative thereto, marked EXHIBIT "G-2", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The Engineer reported that as a part of a routine investigation conducted by the Traffic Engineering Division concerning traffic speeds it was found that the 35 mile per hour speed limit that was established on the South Santiam Highway south of Lebanon on April 28, 1948 is being exceeded by 85 percent of all vehicles that travel through the southerly portion of the restricted zone. He recommended that the 1948 speed zone resolution be rescinded and that a 35 mile per hour speed zone be re-established from the south city limits of Lebanon at M.P. 14.03 to a point 0.20 mile east of Big Brother Farm Road at M.P. 14.56; and that a 45 mile per hour speed zone be established from M.P. 14.56 to a point 0.26 mile east of Santiam Drive at M.P. 15.40. The Commission approved the recommendation by

adopting the attached resolution relative thereto, marked EXHIBIT "E-1", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

Also requested by the Engineer was authority to post the old route of the Oregon Coast Highway at Otter Crest for a maximum speed of 20 miles per hour, inasmuch as this section, which soon will be opened to the traveling public, is very crooked and in some places narrow, particularly the section between Mile Points 129.75 and 132.95. The Commission approved the request by adopting the attached resolution relative thereto, marked EXHIBIT "E-2", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

Commissioner Reynolds inquired as to what remedy could be applied to cure a section of slippery pavement on the **Sunset Highway at Elsie**. The Engineer replied that it is planned to resurface the section with 2 inches of bituminous pavement.

Inquiry was also made by Commissioner Reynolds as to what action could be taken at the east end of the Emigrant Hill Section where the old highway joins the new highway section. It appears that a number of motorists have missed the new highway at the junction, and he suggested the installation of signs to correct this condition. The Engineer was instructed to investigate the matter and take corrective action as required.

The matter of excessive speeds on the R. H. Baldock Freeway was discussed. Chairman Chandler mentioned that a motorist had been arrested for traveling 110 miles per hour on this freeway and that the case was dismissed by the Court, which held that the offender could not be convicted under the Oregon Basic Law. The Engineer stated that considerable thought had been given to this matter, and it is his recommendation that signs be placed limiting speed to 70 miles per hour on this highway between Hayesville, north of Salem, and its junction with Barbur Boulevard in Portland. The Engineer also stated that the Oregon Traffic Safety Council has requested that the highway be posted for such speed limit. Following discussion the Commission unanimously approved his recommendation by adopting the attached resolution relative thereto marked EXHIBIT "L", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission discussed with the Engineer bids received at the morning session for highway construction, and at 4:00 p.m. Commissioner McIver announced awards of contracts as follows:

"North Fork Scappoose Creek Bridge on the Pittsburg-Scappoose Highway, north of Scappoose, in Columbia County. The Commission elects to accept the bid of S & D Construction Company, Portland, in the sum of $19,318 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Columbia County is received and the sum of $4,345 is deposited by the County.

"Grading and paving the East Unit, Fort Rock Road-Brothers Section of the Central Oregon Highway in Deschutes County. The Commission awarded the contract to Warren Northwest, Inc., Portland, who submitted the low bid at $307,977.

"Paving the Fords Bridge Unit, Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County. The Commission awarded the contract to C. R. O'Neil, Creswell, who submitted the low bid at $196,200.50.

"Grading and paving the Fords Bridge-Canyonville Unit, Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County. The Commission elects to accept the bid of C. R. O'Neil, Creswell, in the sum of $697,708 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Construction of Weaver Road Structures on the relocated section of Weaver Road near Myrtle Creek, Douglas County. The Commission elects to accept the bid of Ausland Construction Company, Grants Pass, in the sum of $93,728 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"John Day Rock Production Project on the John Day and John Day-Burns Highways, near John Day in Grant County. The Commission awarded the contract to E. H. Itschner Company, Molalla, who submitted the low bid at $20,000.

"Construction of two small latrines at Viento State Park in Hood River County. The Commission awarded the contract to Gilbert Roberts, Hood River, who submitted the low bid at $14,096.

"Construction of concrete storage building at Salem in Marion County. The Commission awarded the contract to Erwin E. Batterman, Salem, who submitted the low bid at $37,234.

"Illumination installation on NE 42nd Avenue-Troutdale Section of the T. H. Banfield Expressway in Portland, Multnomah County. The Commission awarded the contract to Trowbridge Electric Company, Roseburg, who submitted the low bid at $51,500.

"Grading the Emigrant Hill-Deadmans Pass Section of the Old Oregon Trail Highway in Umatilla County. The Commission elects to accept the bid of Rogers Construction, Inc., Portland, in the sum of $1,050,740 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Construction of Umatilla River Bridge on the Hinkle-Bucks Corner Section of the Hermiston Secondary Highway in Umatilla County. The Commission awarded the contract to White Bros. Company and White Bros. Construction Company, Inc., Walla Walla, Washington, who submitted the low bid at $102,689.

"Grading the Parish Creek Unit, Spray-Waterman Section of the Spray-Waterman County Road in Wheeler County. The Commission elects to accept the bid of Morgan Bros., Coquille, in the sum of $49,597.44 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Wheeler County is received and the sum of $11,180 is deposited by the County.

"Grading, paving and bridge construction on Whiteson Section of the Pacific Highway West in Yamhill County. The Commission elects to accept the bid of Workman & Wilson, Canby, in the sum of $139,862.50 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

The Engineer reported that several sections of state highways had been reconstructed and are now open to public travel. Under terms of agreements previously entered into with the Counties, sections of the old highways, which have been replaced by new sections, are no longer needed as parts of the highways and are ready to be abandoned to the respective Counties. He recommended that the Commission formally abandon the following described state highway sections:

1. Havana Section of the Havana-Helix Secondary Highway #335, Umatilla County. See EXHIBIT "C-1".

2. East Unit, Carlton Junction-Newberg Section of the Yamhill-Newberg Secondary Highway #151, Yamhill County. See EXHIBIT "C-2".

3. Moro-Grass Valley Section of the Sherman Highway #42, Sherman County. See EXHIBIT "C-3".

The Commission approved his recommendation by adopting the attached resolutions relative thereto marked EXHIBIT "C-1", EXHIBIT "C-2", and EXHIBIT "C-3", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

Consideration was given to a form of agreement with Mr. and Mrs. Earl Morley and Mr. and Mrs. Roy F. Smith concerning ingress and egress to their property adjacent to the old Pacific Highway near the northbound legs of the interchange south of the Umpqua River crossing at Booth Ranch in Douglas County. The Engineer explained that these people plan to construct a service station, restaurant, motel, and possibly other items. The agreement provides for complete restriction of access between the owners' property and the interchange legs. The owners are to deed to the State a small parcel of land to improve the intersection and they also waive any claim for damages. The State is to do a small amount of surfacing to improve the off ramps and turning movements at the northerly end of the interchange at a cost of approximately $2,000. Also, the State is to deed to the owners a small section of the old highway that no longer is needed for public use. Following the Engineer's favorable recommendation, the Commission approved the agreement.

The Commission approved the Secretary's report of papers signed by him on behalf of the Commission during the period of August 14 to September 25, 1956.

The Commission confirmed the dates of November 8-9, 1956 for its next regular meeting to be held in Portland, and tentatively set Monday and Tuesday, December 17-18, 1956 as the date for its next following meeting. The Secretary was instructed to make the usual arrangements for use of the Queens Room in the Imperial Hotel.

Consideration was given to a claim submitted by Mrs. Arline S. Knoll in the amount of $22.00, representing the cost to remove oil which she alleges was sprayed on her car by a road-paving crew on July 17, 1956. The Engineer explained that Mrs. Knoll claims the damage occurred approximately one mile west of the Sandy River Bridge on the Columbia River Highway; also, that there is some doubt that the damage occurred at that particular location, but the fact remains that the oil was sprayed on the car as the result of some highway operation. He recommended that the claim be paid. The Commission adopted the recommendation.

A request from the City Council of Oregon City for illumination of the underpass on US 99E in Oregon City was presented by the Engineer. He said that City officials have urged illumination of this point to eliminate a hazard to the traveling public during the hours of darkness, particularly during winter months when fog may enshroud the area. He estimated the cost of the project at $5,000, and he recommended its approval as a minor betterment job, the work to be performed by contract. The Commission approved the project.

The Commission discussed with the Engineer problems to be presented by delegations on the following day but deferred action pending appearance of the delegations, except as to the request of Mayor Gerald P. Johnson of Shaniko for improvements to the Shaniko-Fossil State Secondary Highway. Concerning this project Commissioner Reynolds suggested that $100,000 be taken from the reserve fund in Division IV and $100,000 from proposed expenditures on the Paulina Secondary Highway, or from some other unobligated secondary fund, to perform a $200,000 improvement project between Shaniko and Antelope. The Commission approved a $200,000 project on this highway section and authorized the Engineer to conduct a survey as may be required. (The Commission discussed the matter with the delegation on the following day and informed the group that it is planned to make a start to improve this highway, and the Commission is leaving it with the Engineer to decide which section should be improved first.)

The Engineer reported that he has been contacted by Governor Smith's office regarding a request by Georgia-Pacific Plywood Company for permission to install its waste disposal pipe line along the shoulders of the new Corvallis-Newport Highway between Toledo and Newport. He stated his objections to placement of the pipe line in such location, and

he suggested that it would be satisfactory were the facility to be installed along the old highway between these points where it would not interfere with maintenance of the new highway. Chairman Chandler commented that, if Georgia-Pacific is allowed to lay this pipe along the shoulders of the new highway, it would establish a precedent that would be very difficult to avoid in passing on similar requests in other places. Commissioner Reynolds observed that in his opinion the company should not be allowed to install the pipe in the location it has requested. The Commission instructed the Engineer to confer with the company representatives on the ground, to investigate all possibilities in the matter and to present a report to the Commission.

The Engineer brought up for discussion a proposed agreement with the Idaho Power Company concerning reconstruction of roads which will be inundated by water in the Snake River when the Oxbow and Brownlee Dams are completed. The Engineer stated that a form of agreement has been prepared and is ready for execution by both parties. He expressed some doubt, however, that any agreement should be entered into until there is a meeting of minds covering the whole matter of highway replacement because of these dams. After some discussion, the Commission authorized the Chief Counsel to send copies of the prepared agreement to the Idaho Power Company to sign first, without any commitment as to what the Highway Commission may do about signing it.

Commissioner Reynolds mentioned that a stock man near La Grande wishes to construct a new home near US 30 between La Grande and Perry and has inquired if he can have access to the highway, which has been designated a freeway. The Engineer stated that the recently enacted Federal-aid Highway Act contains very strict standards concerning access to interstate highways, of which the Old Oregon Trail is one. There is a possibility, he said, that the State may have to acquire the access rights on this and similar properties, as it would probably be cheaper to do that than construct an interchange structure.

The matter of holding a hearing in the city of Burns concerning adoption of a permanent route for the Central Oregon Highway through this city and the city of Hines was brought up by Commissioner Reynolds. The Engineer stated that he would render a report on this subject at the November meeting of the Commission.

Assistant State Highway Engineer, Mr. W. W. Stiffler, presented a request from two log haulers for permission to haul short alder logs on a single unit truck over the Crown Point Secondary Highway. He explained that these operators have 100 loads to haul approximately 1.6 miles upon this highway. He gave as his opinion that a permit of 60 days' duration could be granted to them, and he so recommended. The Commission authorized the granting of a permit for such length of time, on the condition that the hauling shall be limited to timber that has already been felled and bucked.

The meeting adjourned at 5:15 p.m., to reconvene at 9:00 a.m. on the following day.

September 27, 1956

Portland, Oregon
September 28, 1956

The meeting of the State Highway Commission reconvened at 9:00 a.m. in the Queens Room of the Imperial Hotel with the following persons present and participating:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway Engineer
W. W. Stiffler, Assistant State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

Bids as follows for highway construction work were opened and read aloud by the Assistant Secretary in conformity with previously published notice, following which he announced that the Commission would award contracts at 3:00 p.m. in the same room.

CLACKAMAS COUNTY
ZIGZAG RIVER BRIDGE ON CLACKAMAS COUNTY ROAD NO. 820

White Bros. Co. & White Bros. Const. Co., Inc., Walla Walla, Washington	$ 37,740.00
S & D Const. Co., Portland	45,670.00
Teeples-Thatcher Co., Portland	46,945.00
Birkemeier Const. Co., Milwaukie	47,250.00
J. N. Conley, Portland	47,392.50
Schrader Const. Co., Portland	47,550.00
C. J. Eldon, Portland	47,955.00
Babler Bros., Inc., Portland	48,400.00
Pettijohn Engineering Co., Portland	50,215.00
Charles R. Schmiedeskamp, Portland	50,395.00
Hannan Bros. Co., Portland	51,075.00
P.S. Lord Mechanical Contractors, Portland	56,375.00

DOUGLAS COUNTY
MISSOURI BOTTOM-CANYONVILLE STRUCTURES ON THE MYRTLE CREEK-CANYONVILLE SECTION OF RELOCATED PACIFIC HIGHWAY

Lee Hoffman, Beaverton	$719,642.00
Tom Lillebo, Reedsport	725,801.00
Hamilton & Thoms, Eugene	748,070.00
Peter Kiewit Sons' Co., Vancouver, Wn.	796,244.00

JACKSON COUNTY
EMBANKMENT REPAIR ON BYBEE BRIDGE (ROGUE RIVER) SECTION OF TABLE ROCK ROAD

F. L. Somers, Medford	$ 4,860.00
Henry H. Miller Contr., Roseburg	5,940.00
M. C. Lininger & Sons, Medford	6,372.00
Keith Bros. Const. Co., Medford	6,480.00
C & D Lumber Co., Roseburg	7,279.20

JOSEPHINE COUNTY
GRADING AND PAVING EAST AND WEST FORKS ILLINOIS RIVER BRIDGE SECTIONS OF THE REDWOOD HIGHWAY

Durbin Bros., Eugene	$273,523.00
C. R. O'Neil, Creswell	277,019.50
Fred H. Slate Co. & E.C. Hall Co., Portland	292,513.00
Babler Bros., Inc., Portland	297,903.00
Natt McDougall Co., Portland	299,333.00
F. L. Somers, Medford	302,890.00
Peter Kiewit Sons' Co., Vancouver, Wn.	307,388.00

MARION COUNTY
GRADING AND PAVING ILLAHEE-NORTH JEFFERSON JUNCTION SECTION OF THE PACIFIC HIGHWAY EAST

Roy L. Houck & Sons, Salem	$573,220.50
Vernie Jarl, Gresham	595,835.00
Fred H. Slate Co., Ore. Ltd., & E. C. Hall Co., Portland	615,024.00
Babler Bros., Inc., Portland	633,255.00
R. A. Heintz Const. Co., Portland	677,044.00
J. N. Conley, Portland	685,526.00
Parker-Schram Co., Portland	744,560.50

MULTNOMAH COUNTY
STRUCTURE, GRADING AND STONE BASE ON THE 37TH AVENUE-42ND AVENUE SECTION OF THE T. H. BANFIELD EXPRESSWAY IN PORTLAND

Donald M. Drake Co., Portland	$455,002.00
Gibbons & Reed Co., Portland	475,000.00
Lee Hoffman, Beaverton	534,420.00
C. J. Montag & Sons, Portland	543,932.25
Lord Bros. Contractors, Portland	547,088.00

YAMHILL COUNTY
STRUCTURE, GRADING AND STONE BASE ON THE YAMHILL RIVER (LAFAYETTE) BRIDGE SECTION OF THE LAFAYETTE-SOUTH ROAD

Lee Hoffman, Beaverton	$204,971.00
P.S. Lord Mechanical Contractors, Portland	217,022.50

September 28, 1956

Yamhill River (Lafayette) Bridge Section of the Lafayette-South Road (Cont)

Tom Lillebo Const. Co., Reedsport	$218,991.30
General Const. Co., Portland	226,850.00
Hamilton & Thoms, Eugene	235,076.90
Hannan Bros. Co., Portland	239,821.50

A delegation representing the City of Corvallis came before the Commission concerning the rerouting of the Pacific Highway West over First Street in Corvallis. The following people were present: John F. Porter, City Manager; S.R.G. Rodriquez, President, Benton County Chamber of Commerce; Carl Williams, Mayor; Vic Goodnight, City Engineer; Robert Blackledge and Cecil Barker, Councilmen. Mr. Porter, who acted as spokesman, read aloud a prepared statement urging an early start on construction along First Street, including an excerpt from the Highway Commission minutes of April 13, 1951, outlining things agreed upon by the City and by the Commission. The City, he stated, has spent approximately $193,000 for right of way necessary for the First Street routing, and he asked the Commission to proceed with plans for construction within the next three years. Commissioner Reynolds inquired if the city officials want this project given priority over the proposed improvement between Corvallis and Philomath. Mr. Porter replied that the Philomath project still comes first but the First Street project is next in line. He urged preparation of the plans so that all necessary right of way can be acquired early and delays avoided. The Engineer advised that the First Street project is not in the current program; however, most of the right of way north of the Mary's River has been acquired. The project they are now requesting, he continued, does not involve a bridge across Mary's River. The City Engineer, Mr. Goodnight, mentioned that right of way between Harrison Street and Tyler Street still remains an unresolved problem, and the question is whether the City or the State is to acquire it. The Commission instructed the State Highway Engineer to check the right of way situation and report the findings. Mayor Williams urged the Commission to include in the Corvallis-Philomath project construction clear through the city to First Street so as to get rid of traffic congestion. He was informed by Chairman Chandler that the Commission will have no money to allocate to the First Street project until the Corvallis-Philomath project has been completed. This concluded the discussion.

A delegation from the City of Grants Pass appeared before the Commission to urge immediate construction of the proposed one-way street system in Grants Pass, particularly the portion recommended as Proposal No. 1 in the Highway Department's Technical Report No. 55-6, which concerns Sixth Street and Seventh Street. The following people were present: Morris Milbank, Highway Committee of the Chamber of Commerce; James P. McCourtney, County Commissioner, Josephine County; Robert C. Martin, Mayor; Fred Dayton, Chairman, Grants Pass Planning Commission; Karl Reherd, Assistant Director, Josephine County Civil Defense; Hugh McKinley, City Manager, and John F. Porter, present

City Manager of Corvallis, former City Manager of Grants Pass. Mr. Milbank, who acted as spokesman, introduced the other members of the delegation and presented resolutions from a number of local civic organizations in support of the one-way couplet plan. Mr. McCourtney stated that the County and City officials are united in requesting Project No. 1 at an early date. Mr. Martin expressed concurrence in the findings of the Commission as set forth in Technical Report No. 55-6, which report, he pointed out, lists the Sixth Street-Seventh Street one-way couplet as the No. 1 project. He declared that the narrow highway street in Grants Pass and the narrow bridge across the Rogue River constitute the worst traffic bottleneck on the Pacific Highway north of Mexico. He called attention to 185 accidents per year on the highway within the city and urged early relief as the volume of traffic is increasing at a rapid rate. Construction of a new bridge across Rogue River south of the city, he stated, is listed as the No. 2 project in Technical Report No. 55-6, and he urged that these two projects be started simultaneously at an early date. He mentioned that acquisition of right of way will constitute no problem. He also spoke for both improvements from the military defense standpoint, and as an aid to future planning and development of other city streets. Chairman Chandler inquired as to what progress has been made regarding abandonment of the old railroad that is involved, inasmuch as it concerns the Rogue River bridge project. He was informed by Mr. Milbank that such matter has not yet been resolved and that the decision of the Interstate Commerce Commission concerning it is still pending. He expressed his feeling that the railroad matter does not concern the No. 1 project. He was informed by the Engineer that abandonment of the railroad is vital to the securing of a proper interchange but does not concern the proposed improvement north of the Rogue River Bridge. He added that the cost to construct the proposed improvement south of the bridge will be greatly increased if the railroad is not abandoned, and that before anything is done a survey will have to be made. He also said that the improvement as planned north of the bridge will relieve traffic congestion through the city, and he suggested that the Commission authorize a survey of that section so needed right of way can be acquired. The Commission authorized him to make the survey. A member of the delegation inquired as to how long a time would be required to conduct the survey and build a bridge if the railroad is abandoned. The Engineer replied that although $875,000 has been allocated for improvement in the city north of the bridge, no money has yet been allocated to finance the bridge, and that it would probably be 1959 or later before the Commission can get to it. Chairman Chandler explained that when the survey which has just been authorized is completed and adopted by the Commission, acquisition of right of way can start immediately, and when the right of way has been acquired and plans prepared, the Commission will take action as to construction. Mr. Porter spoke in behalf of the Sixth Street-Seventh Street one-way couplet.

Mr. Milbank inquired concerning the proposed Pacific Highway by-pass around Grants Pass. The Engineer replied that consideration is being given to construction of a four-lane highway at such location within the next five years. Mr. McCourtney inquired concerning a crossing of the Rogue River about one-half mile north of Apple Lane. Plans for this

project, the Engineer stated, are not yet complete. Mr. Reherd inquired if construction of the Rogue River Bridge will precede the by-pass construction. These projects, the Engineer explained, are financed by separate funds but will probably be constructed at about the same time. Chairman Chandler thanked the delegation for its appearance and advised that as much work will be done in the Grants Pass area as is possible.

Mr. Howard Maple, Manager, Coos Bay Chamber of Commerce, came before the Commission concerning improvement of the Powers Secondary Highway. Pacific Power & Light Company, he stated, is installing a dam on the South Coquille River about nine miles south of Powers, which will develop a lot of traffic for the Powers Highway, which is now restricted to 50-foot vehicles on a 13-mile section. He asked for improvements so the highway can be reclassified as a Group I highway and made satisfactory to carry maximum size loads needed in construction of the Coquille River Dam. He added that the company plans to start construction of the dam in about a year. Chairman Chandler pointed out that there are no available secondary funds for Division III for the next two years, but a tentative allocation is being considered in the five-year program.

Mr. John P. Misko, attorney-at-law, Oregon City, came before the Commission in behalf of his clients, Mr. and Mrs. C. L. Rounds, of Fullerton, California, concerning their property a short distance north of Bend on The Dalles-California Highway. He reviewed the history of the matter briefly, pointing out that prior to starting construction of their service station they had been advised by some State Highway official, whose identity is not known, that they were encroaching on highway property. Upon contacting the Bend Division Office, however, they were informed that their construction was off the right of way. This same sequence of events, he stated, transpired three different times and in each instance they were assured by the Bend Office that their construction was on their own land. It has now developed, however, that because of a jog in the right of way line their constructed facilities encroach on the right of way $15\frac{1}{2}$ feet. They wish to sell the property but are unable to do so until their status on the right of way has been cleared. The Rounds, he stated, wish to buy the land that they now occupy, or they will accept a noncancellable lease for a 30-year period, or assistance in moving their facilities off the right of way. The Chief Counsel commented that there appears to be some difference of opinion concerning the events preceding Mr. Misko's appearance. Chairman Chandler stated that the Commission would discuss the matter with the Engineer, and the Secretary would advise Mr. Misko concerning their decision. Mr. Misko departed at this time. Discussion of the subject was continued, with the Engineer explaining that the wide piece of right of way had been acquired from the County and the State might possibly have to buy the Rounds' constructed facilities when the highway is widened to four lanes. He suggested that they be given a revocable lease to occupy their present location until the highway is widened to four lanes. He also pointed out that plans have been made for a four-lane highway which will miss their building. The Chief Counsel stated that any lease given to them should have minimum and maximum limits and should obligate them to pay taxes on the State property occupied. The Commission

authorized the granting of a ten-year lease to the Rounds for a consideration of $1.00, it being the feeling of the Engineer that construction of a four-lane highway facility will not be required before that time expires.

A delegation from Shaniko, Antelope, and Fossil came before the Commission concerning improvements to the Shaniko-Fossil Secondary Highway. The following people were present: G. P. Johnson, Mayor, Shaniko; O. E. Mathews, County Judge, Wheeler County, Fossil; J. R. Wood and Allen Wood, representing the City of Fossil; John Silvertooth, representing the Mayor of Antelope; and E. A. Maurer, rancher, Antelope. Mr. Johnson introduced the other members of the delegation. Judge Mathews, who acted as spokesman, pointed out that no improvements have been made on this highway for many years. He presented letters from the City of Fossil, the Kinzua Corporation and Carpenters' Union 2916 urging improvement. Mr. Wood called attention to the section of highway from Clarno to Fossil which, he stated, is in practically the same condition as it was in pioneer days. The road is used considerably by sportsmen and also serves as a short cut to Portland. Chairman Chandler inquired as to which section the delegation wants improved first as it was his understanding that they desired improvement between Shaniko and Antelope. Mr. Silvertooth declared that no improvement has been made to this road since it was taken over as a secondary highway. Stockmen and ranchers near Clarno, he said, ship many of their products to California and could save considerably if they had a better road. It was his personal opinion that improvement should be made first on the Shaniko end, but he stated his willingness to leave the final selection for improvement to the Highway Engineers. He stated that ranchers adjoining the highway would donate right of way if the State would install fences. Chairman Chandler stated that the Commission feels that some work should be performed, but there seems to be some difference of opinion as to where. The Engineer offered the suggestion that the section between Shaniko and Antelope should be improved first as it serves the greatest number of people and is the section most needed. Commissioner Reynolds commented that improvement between Shaniko and Antelope would not eliminate all of the problems on this highway but improvement between Clarno and Fossil would have to come sometime. Chairman Chandler concluded the discussion by stating that the Commission plans to make a start on improvement of this highway and has authorized the Engineer to conduct a survey between Shaniko and Antelope, and when the survey is completed a decision will be reached as to the section that should be improved first. The delegation asserted its approval of such an arrangement.

The Commission approved a request from the Chief Counsel for authority to institute condemnation proceedings, if necessary, to acquire the following properties that are needed as right of way in connection with highway improvements, and to tender offers for the same in conformity with instructions given him by the Commission's resolution dated December 20, 1951:

(See next page.)

South Yamhill River-Amity Section of the Pacific Highway West

R-25352 - Southern Pacific Company
Right of way (Yamhill County)
1.34 acres

Barbur Boulevard Section of the Pacific Highway West

R-25590 - Costello
Right of way (Multnomah County)
1.21 acres

Right of way maps, construction plans and other data were submitted to the Commission and the Engineer advised that the acquisition of the properties listed is required in order to carry out plans for highway improvements and other projects heretofore authorized by the Commission. After considering the matter in the light of the information and advice submitted, together with the general knowledge of the members of the Commission concerning the various projects and the properties involved, the Commission approved the Chief Counsel's request by adopting the attached resolution relative thereto, marked "EXHIBIT "J-16", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The Chief Counsel also reported the following settlements of condemnation cases:

REPORT OF CONDEMNATION CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
Lyons, Mary L-2614	Umatilla	Pendleton-John Day	Pendleton-Pilot Rock	$17,430	$18,750
Runyon, George A. L-2621	Umatilla	Pendleton-John Day	Pendleton-Pilot Rock	$18,500	$18,000

The Commission approved the settlements as reported.

(For additional details, see copy of Chief Counsel's written report dated September 27, 1956, in the Legal Files in Salem.)

The meeting recessed at 12:00 noon and reconvened at 2:00 p.m. with the same persons present and participating.

Jack Flaucher, Portland, operator of the concession in the new state building at Depoe Bay on the Oregon Coast Highway, appeared before

the Commission to ask that the building be given a name. It was his feeling that many out-of-state travelers fail to see the building, and he cited the absence of travelers checks and silver dollars as evidence of his contention. He pointed out that the amount of help necessary to operate the concession at the Vista House and at Depoe Bay is about the same, but the Depoe Bay concession has produced only one third as much business. Chairman Chandler advised that the Commission will consider naming the building before adjourning. Discussion of this matter was resumed following Mr. Flaucher's departure, at which time the Commission referred it to Commissioner McIver to select a name in collaboration with the State Parks Superintendent.

Malcolm MacEwan, Manager, Seaside Chamber of Commerce; Max Schafer, Publisher, "Seaside Signal"; Charles Cartwright, Owner of the Seaside Golf Course; and William Metcalf, State Vice President of the Oregon Motor Court Association, all of Seaside, came before the Commission concerning reconstruction of the Oregon Coast Highway along Roosevelt Drive through Seaside. Mr. MacEwan introduced the members of the group. Mr. Schafer called attention to the traffic congestion in the city and alleged that this congestion is driving people out of the business area. The City, he continued, employs a planning consultant and is trying to help itself, but it needs assistance from the State Highway Department in solving their problem. Mr. Metcalf stated that it is generally conceded that were the highway routed along Roosevelt Drive the traffic pattern within the city would be changed to the City's advantage. He urged construction of the Roosevelt Drive project to relieve severe peak traffic congestion and to enable the City to proceed with its planning. Mr. Cartwright commented that the construction requested would be of great value to the traveling public as well as to the City of Seaside. Commissioner Reynolds stated that everyone is aware of the need of this by-pass. Chairman Chandler stated that this improvement has been in the minds of the Commission for the past several years, and he gave as his feeling that something will have to be done about it and improvement of this highway south of Astoria. He mentioned that the Commission is endeavoring to find funds to finance the job, and if none can be found the improvement through Seaside may have to be deferred for about three years, although the Commission is hopeful that it can be accomplished sooner. He pointed out that all available money for the first two years has been allocated to definite projects. Following further discussion the Commission authorized the Right of Way Engineer to resume negotiations to acquire right of way that is needed for this project.

The Commission discussed matters pertaining to the proposed bridge across the Columbia River at Astoria which was considered on the previous day. As a result thereof the Commission instructed the Engineer to confer with the Washington authorities to ascertain their attitude with regard to the project without urging its approval. Out-of-state travel for the Engineer, Deputy Engineer Forrest Cooper, and Assistant Highway Engineer Glen Paxson was authorized for the purpose.

R. C. Cannon and James Damon, City Councilmen from the city of Mt. Vernon, came before the Commission concerning a flood problem in

the city and an improvement of the Beech Creek Secondary Highway northerly from Mt. Vernon. Mr. Cannon stated that the flooding problem is caused by a permanent-type irrigation dam below the bridge which holds the water back during flood seasons. He asked the Commission to replace the dam with a temporary type structure so that the water level could be lowered during floods. Commissioner Reynolds pointed out that the dam is not on highway property nor is it a highway structure, and he inquired why the City could not handle the matter. Mr. Cannon replied that a Highway Engineer, whose name he did not know, had stated that if the City could secure an agreement with the owners of the present dam the State would most probably put up the money for a temporary-type dam. The Engineer explained that the owners of the dam attached a 24" pipe onto the State's 36" pipe, which greatly restricts the overflow of flood water. He also said that the Army Engineers are supposed to be studying this problem. Mr. Damon pointed out that the presence of the existing dam presents a hazard to the state highway and cited conditions during the flood last spring when a number of logs struck the bridge. Commissioner Reynolds observed that the Commission should move very cautiously in matters affecting water rights. Mr. Cannon stated that the City has considered this angle and has agreed to relieve the State of any burden of suit for damages. He also pointed out that the owners of the dam have stated that they do not object to a type of structure which will permit lowering of the water level during floods. The Commission instructed the Engineer to investigate the matter fully and to present a report, following which action will be taken.

Mr. Cannon then mentioned that a number of complaints have been received concerning the condition of the Beech Creek Highway and he inquired as to how to proceed in asking for improvement on the 12-mile section from the Forest Boundary to Mt. Vernon. He was informed by Chairman Chandler that it will be necessary for the City Council to make a formal request for a survey in writing.

Messrs. Stan Skoko, Clackamas County Commissioner, Oregon City; and H. F. Sweeney, President, Wilsonville City Club, Wilsonville, came before the Commission regarding the establishment of park facilities at the north end of the Willamette River Bridge in Wilsonville on the R.H. Baldock Freeway. Mr. Skoko stated that the area of interest is an approximate 5-acre tract on the west side of the freeway. Clackamas County, he stated, in cooperation with the town of Wilsonville, hopes to develop the area for park and picnic purposes and also as a boat-launching site. If the land can be acquired, he said, development is planned near the river first and later on in the higher area, over a three to five year period. No access is requested to the freeway as the park can be reached from the old road. In the development of the park, he continued, it is not contemplated to use the area which the State has secured for a source of road material. Mr Skoko stated that the people of Wilsonville are much interested in developing a park facility, as there is no other park nearby, and have plans to raise funds for its beautification. The Commission referred the matter to the Parks Superintendent and the Engineer for a complete report. Chairman Chandler expressed the feeling, pending evidence to the contrary, that the Commission might approve on the basis of a long-term lease or "land use" permit.

The Commission discussed with the Engineer bids received at the morning session for highway construction and at 3:00 p.m. Commissioner Reynolds announced awards of contracts as follows:

"Construct 180' reinforced concrete bridge over Zigzag River on Clackamas County Road No. 820, in Clackamas County: The Commission referred all bids to Clackamas County for award.

"Construct Missouri Bottom-Canyonville structures on the Myrtle Creek-Canyonville Section of the relocated Pacific Highway in Douglas County: The Commission elects to accept the bid of Lee Hoffman, Beaverton, who submitted the low bid, in the sum of $719,642, and directs the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Embankment repair on the Bybee Bridge (Rogue River) Section of the Table Rock Road, in Jackson County: The Commission elects to accept the bid of F. L. Somers, Medford, who submitted the low bid, in the sum of $4,860, and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Jackson County is received and the sum of $2,790 is deposited by the County and approval of the Bureau of Public Roads is received.

"Grading and paving on the East and West Forks, Illinois River Bridge Sections of the Redwood Highway in Josephine County: The Commission elects to accept the bid of Durbin Bros., Eugene, who submitted the low bid, in the sum $273,523, and directs the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Grading and paving on the Illahee-North Jefferson Junction Section of the Pacific Highway East in Marion County: The Commission elects to accept the bid of Roy L. Houck & Sons, Salem, who submitted the low bid in the sum of $573,220.50, and directs the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Structure, grading and stone base on the 37th Avenue-42nd Avenue Section of the T.H. Banfield Expressway in Portland, in Multnomah County: The Commission elects to accept the bid of Donald M. Drake Co., Portland, who submitted the low bid in the sum of $455,002, and directs the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Structure, grading and stone base on the Yamhill River (Lafayette) Bridge Section of the Lafayette-South Road in Yamhill County: The Commission elects to accept the bid of Lee Hoffman, Beaverton, who submitted the low bid in the sum of $204,971, and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Yamhill County

is received and the sum of $46,350 is deposited by the County.

The Secretary reported receipt of a letter from Mr. Jayne, an attorney representing Tom Lillebo, contractor, requesting that Mr. Lillebo be permitted to assign to Tom Lillebo Construction Co., an Oregon corporation, all state highway contracts that Mr. Lillebo now has under way as an individual. The Commission approved such assignment under condition that the sureties on the bonds furnished in connection with these contracts consent thereto, in writing, without prejudice to the bonds. The Secretary was authorized to sign in behalf of the Commission a form of "Consent to Assignment" in connection with each contract that Mr. Lillebo now has under way subject to such condition.

The Commission signed the following agreements and other papers:

"Permit Agreement" with Evans Products Company granting the company a right to install a water main across state property on Roseburg-Winchester Section of Pacific Highway, Douglas County.

"Bargain and Sale Deed" to Mary Lofgren for property on Willamette River-Gervais Road Section of R. H. Baldock Freeway, Marion County.

"Indentures of Access" on the following properties:

a. Nash property on Frankport-Rinehart Creek Section of Oregon Coast Highway, Curry County.

b. Sauers property on Reedsport-Coos County Line Section of Oregon Coast Highway, Douglas County.

c. Hemphill property on South Unit-Pendleton-Pilot Rock Section of Pendleton-John Day Highway, Umatilla County.

d. McUne property on Sage Hen Hill-Hines Section of Central Oregon Highway, Harney County.

e. Fay property on Sage Hen Hill-Hines Section of Central Oregon Highway, Harney County.

"Lease for Land" with Pacific Power and Light Company for property on Springfield Section of McKenzie Highway, Lane County.

"Bargain and Sale Deed" to Don and Helen Irion for property on Tualatin River-Wilsonville Section of R. H. Baldock Freeway, Multnomah County.

"Commercial Power Contract" with Wasco Electric Cooperative, Inc., for extension of power line and providing electrical energy to Warm Springs Junction Maintenance Station.

"Budget" covering 1957-59 biennium.

"Contract for Services" with Corps of Engineers for study to determine cost of converting to a four-lane freeway the present Columbia River Highway (US 30) in Sherman and Gilliam Counties necessitated by construction of the John Day Dam.

"Extension Rider" with UP Railroad Company for materials storage site at Baker.

"Agreement" with Mr. and Mrs. Earl Morley and Mr. and Mrs. Roy F. Smith covering safe ingress and egress to their service station adjacent to the old Pacific Highway, at Booth Ranch, Douglas County.

"Throughway Agreement" with Yamhill County covering the Whiteson Section of the Pacific Highway in Yamhill County. (Bids to be received September 27, 1956)

"Speed Limit Resolution" on Columbia River Highway North City limits of Scappoose.

"Lease for Land Agreement" with Associated Chemists, Inc., for rental of property situate on Banfield Expressway in Portland. Lease for period of 5 years. Rental $125 month.

"Lease Agreement" with John P. Allison and Herbert G. Willamore covering rental of property situate on Salem-Pringle Creek Section of Pacific Highway in Marion County. Lease for period of 3 years. Rental $35 per month.

"Agreement" with Washington County covering Project ER-44(1), Dawson Creek Tributary Drainage Structure on Baseline Road, FAS 676, Washington County.

"Agreement" with City of Beaverton covering the installation of a flashing beacon at the intersection of the Beaverton-Hillsdale Highway with Broadway Street in Beaverton.

"Throughway Agreement" with Douglas County covering Myrtle Creek-Missouri Bottom Unit, Myrtle Creek-Canyonville Section, Pacific Highway.

"Throughway Agreement" with Douglas County covering the Missouri Bottom-Fords Bridge Unit of the Myrtle Creek-Canyonville Section of Pacific Highway.

"Throughway Agreement" with City of Canyonville covering the Fords Bridge-Canyonville Unit, Myrtle Creek-Canyonville Section of Pacific Highway.

"Commission Meeting Minutes" for July 12 and 13, 1956.

"Commission Meeting Minutes" for Special Meeting of July 26, 1956.

There being no further business, the meeting was declared adjourned by Chairman Chandler at 3:30 p.m.

27115

State Highway Engineer

Chairman

Commissioner

Secretary

Commissioner

September 28, 1956

EXHIBITS "A" through "L"

MINUTES

of the

OREGON STATE HIGHWAY COMMISSION MEETING

held on

September 27 and 28, 1956

EXHIBIT "A"

Minutes of September 27 and 28, 1956

RESOLUTION

WHEREAS, in connection with the future improvement of the highway herein designated, and for the convenience and benefit of the public, it is and has been necessary to acquire property for rights of way, quarry sites, gravel or other material sites, sites for the storage of materials, and properties for other purposes authorized by statute as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the following described properties are hereby declared to be necessary for State highway, park, and other uses under the jurisdiction of the Commission, and that the several options or bases of settlement hereinafter enumerated be, and the same hereby are approved and accepted, and that the attorney for the Commission be, and he hereby is, instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon, by and through its State Highway Commission. The said properties hereby ordered and authorized to be acquired are as follows:

HARBOR DRIVE-BARBUR BOULEVARD SECTION - R. H. BALDOCK FREEWAY

20992 Tomlinson, Perry M. and Dorothy M. (Black)
Right of Way
Option expires February 27, 1957

21,170 sq. ft., lump sum	$3,700.00	
House, 652 sq. ft. at $6.25 per sq. ft.	4,075.00	
Shed and freezer	500.00	
Nursery stock	900.00	
Improvements	325.00	
Amount to be paid owners - chrg to Right of Way		$9,500.00
State to assume 1956-57 taxes. Estimate		190.00

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - R. H. BALDOCK FREEWAY (Cont)

20992 Tomlinson, Perry M. and Dorothy M. (Cont)

GRAND TOTAL (Estimate) - chrg to Right of Way		$9,690.00

Grantors to vacate 30 days after notice or 5 days after receipt of payment.

Entire taking -

23667 Daniels, Jesse L. and Alice (Black)
Right of Way
Option expires March 3, 1957

10,000 sq. ft. at $1.80 per sq. ft.	$18,000.00	
Real estate office, no value		
Beauty shop, no value		
Amount to be paid owners - chrg to Right of Way		$18,000.00
State to assume 1956-57 taxes. Estimate		360.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$18,360.00

Grantor to vacate 30 days from notice.

Entire taking -

23668 Parent, Alphonsus A. and Minnie A. (Stuntz)
Right of Way
Option expires March 3, 1957

10,000 sq. ft. at $0.18 per sq. ft.	$ 1,800.00	
House, 1,235 sq. ft. at $8.86+ per sq. ft.	10,950.00	
Garage and carport	750.00	
Trees, shrubs, blacktop driveway, fence etc.	500.00	
Amount to be paid owners - chrg to Right of Way		$14,000.00
State to assume 1956-57 taxes. Estimate		280.00
GRAND TOTAL (Estimate)-chrg to Right of Way		$14,280.00

Grantors to vacate 30 days from notice or 5 days after receipt of payment.

Entire taking -

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - R. H. BALDOCK FREEWAY (Cont)

21001 Johnson, Grace (Smith)
Right of Way
Option expires March 1, 1957

2,770 sq. ft., incl. damages, at $0.10 per sq. ft.	$ 277.00	
Amount to be paid owner - chrg to Right of Way		$ 277.00

Access controlled - none allowed - Sign rights not acquired -

25017 Gansneder, Margaret A. and Fred J. (Stuntz)
Right of Way
Option expires March 1, 1957

20,000 sq. ft. at $0.15 per sq. ft.	$ 3,000.00	
House, 1,390 sq. ft. at $7 per sq. ft.	9,730.00	
Porch, 320 sq. ft. at $0.84+ per sq. ft.	270.00	
Two garages and tool house	600.00	
Trees, flowers and shrubs	250.00	
Amount to be paid owners -chrg to Right of Way		$13,850.00
State to assume 1956-57 taxes. Estimate		280.00
GRAND TOTAL (Estimate)-chrg to Right of Way		$14,130.00

Grantors to vacate 30 days from notice or 5 days after receipt of payment.

Entire taking -

22718 Mickelson, Wallace P. and Maxine (Grant)
Right of Way
Option expires November 28, 1956

14,866 sq. ft. at $0.07 per sq. ft.	$ 1,040.62	
House, 1,088 sq. ft. at $4.50 per sq. ft.	4,896.00	
Garage, 576 sq. ft. at $2.08+ per sq. ft.	1,200.00	
Yard improvements	363.38	
Amount to be paid owners-chrg to Right of Way		$ 7,500.00

27119

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - R. H. BALDOCK FREEWAY (Cont)

22718 Mickelson, Wallace P. and Maxine (Cont)

Grantors to vacate or rent 30 days after receipt of payment.

Entire taking -

23665 Holm, S. F. and Bertha (Stuntz)
Right of Way
Warranty Deed signed August 30, 1956

8,081 sq. ft. at $0.15- per sq. ft.	$ 1,212.00	
Strawberries, trees and shrubs	288.00	
Amount to be paid owners - chrg to Right of Way		$ 1,500.00
State to assume 1956-57 taxes. Estimate		30.00
GRAND TOTAL (Estimate)-chrg to Right of Way		$ 1,530.00

Entire taking -

22515 Coffman, Mary A. et al (Smith)
Right of Way
Option expires March 1, 1957

3,285 sq. ft. at $0.40- per sq. ft.	$ 1,300.00	
House, 672 sq. ft. at $7.35+ per sq. ft.	4,950.00	
Amount to be paid owners - chrg to Right of Way		$ 6,250.00
State to assume 1956-57 taxes. Estimate		125.00
Amount to be paid owners -chrg to Right of Way		$ 6,375.00

Grantors to vacate 30 days after notice or 5 days after final payment. Rentals accruing after date of possession shall accrue to State.

Entire taking - Subject to BPR approval

22731 Sagers, Lucy May (Grant)
Right of Way
Option expires March 1, 1957

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - R. H. BALDOCK FREEWAY (Cont)

22731 Sagers, Lucy May (Cont)

9,806 sq. ft. R/W, 9,891 sq. ft.		
Excess at $0.07+/sq. ft.	$ 1,450.00	
House and outbuildings	5,550.00	
Amount to be paid owner - chrg to Right of Way		$ 7,000.00

Grantor to vacate 30 days after receipt of payment.

Entire taking -

25761 Goldsberry, John E. and Emma W. (Grant)
Right of Way
Option expires March 1, 1957

4,525 sq. ft. R/W, 6,725 sq. ft.		
Excess at $0.087+/sq. ft.	$ 980.00	
House	5,680.00	
Yard improvements	240.00	
Amount to be paid owners - chrg to Right of Way		$ 6,900.00

Grantor to rent or vacate 30 days after receipt of payment.

Entire taking -

22751 Gammon, Albert and Lulu C. (Grant)
Right of Way
Option expires March 16, 1957

400 sq. ft. and damage	$ 500.00	
Amount to be paid owners - chrg to Right of Way		$ 500.00

Access controlled - Sign restrictions not acquired -

22724 Ryan, Grace F. (Smith)
Right of Way
Option expires February 13, 1957

10,390 sq. ft., lump sum	$ 1,500.00	
Amount to be paid owner - chrg to Right of Way		$ 1,500.00
State to assume 1956-57 taxes. Estimate		15 00

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - R. H. BALDOCK FREEWAY (Cont)

22724 Ryan, Grace F. (Cont)

GRAND TOTAL (Estimate) - chrg to Right of Way $ 1,515.00

Access controlled - none allowed - Sign rights not acquired -

22728 McKee, Edna M.; Lindsay, Lyman and Mary E. (Smith)
Right of Way
Option expires February 10, 1957

6926 sq. ft. lump sum	$ 2,200.00	
Amount to be paid E. Chas. Engfer, Agent for Lindsay		$ 220.00
Amount to be paid Lyman Lindsay or his assignees		$ 1,980.00
TOTAL - chrg to Right of Way		$ 2,200.00
State to assume 1956-57 taxes. Estimate		22.00
GRAND TOTAL (Estimate)-chrg to Right of Way		$ 2,222.00

Access controlled - none allowed - Sign rights not acquired -

22740 Rae, Olga C. (Black)
Right of Way
Warranty Deed signed August 14, 1956

56,250 sq. ft. at $0.12 per sq. ft.	$ 6,750.00	
1,312 sq. ft. at $4.50 per sq. ft.	5,904.00	
Garage, 640 sq. ft., lump sum	500.00	
Improvements	346.00	
Amount to be paid owner - chrg to Right of Way		$13,500.00
State to assume 1956-57 taxes. Estimate		270.00
GRAND TOTAL (Estimate)-chrg to Right of Way		$13,770.00

Grantor to vacate 30 days after notice.
Entire taking -

22777 Wilhelm, F. S. and W. C. (Black)
Right of Way
Warranty Deed signed August 8, 1956

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - R. H. BALDOCK FREEWAY (Cont)

22777 Wilhelm, F. S. and W. C. (Cont)

5,000 sq. ft. at $0.11 per sq. ft.	$ 550.00	
Amount to be paid owners - chrg to Right of Way		$ 550.00
State to assume 1956-57 taxes. Estimate		12.00
GRAND TOTAL (Estimate) -chrg to Right of Way		$ 562.00

Entire taking -

22900 Harrison, Robert S.; Groce, Frank (Smith)
Right of Way
Option expires January 30, 1957

5,000 sq. ft. at $0.13 per sq. ft.	$ 650.00	
House	6,680.00	
Yard improvements	370.00	
Amount to be paid - chrg to Right of Way		$ 7,700.00
(Unpaid bal. of principle and any unpaid interest shall be paid to Robert S. Harrison, the residue to be paid to Frank Groce.)		
State to assume 1956-57 taxes. Estimate		155.00
GRAND TOTAL (Estimate)-chrg to Right of Way		$ 7,855.00

Grantors to vacate 30 days after notice or within 5 days after final settlement.

Entire taking -

23685 Clayton, Charles I. and Dema C. (Black)
Right of Way
Warranty Deed signed August 2, 1956

6,938 sq. ft. at $0.15 per sq. ft.	$ 1,040.70	
House, 913 sq. ft.	4,382.40	
Improvements	376.90	
Amount to be paid owners - chrg to Right of Way		$ 5,800.00
State to assume 1956-57 taxes. Estimate		120.00

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - R. H. BALDOCK FREEWAY (Cont)

23685 Clayton, Charles I. and Dema C. (Cont)

GRAND TOTAL (Estimate)-chrg to Right of Way		$ 5,920.00

Grantor to vacate 30 days after notice.

Entire taking -

24833 Neurer, George J. and Adeline (Black)
Right of Way
Warranty Deed signed August 13, 1956

5,000 sq. ft. at $0.18 per sq. ft.	$ 900.00	
House, 696 sq. ft. at $5.80 per sq. ft.	4,036.80	
Garage, 200 sq. ft. at $0.50 per sq. ft.	100.00	
Improvements	263.20	
Amount to be paid owners - chrg to Right of Way		$ 5,300.00
State to assume 1956-57 taxes. Estimate		106.00
GRAND TOTAL (Estimate)-chrg to Right of Way		$ 5,406.00

Grantor to vacate 10 days after notice.

Entire taking -

22561 Buchanan, Clarence A. and Rosalie M.
Right of Way (Smith)
Option expires February 20, 1957

4,250 sq. ft. R/W, 5,750 sq. ft. Excess at $0.20/sq ft.	$ 2,000.00	
House, 741 sq. ft. at $7 per sq. ft.	5,187.00	
Garage, 210 sq. ft. at $2.50 per sq. ft.	525.00	
Shrubs, walks and driveway	388.00	
Amount to be paid owners - chrg to Right of Way		$ 8,100.00
State to assume 1956-57 taxes. Estimate		165.00
GRAND TOTAL (Estimate)-chrg to Right of Way		$ 8,265.00

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - R. H. BALDOCK FREEWAY (Cont)

22561 Buchanan, Clarence A. and Rosalie M. (Cont)

Grantors to vacate 30 days from notice or within 5 days after receipt of final payment.

Entire taking -

22735 MaGee, Edward O. and E. Corinne (Black)
Right of Way
Option expires February 27, 1957

6,841 sq. ft. at $0.082+ per sq. ft.	$ 561.00	
Damage	2,189.00	
Amount to be paid owners - chrg to Right of Way		$ 2,750.00

Access controlled - none allowed - Sign rights not acquired -

22736 Smith, Albert E. and Elsie (Black)
Right of Way
Option expires February 13, 1957

16,883 sq. ft. R/W, 5021 sq. ft. Excess at $0.12/sq. ft.	$ 2,628.48	
House, 750 sq. ft. at $2.25 per sq. ft.	1,687.50	
Garage	244.02	
Improvements	340.00	
Amount to be paid owners - chrg to Right of Way		$ 4,900.00
State to assume 1956-57 taxes. Estimate		50.00
GRAND TOTAL (Estimate)-chrg to Right of Way		$ 4,950.00

Grantor to vacate 5 days after notice.

Entire taking -

22743 Mummey, W. Wayne and Maurine (Grant)
Right of Way
Option expires February 22, 1957

3,640 sq. ft. at $0.09+ per sq. ft.	$ 350.00	
Amount to be paid owners - chrg to Right of Way		$ 350.00

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - R. H. BALDOCK FREEWAY (Cont)

22743 Mummey, W. Wayne and Maurine (Cont)

Access to Freeway via connecting roads.

Access controlled - Sign rights not acquired -

22744 Bird, George W.; Orr, Mildred L. (Stuntz)
Right of Way
Option expires February 22, 1957

7,670 sq. ft. at $0.07+ per sq. ft.	$ 540.00	
Trees and berries	200.00	
Damage	360.00	
Amount to be paid owners - chrg to Right of Way		$ 1,100.00

Access controlled - none allowed - Sign rights not acquired -

22745 Orr, Mildred L. (Stuntz)
Right of Way
Option expires February 20, 1957

9,000 sq. ft. at $0.12 per sq. ft. (5,820 sq. ft. Excess)	$ 1,080.00	
5,700 sq. ft. at $0.07 per sq. ft.	400.00	
House, 610 sq. ft. at $9+ per sq. ft.	5,500.00	
House, 378 sq. ft. at $6+ per sq. ft.	2,280.00	
Garage, 240 sq. ft. at $1 per sq. ft.	240.00	
Yard improvements	500.00	
Amount to be paid owner - chrg to Right of Way		$10,000.00
State to assume 1956-57 taxes. Estimate		200.00
GRAND TOTAL (Estimate)-chrg to Right of Way		$10,200.00

Grantor to vacate 30 days from notice or 5 days after receipt of payment.

Entire taking -

22749 DePaola, Peter W. and Kathleen R. (Black)
Right of Way
Warranty Deed signed August 13, 1956

14,689 sq. ft. R/W, 13,869 sq. ft. Excess, lump sum	$ 4,000.00

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - R. H. BALDOCK FREEWAY (Cont)

22749 DePaola, Peter W. and Kathleen R. (Cont)

House, 1,000 sq.ft. at $7.56 per sq. ft.	$ 7,560.00	
Garage, 180 sq.ft.	100.00	
Improvements	640.00	
Amount to be paid owners - chrg to Right of Way		$12,300.00
State to assume 1956-57 taxes. Estimate -		250.00
GRAND TOTAL (Estimate)-chrg to Right of Way		$12,550.00

Grantor to vacate 30 days after notice.

Entire taking -

23666 Weber, Andrew C. and Mary R. (Smith)
Right of Way
Option expires February 22, 1957

20,000 sq.ft. at $0.15 per sq.ft.	$ 3,000.00	
House	10,500.00	
Storage building	500.00	
Amount to be paid owners - chrg to Right of Way		$14,000.00
State to assume 1956-57 taxes. Estimate		280.00
GRAND TOTAL (Estimate)-chrg to Right of Way		$14,280.00

Grantor to vacate 30 days from notice or 5 days after final payment.

Entire taking -

23676 Turner, Thomas T. and Eva V. (Black)
Right of Way
Option expires February 22, 1957

5,000 sq.ft. at $0.20 per sq.ft.	$ 1,000.00	
House and attached garage	6,850.00	
Improvements	250.00	
Amount to be paid owners - chrg to Right of Way		$ 8,100.00
State to assume 1956-57 taxes. Estimate		165.00

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - R. H. BALDOCK FREEWAY (Cont)

23676 Turner, Thomas T. and Eva V. (Cont)

GRAND TOTAL (Estimate)-chrg to Right of Way	$ 8,765.00

Grantors to vacate 30 days after notice.

Entire taking -

24684 Moline, Dorothy (Smith)
Right of Way
Option expires February 13, 1957

1,824 sq. ft.	$ 270.00	
House	3,800.00	
Amount to be paid owner - chrg to Right of Way		$ 4,070.00
State to assume 1956-57 taxes. Estimate		85.00
GRAND TOTAL (Estimate)-chrg to Right of Way		$ 4,155.00

Grantor to rent or vacate 30 days after notice or 5 days after receipt of payment.

Entire taking -

24834 Kaufmann, Eileen A. (Smith)
Right of Way
Option expires February 15, 1957

6,000 sq. ft. at $0.20 per sq. ft.	$ 1,200.00	
House, 784 sq. ft. at $7- per sq. ft.	5,450.00	
Garage, walks and shrubs	350.00	
Amount to be paid owner - chrg to Right of Way		$ 7,000.00
State to assume 1956-57 taxes. Estimate		140.00
GRAND TOTAL (Estimate)-chrg to Right of Way		$ 7,140.00

Grantor to vacate 30 days after notice or 5 days after final payment.

Entire taking -

24836 Walker, W. Dale and Barbara J. (Grant)
Right of Way
Option expires February 14, 1957

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - R. H. BALDOCK FREEWAY (Cont)

24836 Walker, W. Dale and Barbara J. (Cont)

3,650 sq.ft. R/W, 11,350 sq.ft. Excess at $0.14/sq.ft.	$ 2,100.00	
House, 1,014 sq.ft. at $4.43+ per sq.ft.	4,500.00	
Improvements	400.00	
Amount to be paid owners - chrg to Right of Way		$ 7,000.00

Grantors to vacate or rent 5 days after receipt of payment.

Access controlled - none allowed -

25006 Thorkelsen, Hans G. (Stuntz)
Right of Way
Option expires February 12, 1957

37,813 sq.ft. at $0.08-/sq.ft. (24,567 sq.ft. Excess)	$ 3,025.00	
2,415 sq.ft. at $0.07+/sq.ft.	175.00	
House, 952 sq.ft. at $9.56+/sq.ft.	9,100.00	
607 sq.ft. garage and 472 sq.ft. garage	700.00	
Single unit apt., 900 sq.ft. at $4.45+ per sq.ft.	4,000.00	
Garage, 500±	1,000.00	
Amount to be paid owner - chrg to Right of Way		$18,000.00
State to assume 1956-57 taxes. Estimate		360.00
GRAND TOTAL (Estimate)-chrg to Right of Way		$18,360.00

Grantor to vacate 30 days from notice or 5 days after receipt of payment.

Entire taking -

25012 Robinson, Lydia and W. B., Jr. (Stuntz)
Right of Way
Option expires February 16, 1957

1,463 sq.ft. R/W, 5,453 sq.ft. Excess at $0.15+/sq.ft.	$ 1,050.00	
House, 924 sq.ft. at $10+ per sq.ft.	9,250.00	

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - R. H. BALDOCK FREEWAY (Cont)

25012 Robinson, Lydia and W. B., Jr. (Cont)

Garage, 400 sq.ft. at $1.25/sq.ft.	$ 500.00	
Shed	100.00	
Lawn, shrubs and walks	100.00	
Amount to be paid owners - chrg to Right of Way		$11,000.00
State to assume 1956-57 taxes. Estimate		220.00
GRAND TOTAL (Estimate)-chrg to Right of Way		$11,220.00

Grantors to vacate 30 days from notice or 5 days after receipt of payment.

Entire taking -

25019 Holm, S. F. and Bertha (Stuntz)
Right of Way
Option expires March 1, 1957

450 sq.ft. at $1 per sq.ft.	$ 450.00	
Damages plus allow. for hedge and shrubs, etc.	750.00	
Amount to be paid owners - chrg to Right of Way		$ 1,200.00

Grantor to reconstruct drain field from grease trap.

THINGS TO BE DONE BY THE STATE

New agreement to be negotiated if drainage field disturbed. However, Grantor to relocate grease trap as part of damage payment.

No access to the Freeway or road connecting Freeway with 22nd Ave.

Access controlled - none allowed - Sign rights not acquired -

25534 Greening, Hunter R. and Betty M. (Smith)
Right of Way
Option expires March 17, 1957

10,000 sq.ft. at $0.20 per sq.ft.	$ 2,000.00
House, 1,060 sq.ft. at $7.25 per sq. ft. and garage	7,715.00

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - R. H. BALDOCK FREEWAY (Cont)

25534 Greening, Hunter R. and Betty M. (Cont)

Sidewalks, ret. wall, driveway	$ 410.00	
Amount to be paid owners - chrg to Right of Way		$10,125.00
State to assume 1956-57 taxes. Estimate		205.00
GRAND TOTAL (Estimate)-chrg to Right of Way		$10,330.00

Grantor to vacate by December 1, 1956 if paid in full 5 days prior to said date.
Grantor to have gas tank removed prior to vacating.

Entire taking -

MILWAUKIE-PORTLAND SECTION - PACIFIC HIGHWAY EAST

25036 Mac Naughton, E. B. and Cheryl S. (Stuntz)
Right of Way
Option expires February 24, 1957

163 sq. ft., lump sum	$ 1.00	
Amount to be paid owners - chrg to Right of Way		$ 1.00

Grantor to remove any part of improvements at own expense 30 days from notice that construction is to begin.

THINGS TO BE DONE BY THE STATE

At such time as State uses property for hwy. purposes it will replace curb, sidewalk and driveway approach, and remove hickory stump.

Access not controlled -

FLAVEL ST.-GLENCOE ROAD UNIT, FLAVEL ST.-S.P. OVERCROSSING SECTION - CASCADE HIGHWAY

4 foot - Foot Path and/or Sidewalk easements (S E 82 Avenue) as listed below - Gratis

File No.	Name	Square foot area
25198	Ernest Stoering et ux	320

EXHIBIT "A" (Cont)

FLAVEL ST. -GLENCOE ROAD UNIT, FLAVEL ST.-S. P. OVERCROSSING SECTION - CASCADE HIGHWAY (Cont)

4 foot - Foot Path and/or Sidewalk easements (S E. 82 Avenue) as listed below - Gratis (Cont)

File No.	Name	Square foot area
25199	Jessie L. Sanders	180
25200	Gordon Moll et al (two easements)	176
25201	Alata T. Wiley et al	264
25203	Jay Bartholomew et ux	100
25205	H. J. Friedrich	120
25206	Sam Reichen et ux	480
25208	Kendall Lumber Mill, an Oregon corporation	876
25209	W. R. Potter et ux	495
25210	Sam Hoffmann et al	680
25211	Frank Matson et ux	600
25212	William Elsen et ux	800
25213	Peter Ronning et ux	240
25221	Neal Swetland et ux	400
25222	Joseph Michael et us	400
25223	General Petroleum Corporation, a Delaware corporation	400
25229	Froberg Hansen et ux	400
25231	Marie Paul Woodward McDowell	200
25232	James C. Hartman et al	406
25235	Ernest L. Deffenbaugh et ux	1,700
25236	Elgar L. Ferguson et ux	208
25237	William Ray Allen et al	501.64
25238	George Melbourne Kilbourn	160
25239	E. C. Oliphant et al	160
25245	David W. Sounders et ux	200
25246	Elton T. Painter et ux	600
25247	H. J. Friedrich	425.6
25249	Harry G. Anderson et ux	552.4
25250	Everett L. Hunt et ux	200
25251	J. H. Maassen	372
25252	Annabel Crosswhite	1,105
25258	L. W. Rogers et ux	872
25259	Joseph T. Klein et ux	200
25261	William F. Hogan et ux	200

EXHIBIT "A" (Cont)

FLAVEL ST.-GLENCOE ROAD UNIT, FLAVEL ST.-S. P. OVERCROSSING SECTION - CASCADE HIGHWAY (Cont)

4 foot - Foot Path and/or Sidewalk easements (S E 82 Avenue) as listed below - Gratis (Cont)

File No.	Name	Square foot area
25264	Roy Leigh et al	1,120
25265	George H. Roby et ux	720
25266	Wallace Dutton et ux	397
25267	Joseph Blaumer et ux	400
25269	Hattie N. Mellish et al	560
25272	Valberg Lumber Yards, Inc., an Oregon corporation	700
25273	A. L. Ziesing et ux	937
25274	Kirk Hunter et ux	812
25296	Rudolph A. Johnson et al	553

LAUREL HILL-STILL CREEK SECTION - MT. HOOD HIGHWAY

25453 Darr, Everett L. and Ida (Stuntz)
Right of Way
Option expires February 15, 1957

0.4 acre, lump sum $ 1.00
Plus State to deed 0.3 acre erroneously acquired on original r/w transaction for this frontage road
Amount to be paid owners - chrg to Right of Way $ 1.00

State to convey to Grantors 0.3 acre as an exchange part of the settlement upon the grounds and for the reason that the said property, in the opinion of the Commission, is no longer needed, required, or useful for highway purposes, and the value of the property to be acquired by the State is not less than the value of the property to be relinquished by the State, and the cash to be paid by the State.

Access not controlled -

WHITESON UNIT-SOUTH YAMHILL RIVER-AMITY SECTION - PACIFIC HIGHWAY WEST

25463 Munkers, Claude et al (Gemmell)
Right of Way
Option expires February 16, 1957

0.03 acre, lump sum $ 150.00

Amount to be paid owners - chrg to Right of Way $ 150.00

Access controlled - none allowed -

27133

EXHIBIT "A" (Cont)

CANNON BEACH JUNCTION SECTION - SUNSET HIGHWAY

25658 Crab Broiler, an Oregon Corporation (Friess)
Right of Way
Option expires March 13, 1957

0.01 acre, lump sum	$ 25.00	
Amount to be paid owner - chrg to Right of Way		$ 25.00

Access not controlled -

WILLAMETTE RIVER-GERVAIS ROAD SECTION - R. H. BALDOCK FREEWAY

25492 Lofgren, Mary (Hill)
Right of Way
Warranty Deed signed August 21, 1956

0.08 acre, lump sum	$ 200.00	
Amount to be paid owner - chrg to Right of Way		$ 200.00

Access controlled -

SALEM-STOUT CREEK SECTION - NORTH SANTIAM HIGHWAY

22590 Claxton, Gladys M. (Gemmell)
Right of Way
Option expires February 28, 1957

60.80 acres (44.37 A. ± Excess) at $125- per acre	$ 7,500.00	
House	1,500.00	
Amount to be paid owner - chrg to Right of Way		$ 9,000.00
State to assume 1956-57 taxes. Estimate		90.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$ 9,090.00

Grantors to vacate by December 1, 1956.

Entire taking - Subject to Federal approval.

22630 Minden, Anthony M. and Emma SUPPLEMENTAL REPORT
(Gemmell)
Release of Obligation
Release signed September 6, 1956

EXHIBIT "A" (Cont)

SALEM-STOUT CREEK SECTION - NORTH SANTIAM HIGHWAY (Cont)

22630 Minden, Anthony M. and Emma SUPPLEMENTAL REPORT (Cont)

Release of obligation to construct through highway approximately 400' of 2-inch galvanized pipe $ 1,000.00

Amount to be paid owner - chrg to Right of Way $ 1,000.00

Former $6,500 12-19-55 approval plus State to install 2" galvanized pipe in interchange leg for irrigiation purposes, at approx. Sta. 779+00.

SALEM BY-PASS-JEFFERSON JUNCTION SECTION - PACIFIC EAST HIGHWAY

22121 Headley, Robert T. and Geraldine (Benner)
Right of Way
Option expires February 27, 1957

1.0 acre±	$ 1,000.00
Damage to remainder	2,500.00

Amount to be paid owners - chrg to Right of Way $ 3,500.00

Grantor to have access to present frontage road.

Access controlled - none allowed - Sign rights not acquired -

25394 Frohmader, Louis and Verna (Benner)
Right of Way
Option expires February 27, 1957

0.47 acre, lump sum	$ 350.00
19 rods fencing at $4 per rod	76.00
Damage	150.00

Amount to be paid owners - chrg to Right of Way $ 576.00

Fencing to be removed from r/w by October 1, 1956, or same to become property of State.

THINGS TO BE DONE BY THE STATE

Build Easterly frontage road as per previous agreement.

Access controlled - none allowed - Sign rights not acquired -

EXHIBIT "A" (Cont)

MARION COUNTY LINE-ALBANY UNIT-N. JEFFERSON JUNCTION-ALBANY SECTION - PACIFIC HWY.

25057 Frey, Sylvester J. and Madeline A. (Hart)
Right of Way
Option expires March 4, 1957

0.27 acre at $250+ per acre	$ 70.00
20 rods fencing at $4 per rod	80.00
Encroachment damage and damage to sep. tank drain line	350.00

Amount to be paid owners - chrg to Right of Way $ 500.00

Grantor to vacate and remove fencing by December 1, 1956.
Grantor to re-construct septic tank drain field.

THINGS TO BE DONE BY THE STATE

Re-construct approach to frontage road in present location.

Access controlled - none allowed - Prev. sign agreement -

25071 Cheever, Gilbert S. and Selma P. (Hart)
Right of Way
Option expires March 3, 1957

0.337 acre at $2,500- per acre	$ 840.00
Damage	560.00

Amount to be paid owners - chrg to Right of Way $ 1,400.00

Grantors to vacate by December 1, 1956.

Access controlled - none allowed - Prev. sign agreement -

25106 Tunison, Fred H. and Ethel V. (Friess)
Right of Way
Option expires March 3, 1957

1.5 acres at $2,500 per acre	$ 3,750.00
1.56 acres at $1,800 per acre	2,808.00
House, 1,050 sq. ft. at $5.50 per sq. ft.	5,775.00
Main shop, 760 sq. ft. at $2.50 per sq. ft.	1,900.00
Machine shed, 1,440 sq. ft. at $1.10 per sq. ft.	1,584.00
2 outbuildings	183.00

EXHIBIT "A" (Cont)

MARION COUNTY LINE-ALBANY UNIT-N. JEFFERSON JUNCTION-ALBANY SECTION - PACIFIC HIGHWAY (Cont)

25106 Tunison, Fred H. and Ethel V. (Cont)

Amount to be paid owners - chrg to Right of Way	$16,000.00
Taxes to be pro-rated. Estimate	125.00
GRAND TOTAL - chrg to Right of Way	$16,125.00

Grantors to vacate 30 days after receipt of payment, or by November 15, 1956.

Entire taking -

25062 Fisher, Floyd E. and Pauline M. (Hart)
Right of Way
Option expires March 6, 1957

6.3 acres at $475+ per acre	$ 3,000.00	
Amount to be paid owners - chrg to Right of Way		$ 3,000.00

Grantors to vacate by December 1, 1956.

Entire taking -

24794 Brooks, Lewis E. and Daisy C. (Hart)
Right of Way
Option expires March 9, 1957

4.96 acres at $335- per acre	$ 1,660.00	
85 rods fencing at $4 per rod	340.00	
Amount to be paid owners - chrg to Right of Way		$ 2,000.00

Grantor to remove fencing and vacate by December 1, 1956. Sign restrictions within 900' of highway except for one sign located on premises.

THINGS TO BE DONE BY THE STATE

Construct approach to frontage road opposite new c/l Sta. 958+00.

Access controlled - none allowed - Sign restrictions within 900'.

EXHIBIT "A" (Cont)

MARION COUNTY LINE-ALBANY UNIT OF N. JEFFERSON JUNCTION-ALBANY SECTION - PACIFIC HIGHWAY (Cont)

25078 Brenneman, John M. and Ruth (Hart)
Right of Way
Option expires March 4, 1957

0.011 acre, lump sum	$ 50.00
Fencing, 60+ feet at $1.50 per ft.	100.00
Damage	100.00

Amount to be paid owners - chrg to Right of Way $ 250.00

Grantor to remove existing fence from r/w by December 1, 1956

THINGS TO BE DONE BY THE STATE

Re-establish approach to frontage road at present location.
Grant access from frontage road to N. portion of tract at place of mutual choosing, between Stas. 1015 and 1016.
Remedy soil erosion.

Access controlled - none allowed - Prev. sign agreement. -

25081 Johnson, Joseph L. and Blonnie M. (Hart)
Right of Way
Option expires March 9, 1957

0.07 acre	$ 150.00
Septic tank damage	150.00
Severance damage	100.00

Amount to be paid owners - chrg to Right of Way $ 400.00

Grantor to vacate by December 1, 1956.

Access controlled - none allowed - Prev. sign agreement -

25058 Smith, Robert S. and Fay (Hart)
Right of Way
Option expires March 11, 1957

1.17 acres at $200- per acre	$ 220.00
45 rods fencing at $4 per rod	180.00

Amount to be paid owners - chrg to Right of Way $ 400.00

EXHIBIT "A" (Cont)

MARION COUNTY LINE-ALBANY UNIT OF N. JEFFERSON JUNCTION-ALBANY SECTION - PACIFIC HIGHWAY (Cont)

25058 Smith, Robert S. and Fay (Cont)

Grantor to remove fencing by December 1, 1956.

STATE to construct appr. to frontage road between Sta. 894+00 and 895+50, and re-establish entranceway at same location.

Access controlled - none allowed - Sign rights not acquired -

24540 Stiles, Jack L. and Helen Jean (Gemmell)
Gravel Pit
Option expires February 20, 1957

46.0 acres at $25 per acre	$ 1,150.00	
Amount to be paid owners - chrg to Quarry Site		$ 1,150.00

25066 Kaake, William L. and Pauline T. (Hart)
Right of Way
Option expires February 22, 1957

1.625 acre at $2,000- per acre	$ 3,150.00	
Replacement of sep. tank drainage field	600.00	
Re-location of ad. sign, entr. arch & flood light	300.00	
Sev. damage and loss of access	4,750.00	
Amount to be paid owners - chrg to Right of Way		$ 8,800.00

Grantors to vacate by November 1, 1956.

THINGS TO BE DONE BY THE STATE

Construct approach to old hwy., to serve as frontage road, opp. Sta. 991+00 on W. side.

Access controlled - none allowed - Prev. sign agreement -

25070 The Trustees of The Mennonite Church of Albany, Oregon
Right of Way (Hart)
Option expires February 26, 1957

.34 acre at $2,500 per acre	$ 850.00
Re-location of drain field to basement	275.00
Damage	500.00

EXHIBIT "A" (Cont)

MARION COUNTY LINE-ALBANY UNIT-N. JEFFERSON JUNCTION-ALBANY SECTION - PACIFIC HIGHWAY (Cont)

25070 The Trustees of The Mennonite Church of Albany, Oregon (Cont)

Amount to be paid owners - chrg to Right of Way	$ 1,625.00
State to assume 1956-57 taxes. Estimate	20.00
GRAND TOTAL (Estimate)-chrg to Right of Way	$ 1,645.00

Grantor to vacate by December 1, 1956.

THINGS TO BE DONE BY THE STATE

Construct approach to property from frontage road opp. Sta. 1001+50.

Access controlled - none allowed - Prev. sign agreement -

25080 Ritchie, Harvey E. and Jean A. (Hart)
Right of Way
Option expires February 20, 1957

.05 acre at $2,500 per acre	$ 125.00	
Amount to be paid owners - chrg to Right of Way		$ 125.00

Access controlled - none allowed - Prev. sign agreement -

25073 Lamunyon, Silas Lee (Hart)
Right of Way
Option expires February 19, 1957

1.98 acres at $2,500 per acre	$ 4,950.00	
House	3,500.00	
Three-unit cabins	4,775.00	
Amount to be paid owner - chrg to Right of Way		$13,225.00
State to assume 1956-57 taxes. Estimate		135.00
GRAND TOTAL (Estimate)-chrg to Right of Way		$13,360.00

Grantor to vacate by November 1, 1956.

Entire taking -

EXHIBIT "A" (Cont)

MARION COUNTY LINE-ALBANY UNIT-N. JEFFERSON JUNCTION
ALBANY SECTION - PACIFIC HIGHWAY (Cont)

25059 Cox, Delbert and Louise (Hart)
Right of Way
Option expires February 24, 1957

.55 acre at $200+ per acre	$ 120.00
Fencing, 20 rods at $4 per rod	80.00

Amount to be paid owners - chrg to Right of Way $ 200.00

Grantor to vacate and remove fencing by December 1, 1956.

THINGS TO BE DONE BY THE STATE

Construct approach to frontage road as per mutual agreement.

Access controlled - none allowed - Prev. sign agreement -

25074 Settlemier, George and Harriet (Hart)
Right of Way
Option expires February 19, 1957

0.278 acre at $3,500 per acre	$ 970.00
Replacement of lath house	700.00
Resetting shrubs in nursery	330.00
Damage	1,000.00

Amount to be paid owners - chrg to Right of Way $ 3,000.00

State to assume 1956-57 taxes. Estimate 30.00

GRAND TOTAL (Estimate)-chrg to Right of Way $ 3,030.00

Grantors to remove portion of lath house and nursery stock in r/w by November 30, 1956.
Grantor to re-connect irrigation line on both sides of hwy.

THINGS TO BE DONE BY THE STATE

Re-establish grantors' irrigation line under hwy. via pipe or culvert. Line now at Sta. 1013+90.

Access via frontage road only.

Access controlled - none allowed - Prev. sign agreement -

27141

EXHIBIT "A" (Cont)

MARION COUNTY LINE-ALBANY UNIT-N. JEFFERSON JUNCTION-ALBANY SECTION - PACIFIC HIGHWAY (Cont)

25110 Castoe, Hubert M. and Fern N. (Friess)
Right of Way
Option expires November 22, 1956

1.75 acres at $1,800 per acre	$ 3,150.00	
House, 1,530 sq. ft. at $8 per sq. ft.	12,240.00	
Attached garage, 570 sq. ft. at $225- per sq. ft.	1,280.00	
Business building 2,400 sq. ft. at $3.10 per sq. ft.	7,440.00	
2,400 sq. ft. Black top at $0.18 per sq. ft.	432.00	
300 yds. crushed rock at $1.70 per yd.	510.00	
1,040 ft. of board fence at $1.40- per ft.	1,448.00	
Amount to be paid owners - chrg to Right of Way		$26,500.00
Taxes to be pro-rated. Estimate		225.00
GRAND TOTAL (Estimate)-chrg to Right of Way		$26,725.00

Grantors to vacate 5 days after receipt of payment or on November 15, 1956.

Grantors to remove all personal property.

Entire taking -

25105 W. Oregon Conf. Assn. of Seventh Day Adventists
Right of Way (Hart)
Option expires February 26, 1957

.96 acre at $2,500 per acre	$ 2,400.00	
Improvements	15,600.00	
Amount to be paid owners - chrg to Right of Way		$18,000.00
State to assume 1956-57 taxes. Estimate		180.00
GRAND TOTAL (Estimate)-chrg to Right of Way		$18,180.00

Grantors to vacate by February 1, 1957, or until end of 1956-57 school year, at State's discretion, and may be requested to vacate upon 30 day notice. Grantors reserve playground equipment which is to be removed within above stated period.

Entire taking -

EXHIBIT "A" (Cont)

MARION COUNTY LINE-ALBANY UNIT-N. JEFFERSON JUNCTION-ALBANY SECTION - PACIFIC HIGHWAY (Cont)

25391 McMurrick, William and Augusta (Friess)
Right of Way
Option expires February 19, 1957

0.41 acre, lump sum	$ 1,000.00	
House, 880 sq. ft. at $6.50 per sq. ft.	5,720.00	
Attached garage, 288 sq. ft. at $1- per sq. ft.	280.00	
Amount to be paid owners - chrg to Right of Way		$ 7,000.00
State to assume 1956-57 taxes. Estimate		70.00
GRAND TOTAL (Estimate)-chrg to Right of Way		$ 7,070.00

Grantors to remove shrubs, plants, and vacate by November 1, 1956.

Entire taking -

25101 Erntson, Verland and Ruth L. (Friess)
Right of Way
Option expires March 5, 1957

0.57 acre at $1,500	$ 855.00	
House, 2,200 sq. ft. at $8.35 per sq. ft.	18,370.00	
Garage, 440 sq. ft. at $1 per sq. ft.	440.00	
Curbing, 170' at $0.80- per foot	135.00	
Sidewalk, 400 sq. ft. at $0.25 per sq. ft.	100.00	
Plus sign restrictions		
Amount to be paid owners - chrg to Right of Way		$19,900.00
Taxes to be pro-rated. Estimate		150.00
GRAND TOTAL (Estimate)-chrg to Right of Way		$20,050.00

Grantors to vacate by Dec. 31, 1956 or 30 days after receipt of payment, also may remove shrubs and trees by same date. Grantors reserve right of rental, if rented.

THINGS TO BE DONE BY THE STATE

Remove all concrete work and level ground, where

EXHIBIT "A" (Cont)

MARION COUNTY LINE-ALBANY UNIT-N. JEFFERSON JUNCTION-ALBANY SECTION - PACIFIC HIGHWAY (Cont)

25101 Erntson, Verland and Ruth L. (Cont)

buildings removed.

Access controlled - none allowed -

LINN COUNTY LINE-JUDKINS POINT UNIT-ALBANY JUDKINS POINT SECTION - PACIFIC HIGHWAY

25190 Stonebert, Herbert A. et al (Allen)
Right of Way
Option expires March 12, 1957

2.2 acres, lump sum	$ 400.00	
Amount to be paid owners - chrg to Right of Way		$ 400.00

Grantors may salvage present fencing before construction, and may cut and remove trees 60 days after taking of property by State.

THINGS TO BE DONE BY THE STATE

Reconstruct approach to N. line.
Build fence along r/w and N. line.

Access controlled - Plus sign restrictions -

25304 Pickert, Leland and Le Etta E. (Allen)
Right of Way
Option expires February 28, 1957

2.9 acres at $500 per acre	$ 1,425.00	
Removing chicken house and pipe line	50.00	
Digging well	50.00	
Damage	290.00	
Amount to be paid owners - chrg to Right of Way		$ 1,815.00

Grantor to remove chicken house 60 days after acceptance. Before construction Grantor may remove top soil if replaced with rocky soil.

Access controlled - Plus sign restrictions -

25314 Beall, Thomas W. and Emma J. (Allen)
Right of Way
Option expires March 1, 1957

EXHIBIT "A" (Cont)

LINN COUNTY LINE-JUDKINS POINT UNIT-ALBANY JUDKINS POINT SECTION - PACIFIC HIGHWAY (Cont)

25314 Beall, Thomas W. and Emma J. (Cont)

2 lots at $900 per lot	$ 1,800.00
House, 805 sq. ft. at $7.05+ per sq. ft.	5,690.00
Garage, 240 sq. ft. at $1.45 per sq. ft.	350.00
Carport	145.00
Pump house & utility, 216 sq. ft. at $3+ per sq. ft.	650.00
Water system	250.00
Tool shed, 74 sq. ft. at $0.30+ per sq. ft.	25.00
Work shop, 336 sq. ft. at $1+ per sq. ft.	350.00
Landscaping	490.00

Amount to be paid owners - chrg to Right of Way $ 9,750.00

Grantor to vacate 30 days after acceptance.
Grantor may take ten shrubs and may harvest and dispose of present fruit and nut crop.

Entire taking -

FERRY STREET BRIDGE-MOHAWK ROAD SECTION - EUGENE-SPRINGFIELD HIGHWAY

23554 Carithers, Daniel J. and Adrienne T. (Allen)
Right of Way
Option expires February 28, 1957

2.67 acres at $1500 per acre	$ 4,005.00
House, 1,110 sq. ft. at $6.60+ per sq. ft.	7,327.00
Garage, 736 sq. ft. at $0.50 per sq. ft.	368.00
Damage	100.00

Amount to be paid owners - chrg to Right of Way $11,800.00

Grantor to vacate 60 days after notice.

THINGS TO BE DONE BY THE STATE

Fence right of way.
Allow grantor access across roadway being built from Parcel 2.

Access controlled - Subject to Federal approval.

EXHIBIT "A" (Cont)

WALTON-NOTI SECTION - RICHARDSON-EUGENE HIGHWAY

25330 Heider, Otto W. et al (Morgan)
Right of Way
Option expires February 22, 1957

1,500 sq. ft. lawn area at $0.15 per sq. ft.	$ 225.00	
0.13 acre at $200- per acre	25.00	
Damage	550.00	
Amount to be paid owners - chrg to Right of Way		$ 800.00

Access not controlled -

SHADY-CANYONVILLE SECTION - PACIFIC HIGHWAY

25662 Cooper, M. M. and Etta M. (Morgan)
Right of Way
Option expires March 9, 1957

0.01 acre, lump sum	$ 25.00	
Amount to be paid owners - chrg to Right of Way		$ 25.00

THINGS TO BE DONE BY THE STATE

Build and maintain fence.

Access controlled - none allowed - Plus sign restrictions -

MYRTLE CREEK-UMPQUA BEND SECTION - PACIFIC HIGHWAY

25524 Clarke, Helen; Richardson, Stella M. (Holt)
Right of Way
Option expires March 16, 1957

.4 acre at $500 per acre	$ 200.00	
Amount to be paid owners - chrg to Right of Way		$ 200.00

THINGS TO BE DONE BY THE STATE

Fence right of way.

Option expressly subject to the access provisions stipulated in that previous option signed by grantor under File 22071 and dated May 6, 1955.

Access controlled - none allowed - Plus sign restrictions -

EXHIBIT "A" (Cont)

LOUSE CREEK-GRANTS PASS UNIT-JUMP OFF JOE CREEK-GRANTS PASS SECTION - PACIFIC HIGHWAY

23308 Wooley, Curtis B. and Martha L. (Holt)
Right of Way
Option expires February 9, 1957

2.17 acres at $3,429. - per acre (.34 acre Excess)	$ 7,440.00	
House, 482 sq. ft. at $4+ per sq. ft.	2,000.00	
Service station, 2,630 sq. ft. at $3 per sq. ft.	7,890.00	
Garage, 1,690 sq. ft. at $3 per sq. ft.	5,070.00	
Pump house, well, pump & wash room	950.00	
Air compressor, 3 underground tanks, dis. lights, p. islands	1,650.00	
Amount to be paid owners - chrg to Right of Way		$25,000.00
State to assume 1956-57 taxes. Estimate		250 00
GRAND TOTAL (Estimate)-chrg to Right of Way		$25,250.00

Grantors to vacate 30 days from acceptance.

Entire taking -

RIVER BANKS FARM SECTION - ROGUE RIVER LOOP HIGHWAY

25168 Rawls, John E. and Elva T. (Riley)
Right of Way
Option expires February 17, 1957

0.67 acre at $500- per acre	$ 330.00	
Timber	70.00	
Severance damage	1,600.00	
Amount to be paid owners - chrg to Right of Way		$ 2,000.00

THINGS TO BE DONE BY THE STATE

Construct driveways at each end of property.
Reconstruct water line to chicken house.
Raise power line. Fence right of way.

Access: Stas. 72+20 and 74+50, E. and W., unrestricted.

Access controlled -

EXHIBIT "A" (Cont)

BROADWAY AND FRONT STREETS SECTION - OREGON COAST HIGHWAY

25757 City of Coos Bay (Porter)
Right of Way
Bargain and Sale Deed signed August 31, 1956

0.056 acre	$ 1.00	
Amount to be paid owner - chrg to Right of Way		$ 1.00

GOLD BEACH-HUNTER CREEK UNIT-GOLD BEACH-CAPE SEBASTIAN SECTION - OREGON COAST HIGHWAY

25498 Grimes, L. C. and Louise M. (Riley)
Right of Way and Slope Easement
Option expires February 21, 1957

436 sq. ft. at $0.50+ per sq. ft.	$ 220.00	
Channel Easement, .01 acre	10.00	
Gravel	45.00	
Amount to be paid owners - chrg to Right of Way		$ 275.00

THINGS TO BE DONE BY THE STATE

Reconstruct road approach.
Access: Sta. 25+70, E. side, unrestricted.

Access controlled -

25504 Wolff, John D. and Helen C. (Riley)
Right of Way and Slope Easement
Option expires February 21, 1957

2,178 sq. ft. at $0.50 per sq. ft.	$ 1,089.00	
Slope easement, .01 acre	10.00	
Shrubbery and plants	301.00	
Amount to be paid owners - chrg to Right of Way		$ 1,400.00

THINGS TO BE DONE BY THE STATE

Reconstruct satisfactory road approach.
Access: Sta. 40+40, W. side, unrestricted.

Access controlled -

EXHIBIT "A" (Cont)

GOLD BEACH-HUNTER CREEK UNIT-GOLD BEACH-CAPE SEBASTIAN SECTION - OREGON COAST HIGHWAY (Cont)

25496 Crook, Herbert and Ruth (Riley)
Right of Way
Option expires September 29, 1956

1,060 sq.ft. at $0.50 per sq.ft. $ 530.00

Amount to be paid owners - chrg to Right of Way $ 530.00

Access controlled -

25505 Curry County (Riley)
Right of Way and Easement
Option expires March 1, 1957

8,712 sq.ft. at $0.50 per sq.ft. $ 4,356.00
Easements (.21 A.) 30.00

Amount to be paid owner - chrg to Right of Way $ 4,386.00

THINGS TO BE DONE BY THE STATE

Remove wire and replace after construction completed.
Reconstruct road approaches.

Access: Stas. 41+35, 43+00, and 45+00, W., unrestricted.

Access controlled -

25500 Leith, James C. and Hazel I. (Riley)
Slope Easement
Option expires March 12, 1957

1,050 sq.ft., lump sum $ 25.00

Amount to be paid owners - chrg to Right of Way $ 25.00

THINGS TO BE DONE BY THE STATE

Reconstruct driveway at Sta. 19+80.
Replace fence and "Leith Motel" sign.
Access: Sta. 19+80, W., unrestricted.

Access controlled -

25506 Alcorn, Donald M. et al (Riley)
Right of Way
Option expires February 26, 1957

27149

EXHIBIT "A" (Cont)

GOLD BEACH-HUNTER CREEK UNIT-GOLD BEACH-CAPE SEBASTIAN SECTION - OREGON COAST HIGHWAY (Cont)

25506 Alcorn, Donald M. et al (Cont)

3,300 sq.ft. at $0.50 per sq.ft.	$ 1,650.00	
Amount to be paid owners - chrg to Right of Way		$ 1,650.00

Grantor to remove gravel stock-piles 30 days after acceptance.

THINGS TO BE DONE BY THE STATE

Reconstruct driveway at Sta. 46+10.
Access: Stas. 46+10 and 46+75, W., unrestricted.

Access controlled -

25510 Ireland, Corabelle and Annabelle (Riley)
Right of Way
Option expires March 9, 1957

4,356 sq.ft. at $0.50 per sq.ft.	$ 2,178.00	
Allowance for rearranging yard improvements	1,322.00	
Damage	800.00	
Amount to be paid owners - chrg to Right of Way		$ 4,300.00

Grantor to remove sign, water lines, flood lights, fence and move shrubbery within 30 days after acceptance.

THINGS TO BE DONE BY THE STATE

Reconstruct road approaches.
Access: Stas. 50+35 and 50+80, W., unrestricted.

Access controlled -

25508 Byerly, D. W. and Grace L. (Riley)
Right of Way and Easement
Option expires February 26, 1957

2,178 sq.ft. at $0.50 per sq.ft.	$ 1,089.00	
Easement, (0.02 A.)	11.00	
Amount to be paid owners - chrg to Right of Way		$ 1,100.00

EXHIBIT "A" (Cont)

GOLD BEACH-HUNTER CREEK UNIT-GOLD BEACH-CAPE SEBASTIAN SECTION - OREGON COAST HIGHWAY (Cont)

25508 Byerly, D. W. and Grace L. (Cont)

THINGS TO BE DONE BY THE STATE

Reconstruct road approach at Sta. 47+10.
Access: Sta. 47+10, W., unrestricted.

Access controlled -

25511 Tegner, Cletis H. and Laura M. (Riley)
Right of Way and Easement
Option expires February 26, 1957

2,178 sq. ft. at $0.50 per sq. ft.	$ 1,089.00
Easement, (0.02 A.)	11.00
Amount to be paid owners - chrg to Right of Way	$ 1,100.00

THINGS TO BE DONE BY THE STATE

Reconstruct driveway at Sta. 52+50.
Access: Stas. 52+50 and 53+00, W., unrestricted.

Access controlled -

25513 Wilson, Ira E. and William E. (Riley)
Right of Way and Sl. Easement
Option expires February 28, 1957

2,260 sq. ft. at $0.50 per sq. ft.	$ 1,130.00
Easement, (0.02 A.)	10.00
Removal of shed and sign	150.00
Amount to be paid owners - chrg to Right of Way	$ 1,290.00

Grantor to remove shed and sign from r/w within 30 days after acceptance.

THINGS TO BE DONE BY THE STATE

Reconstruct road approaches at Stas. 54+33 and 54+03.
Access: Stas. 54+33, 30', and 55+03, 50', W., unrestricted.

Access controlled -

EXHIBIT "A" (Cont)

KLAMATH FALLS WEST SIDE BY-PASS SECTION - THE DALLES-CALIFORNIA HIGHWAY

23144 Gallagher, Chas. F. et al (Bucknum)
Right of Way
Option expires February 1, 1957

9,360 sq. ft., 80' frontage, at $140 per F. F.	$11,200.00	
Service Sta. Building, 870 sq. ft. at $5/sq. ft.	4,350.00	
Shop Building, 750 sq. ft. at $3 per sq. ft.	2,250.00	
3 tanks, pipe, fittings etc.	2,000.00	
3 gas pumps and hoist	1,700.00	
Amount to be paid owners - chrg to Right of Way		$21,500.00
State to assume 1956-57 taxes. Estimate		430.00
GRAND TOTAL (Estimate)-chrg to Right of Way		$21,930.00

Grantor to vacate 30 days after receipt of notice.

Entire taking -

SOUTH UNIT PENDLETON-PILOT ROCK SECTION - PENDLETON-JOHN DAY HIGHWAY

25493 Hawke, Everett J. and Luella A. (Brainerd)
Right of Way
Option expires February 19, 1957

0.08 acre and fencing	$ 100.00	
Amount to be paid owners - chrg to Right of Way		$ 100.00

Access controlled - none allowed -

24223 Hawke, Anne E. Supplemental Report
Right of Way (Brainerd)
Option expires February 7, 1957

Construction permit to build access point to 540+40.	$ 50.00	
Amount to be paid owner - chrg to Right of Way		$ 50.00

Previous August 16-17, 1956 approval for $4,138, did not include this item.

Access controlled -

EXHIBIT "A" (Cont)

EMIGRANT HILL-DEADMAN'S PASS SECTION - OLD OREGON TRAIL HIGHWAY

25451 Curl, C. C., Jr. and Vivian L. (Brainerd)
Right of Way
Option expires February 28, 1957

1.1 acres, lump sum	$ 100.00	
Plus sign restrictions		
Amount to be paid owners - chrg to Right of Way		$ 100.00

Access controlled - none allowed -

SALEM BY-PASS-JEFFERSON JUNCTION SECTION - PACIFIC HIGHWAY

25623 Thomas, Gilbert and Anna F. (Benner)
Right of Way
Option expires March 9, 1957

.08 acre and shrubs, flowers and tree, lump sum	$ 200.00	
Allow. for new pump	150.00	
Low bid for moving buildings, (Baumback)	$ 2,964.00	
Amount to be paid owners - chrg to Right of Way		$ 3,314.00

THINGS TO BE DONE BY THE STATE

Build frontage road and re-establish Grantors' road connection at Eng. Sta. 450+00.

Access controlled - none allowed - Sign rights acquired -

MARION COUNTY LINE-ALBANY UNIT-N. JEFFERSON JUNCTION-ALBANY SECTION - PACIFIC HIGHWAY

25065 Cornett, John A. (Hart)
Right of Way
Option expires March 17, 1957

0.062 acre at $1,000- per acre	$ 60.00	
5 rods fencing at $4 per rod	20.00	
Damage	400.00	
Amount to be paid owner - chrg to Right of Way		$ 480.00

Grantor to remove fencing and vacate by December 1, 1956.
Sign restrictions except for one sign to advertise business within premises.

27156

EXHIBIT "A" (Cont)

MARION COUNTY LINE-ALBANY UNIT-N. JEFFERSON JUNCTION-ALBANY SECTION - PACIFIC HIGHWAY (Cont)

25065 Cornett, John A. (Cont)

THINGS TO BE DONE BY THE STATE

Re-establish approach to driveway at present location.

Access controlled - none allowed - Sign rights acquired -

NEWBERG-GEARIN CORNER SECTION - HILLSBORO-SILVERTON HIGHWAY

25345 Gearin, Walter J. and Alice M. (Gemmell)
Right of Way
Option expires October 17, 1956

11.25 acres (10.0 A. at $400/; 1.25 A. at $100/A.)	$ 4,125.00
Garage and oil tank	650.00
Irrigation system reconstruction	7,400.00
Damage	2,825.00

Amount to be paid owners - chrg to Right of Way $15,000.00

Grantor to have right of passage beneath bridge structures and to locate irrigation lines beneath; also to remove all timber by March 1, 1957.

THINGS TO BE DONE BY THE STATE

Construct approach designated.
Install 12" cement pipe for grantors irrigation line at Stas. 175+80 and 178+13.

Access controlled -

KLAMATH FALLS WEST SIDE BY-PASS SECTION - THE DALLES-CALIFORNIA HIGHWAY

23068 Griffin, Bernard C. and Alta F. (Bucknum)
Right of Way
Option expires March 5, 1957

20,808 sq. ft. (4 lots) (6,206 sq. ft. Excess)	$ 1,300.00
House, 1,200 sq. ft. at $6.50 per sq. ft.	7,800.00
Garage, 300 sq. ft. at $1 per sq. ft.	300.00
Lawn, trees and shrubs	100.00

EXHIBIT "A" (Cont)

KLAMATH FALLS WEST SIDE BY-PASS SECTION - THE DALLES-CALIFORNIA HIGHWAY (Cont)

23068 Griffin, Bernard C. and Alta F. (Cont)

Amount to be paid owners - chrg to Right of Way	$ 9,500.00
State to assume 3/4 of 1956-57 taxes. Estimate	150.00
GRAND TOTAL (Estimate)-chrg to Right of Way	$ 9,650.00

Grantor to vacate or rent 5 days after receipt of payment and permitted to rent until December 31, 1956.

Entire taking -

EMIGRANT HILL-DEADMANS PASS SECTION - OLD OREGON TRAIL HIGHWAY

25390 Umatilla Indian Reservation - U. S. Bureau of Indian Affairs
Right of Way (Brainerd)

17.24 acres	$ 617.50	
Timber	307.33	
Amount to be paid owners - chrg to Right of Way		$ 924.83
Double amount to be deposited	$ 1,849.66	

THINGS TO BE DONE BY THE STATE

Construct frontage roads where agreed, to provide for access eliminated.

Access controlled - none allowed -
Confirmation of phone approval by Commissioner Reynolds September 20, 1956.

GOLD BEACH-HUNTERS CREEK-GOLD BEACH-CAPE SEBASTIAN SECTION - OREGON COAST HIGHWAY

25499 Feuer, Florence et al (Riley)
Right of Way and Easement
Option expires March 4, 1957

872 sq.ft. at $0.50 per sq.ft.	$ 436.00	
Easement, .02 acre	20.00	
Amount to be paid owners - chrg to Right of Way		$ 456.00

EXHIBIT "A" (Cont)

GOLD BEACH-HUNTERS CREEK-GOLD BEACH-CAPE SEBASTIAN SECTION - OREGON COAST HIGHWAY (Cont)

25499 Feuer, Florence et al (Cont)

THINGS TO BE DONE BY THE STATE

Access to be allowed but curbs to be constructed.

Access: Stas. 26+50 and 27+50, E., unrestricted.

Access controlled -

25501 Crook, H. W. and Ruth (Riley)
Right of Way and Easement
Option expires October 6, 1956

10,454 sq. ft. at $0.50 per sq. ft.	$ 5,227.00
Easement, .44 acre	50.00
Amount to be paid owners - chrg to Right of Way	$ 5,277.00

THINGS TO BE DONE BY THE STATE

Culvert at Riley Creek to be constructed so it could be extended at W. by Grantor - Grantor given right to do so.

Access: Stas. 21+20, 22+15, 23+15, 24+15, 26+01 - 50' Street, 26+90, 27+90, 28+90, 29+90, 30+90, W. side of hwy., unrestricted.

Access controlled -

LINN COUNTY LINE-JUDKINS POINT UNIT-ALBANY JUDKINS POINT SECTION - PACIFIC HIGHWAY

25187 Wilkins, Herman S. and Rosebud (Allen)
Right of Way
Option expires March 5, 1957

0.01 acre	$ 25.00
Easement, 0.11 acre	25.00
Amount to be paid owners - chrg to Right of Way	$ 50.00

Access controlled - none allowed - Sign rights acquired -

EXHIBIT "A" (Cont)

JUMP OFF JOE CREEK-GRANTS PASS SECTION - PACIFIC HIGHWAY

25589 Bjorge, Dewey et al (Morgan)
Right of Way
Option expires March 11, 1957

1.14 acres at $200 per acre	$ 228.00	
Amount to be paid owners - chrg to Right of Way		$ 228.00

Access controlled - none allowed - Sign rights acquired -

SANDY-FIRWOOD UNIT-SANDY-FOREST BOUNDARY SECTION - MT. HOOD HIGHWAY

25408 Wolfe, Katie S. and Edward M. (Young)
Right of Way
Option expires March 19, 1957

1.41 acres at $800 per acre	$ 1,128.00	
Fruit trees, shrubs and lawn	300.00	
Damage	1,572.00	
Amount to be paid owners - chrg to Right of Way		$ 3,000.00

Access: 20+50, S., residential and farming, grading 25' wide, surfaced 12' wide.

Access controlled -

25414 Krebs, Ronald and Evelyn (Young)
Right of Way
Option expires March 13, 1957

1.13 acres at $1,000 per acre	$ 1,130.00	
Moving house and gas tank	6,761.00	
Damages	1,180.00	
Amount to be paid owners - chrg to Right of Way		$ 9,071.00

Grantor to remove house and gas tank from r/w 90 days after notice.

THINGS TO BE DONE BY THE STATE

Construct approach from pavement edge to r/w line at Stas. 34+75 and 38+70, 25' wide.
Access: Stas. 34+75 and 38+70, S., for farming and private residential.

Access controlled -

27157

EXHIBIT "A" (Cont)

SANDY-FIRWOOD UNIT-SANDY-FOREST BOUNDARY SECTION - MT. HOOD HIGHWAY (Cont)

25418 Lundgaard, Herbert M. and Gertrude (Young)
Right of Way
Option expires March 18, 1957

0.47 acre at $750 per acre	$ 350.00	
Damage	450.00	
Amount to be paid owners - chrg to Right of Way		$ 800.00

Access controlled - none allowed -

SALEM BY-PASS-JEFFERSON JUNCTION SECTION - PACIFIC HIGHWAY

24315 Wollander, Klare and W. A. (Benner)
Right of Way
Option expires March 17, 1957

2.66 Acres (.44 Acre Excess) at $500+ per acre	$ 1,580.00	
Damage	550.00	
Amount to be paid owners - chrg to Right of Way		$ 2,130.00

THINGS TO BE DONE BY THE STATE

Re-establish entrance at Sta. 493+50 on frontage road, w. side.

Access controlled - none allowed - Sign rights not acquired -

25443 Grabenhorst, C. W. et al (Benner)
Right of Way
Option expires March 12, 1957

0.14 acre, lump sum	$ 150.00	
Amount to be paid owners - chrg to Right of Way		$ 150.00

THINGS TO BE DONE BY THE STATE

Re-establish entrance to frontage road at Sta. 459+40, E. side of hwy.

Access controlled - none allowed - Sign rights not acquired -

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - R. H. BALDOCK FREEWAY

21009 Thomas, Robert L. and Marie Louise (Grant)
Right of Way
Option expires February 28, 1957

12,500 sq. ft. (10,250 sq. ft. Excess) at $0.20/sq. ft.	$ 2,500.00	
House, 1012 sq.ft. at $11.15+ per sq. ft.	11,290.00	
Yard improvements	710.00	
Amount to be paid owners - chrg to Right of Way		$14,500.00

Grantor to vacate or rent 30 days after receipt of payment.

Entire taking -

22715 Elwert, Herbert J. and Nellie E. (Grant)
Right of Way
Option expires March 10, 1957

9,200 sq.ft. (5,924 sq.ft. Excess) at $0.082-/sq.ft.	$ 750.00	
House, 480 sq.ft. at $7.57 per sq.ft.	3,633.60	
Garage, 240 sq.ft. at $2.36 per sq.ft.	566.40	
Improvements	400.00	
Amount to be paid owners - chrg to Right of Way		$ 5,350.00

Grantor to vacate or rent 30 days after receipt of payment.

Entire taking -

22741 Brecht, Chester G. and Ruth L. (Grant)
Right of Way
Option expires March 19, 1957

650 sq. ft., lump sum	$ 75.00	
Amount to be paid owners - chrg to Right of Way		$ 75.00

Access controlled - Sign rights not acquired -

25018 Rutis, John and Thelma V. (Stuntz)
Right of Way
Option expires March 5, 1957

27159

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - R. H. BALDOCK FREEWAY (Cont)

25018 Rutis, John and Thelma V. (Cont)

4,375 sq. ft. at $0.50 per sq. ft.	$ 2,187.50
Allow. for removing shop	325.00
Damage	487.50

Amount to be paid owners - chrg to Right of Way $ 3,000.00

Grantor to remove shop building 30 days from notice.

Access controlled - none allowed - Sign rights not acquired -

25022 Franciscan Fathers of Oregon (Grant)
Right of Way
Option expires March 19, 1957

1,250 sq. ft., lump sum	$ 450.00

Amount to be paid owners - chrg to Right of Way $ 450.00

Property to access to Freeway via connecting roads.

Access controlled - Sign rights not acquired -

WEST FORK-ILLINOIS RIVER SECTION - REDWOOD HIGHWAY

24432 Ward, Frank and Vivian A. (Morgan)
Right of Way
Option expires March 13, 1957

0.25 acre at $1,000 per acre	$ 250.00
Moving fence	50.00
Damage	700.00

Amount to be paid owners - chrg to Right of Way $ 1,000.00

Grantor to move fence to new r/w line.

Access: Stas. 484+50 and 487+00, E., private and residential.

Access controlled -

HARBOR DRIVE-BARBUR BOULEVARD SECTION - R. H. BALDOCK FREEWAY

22734 Bell, Zeron E. and Eva Perry (Black)
Right of Way
Option expires March 13, 1957

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - R. H. BALDOCK FREEWAY (Cont)

22734 Bell, Zeron E. and Eva Perry (Cont)

43,807 sq. ft. (30,682 sq. ft. Excess) at $0.22/sq. ft.	$ 9,637.54	
House, 1,012 sq. ft. at $4.50 per sq. ft.	4,554.00	
Garage, 400 sq. ft. at $1 per sq. ft.	400.00	
Improvements	158.46	
Amount to be paid owners - chrg to Right of Way		$14,750.00
State to assume 1956-57 taxes. Estimate		300.00
GRAND TOTAL (Estimate)-chrg to Right of Way		$15,050.00

Grantor to vacate 30 days after notice or 5 days after receipt of payment.

Entire taking -

23664 Riley, Maggie J. (Black)
Right of Way
Warranty Deed signed September 20, 1956

7,500 sq. ft. at $0.15 per sq. ft.	$ 1,125.00	
House, 1,111 sq. ft. at $9.50 per sq. ft.	10,554.50	
Garage, 250 sq. ft. at $2 per sq. ft.	500.00	
Improvements	320.50	
Amount to be paid owner - chrg to Right of Way		$12,500.00
State to assume 1956-57 taxes. Estimate		250.00
GRAND TOTAL (Estimate)-chrg to Right of Way		$12,750.00

Grantor to vacate 30 days after notice or 5 days after receipt of payment.

Entire taking -

24831 Armentrout, H. L. et al (Grant)
Right of Way
Option expires March 19, 1957

4,000 sq. ft. at $0.437 per sq. ft.	$ 1,750.00
Damage	1,750.00

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - R. H. BALDOCK FREEWAY (Cont)

24831 Armentrout, H. L. et al (Cont)

Amount to be paid owners - chrg to Right of Way	$ 3,500.00
Plus deeding to Grantor 490 sq. ft. at $0.42/sq. ft. Est. worth	205.80
GRAND TOTAL (Estimate)	$ 3,705.80

Convey to Grantors 490 sq. ft. as a part of the settlement upon the grounds and for the reason that the said property, in the opinion of the Commission, is no longer needed, required, or useful for highway purposes, and the value of the property to be acquired by the State is not less than the value of the property to be relinquished by the State and the cash to be paid by the State.

Access controlled - sign rights not acquired -

22774 Dees, Felix J. and Willie (Smith)
Right of Way
Warranty Deed signed September 19, 1956

9,420 sq. ft., lump sum	$ 2,500.00	
Amount to be paid owners - chrg to Right of Way		$ 2,500.00

Entire taking -

EAST UNIT, CRESCENT LAKE JUNCTION-THE DALLES-CALIFORNIA SECTION - WILLAMETTE HIGHWAY

20949 U. S. Forest Service
Permit - Mabel Butte Cinder Pit

Timber cut from Mabel Butte Cinder Pit (Under special use permit) - Timber cut and sold by States contractor

17,720 BF Ponderosa Pine sawlogs at $44.20 per M	$ 783.22	
2,110 BF Lodgepole Pine sawlogs at $13.25 per M	27.96	
Amount to be paid U. S. Forest Service - chrg to Cinder Pit		$ 811.18

EXHIBIT "A" (Cont)

MARION COUNTY LINE-ALBANY UNIT-N. JEFFERSON JUNCTION-ALBANY SECTION - PACIFIC HIGHWAY

25067 R. W. Tripp Estate (Hart)
Right of Way
Option expires March 19, 1957

0.25 acre at $2,000 per acre	$ 500.00	
Damage	550.00	
Amount to be paid owner - chrg to Right of Way		$ 1,050.00

Grantor to vacate by December 1, 1956.

THINGS TO BE DONE BY THE STATE

Construct two approaches to frontage road, one between Sta. 993+00 and 994+00 and one between Sta 995+00 and 996+00. Provide frontage road.

Access controlled - none allowed - Sign rights acquired -

25091 Yearsley, LeRoy F. and Lille E. (Friess)
Right of Way
Option expires March 18, 1957

0.52 acre (.07 acre Excess), lump sum	$ 1,830.00	
House and attached garage	4,344.00	
Single unit, rental, 600 sq. ft. at $6.70/sq. ft.	4,020.00	
Duplex rental unit, attached garage	5,056.00	
Amount to be paid owners - chrg to Right of Way		$15,250.00
Taxes to be pro-rated. Estimate		120.00
GRAND TOTAL (Estimate)-chrg to Right of Way		$15,370.00

Grantors to vacate by December 15, 1956 or 15 days after receipt of payment.
Subject to restrictions in deed - Sudtell to Yearsley, Book 209, Page 178, Deed Records of Linn County, Ore.

Entire taking -

JUMP OFF JOE CREEK-GRANTS PASS SECTION - PACIFIC HIGHWAY

23296 Wheeler, Brice O. et al
Right of Way
Warranty Deed signed August 28, 1956

EXHIBIT "A" (Cont)

JUMP OFF JOE CREEK-GRANTS PASS SECTION - PACIFIC HIGHWAY (Cont)

23296 Wheeler, Brice O. et al (Cont)

4.88 acres, R/W, 12.9 acres Excess $ 1,624.00

Amount to be paid owners - chrg to Right of Way $ 1,624.00

Access controlled - none allowed -

KLAMATH FALLS WEST SIDE BY-PASS SECTION - THE DALLES-CALIFORNIA HIGHWAY

23061 Smith, R. W. and Alice (Bucknum)
Right of Way
Option expires March 4, 1957

0.27 acre, lump sum $ 1.00

Amount to be paid owners - chrg to Right of Way $ 1.00

THINGS TO BE DONE BY THE STATE

Stockpile on Grantors' property hardpan material found to a depth of 16'. Estimated cost to State not over $ 4,000.00

Access controlled - none allowed -

DEADY-SHADY SECTION - PACIFIC HIGHWAY

19419 Holcomb, Charles A. and Lucille E. (Morgan)
Ease. for Const. & Maint. of outlet ditch
Option expires March 20, 1957

0.06 acre, easement only, lump sum $ 50.00

Amount to be paid owners - chrg to Right of Way $ 50.00

THINGS TO BE DONE BY THE STATE

Maintain ditch. Construct swinging gate. Grantee not to erect any fence along easement without written consent of Grantor.

Access not controlled - Previously access controlled - none allowed -

EXHIBIT "A" (Cont)

CANNON BEACH JUNCTION SECTION - SUNSET HIGHWAY

25659 Diehl, Paul and Laura M. (Friess)
Right of Way
Option expires March 24, 1957

0.098 acre, lump sum	$ 208.00	
Amount to be paid owners - chrg to Right of Way		$ 208.00

Grantors to re-establish 24 rods of fencing along new r/w line.

THINGS TO BE DONE BY THE STATE

Re-establish 2 approach roads to grantors driveways at present location.
Access: 180+80 and 183+70, E., unrestricted.

Access controlled -

25660 Kilby, James E. and Floy L. Kilby (Friess)
Right of Way
Option expires March 24, 1957

0.035 acre, lump sum	$ 100.00	
Amount to be paid owners - chrg to Right of Way		$ 100.00

THINGS TO BE DONE BY THE STATE

Re-establish Grantors approach road at approx. Sta. 184+56.
Access: Sta. 184+56, E., unrestricted.

Access controlled -

SALEM BY-PASS-JEFFERSON JUNCTION SECTION - PACIFIC HIGHWAY

25762 Thompson, Gerald G. and Ora Jean (Benner)
Right of Way
Option expires March 17, 1957

0.83 acre, lump sum	$ 1,000.00
House, 529 sq. ft. at $6.50 per sq. ft.	3,438.50
Well	402.00
Pump and tank	150.00
Tool house and shop, 288 sq. ft. at $1 per sq. ft.	288.00
Well house, outbuildings, fencing etc.	221.50

EXHIBIT "A" (Cont)

SALEM BY-PASS-JEFFERSON JUNCTION SECTION - PACIFIC HIGHWAY (Cont)

25762 Thompson, Gerald G. and Ora Jean (Cont)

Amount to be paid owners - chrg to Right of Way $ 5,500.00

State to have possession of buildings 5 days after payment.

Entire taking -

MYRTLE CREEK-CANYONVILLE SECTION - PACIFIC HIGHWAY

23773 Irwin, J. W. and Nora B. (Morgan)
Right of Way
Option expires March 24, 1957

6.61 acres at $650- per acre	$ 4,296.00	
4.69 acres at $1000 per acre	4,690.00	
Fencing, 265 rods at $4 per rod	1,060.00	
Severance damage	4,014.00	
State to pay low bid for drilling well, Est.	800.00	
Amount to be paid owners - chrg to Right of Way		$14,860.00
State to assume 1956-57 taxes. Estimate		150.00
GRAND TOTAL (Estimate)-chrg to Right of Way		$15,010.00

Grantors to have right in summer to install portable line through culvert at Sta. 450+25. Grantors convey rights of access N. of 440+00. Grantors may salvage fencing.

THINGS TO BE DONE BY THE STATE

Construct 8 x 8' pump house.
Reconnect driveways opp. Sta. 446+35 and 450+25, and build a new road approach at Sta. 462+00 to frontage rd.
Pay low bid to drill new well (8") to replace one at 477+50.

Access controlled - none allowed - Sign rights acquired -

HARBOR DRIVE-BARBUR BOULEVARD SEC. - R. H. BALDOCK FREEWAY

21553 Schnitzer-Wolf Investment Co. (Smith)
Right of Way
Warranty Deed signed September 22, 1956 - not to be recorded until payment.
Option expires March 21, 1957

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - R. H. BALDOCK FREEWAY (Cont)

21553 Schnitzer-Wolf Investment Co. (Cont)

0.85 acre (37,026 sq. ft.) at $22,000 per acre	$18,700.00	
Amount to be paid owners - chrg to Right of Way		$18,700.00
Taxes to be prorated. Estimate		200.00
GRAND TOTAL (Estimate)-chrg to Right of Way		$18,900.00

Payment is not be be made until contract for construction has been let. Purchase made subject to easements of record. Grantor assured occupancy without rent until March 31, 1957 and thereafter without rent until contract let and payment made. Option and deed shall become null and void and returned to Grantor unrecorded if property not needed and if construction contract not let by October 1, 1959 and if conditions not performed by said date.
Grantor shall have written notice to vacate and have 30 day period to remove personal property. Grantor may vacate and State notified will immediately record deed and make payment.

Entire taking -

20074 Biden, A. A. and Lucretia (Smith)
Right of Way
Option expires October 5, 1956

15,758 sq. ft., 140 F. F. at $105 per F. F.	$14,700.00	
Building, 480 sq. ft. at $5 per sq. ft.		
2,400 sq. ft. at $9 per sq. ft.	24,000.00	
Attached counter in appliance store	125.00	
Electric sign	2,080.00	
Plumbing installation and sp. wiring in concrete	960.00	
Moving trade equipment	3,500.00	
Amount to be paid owners - chrg to Right of Way		$45,365.00
State to assume 1956-57 taxes. Estimate		460.00
GRAND TOTAL (Estimate)-chrg to Right of Way		$45,825.00

Tenants and their personal property removed by December 1, 1956.

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - R. H. BALDOCK FREEWAY (Cont)

20074 Biden, A. A. and Lucretia (Cont)

Trade equipment to be removed by December 15, 1956, without cost to State.

Entire taking -

25743 Lisac, Joe and Katherine (Grant)
Easement for Detour Road
Easement signed September 26, 1956

Easement to December 31, 1958 $ 300.00

Amount to be paid owners - chrg to Right of Way $ 300.00

25744 Comte & Kohlman Co. (Grant)
Easement for Detour Road

Easement signed September 26, 1956.

Easement to December 31, 1958 $ 100.00

Amount to be paid owners - chrg to Right of Way $ 100.00

FOUR CORNERS INTERSECTION SECTION - SILVER CREEK FALLS HIGHWAY

25725 Doolittle, Warren and Patricia J. (Benner)
Right of Way
Option expires March 24, 1957

112.5 sq. ft. $ 1.00

Amount to be paid owners - chrg to Right of Way $ 1.00

Access controlled -

EXHIBIT "B"

Minutes of September 27 and 28, 1956

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of State Highway projects have been completed according to the terms and provisions of said contracts and that said jobs are now ready for acceptance:

"Contract No. 4200 with Rogers Construction, Inc., for grading and paving on the Willamette Junction-Walker Mountain Road and Chemult-Beaver Marsh Units, Willamette Junction-Diamond Lake Junction Section of The Dalles-California Highway in Klamath County, completed July 14, 1956.

"Contract No. 4211 with Warren Northwest, Inc. for paving on the 42nd Avenue-92nd Avenue Section of the T. H. Banfield Expressway in Multnomah County, completed June 25, 1956.

"Contract No. 4267 with Porter W. Yett for paving on the Crosby Road-Concomley Road Unit, Willamette River-Hayesville Section of the Portland-Salem Expressway (R. H. Baldock Freeway), in Marion County, completed August 8, 1956.

"Contract No. 4300 with Vernie Jarl for grading and topping on the Forest Boundary-Meadow Brook Section of the Ukiah-Hilgard Highway in Union County, completed July 9, 1956.

"Contract No. 4313 with Porter W. Yett for grading and paving on the Beaverton-Multnomah County Line Section of the Beaverton-Hillsdale Highway in Washington County, completed September 8, 1956.

"Contract No. 4325 with Coos Bay Dredging Company for grading and oiling on the West Unit, Reedsport-Dean Creek Section of the Umpqua Highway in Douglas County, completed April 25, 1956.

"Contract No. 4342 with W. H. Shields Construction Co. for constructing three structures on the Coast Fork Willamette River-Divide Unit, Goshen-Divide Section of the Pacific Highway in Lane County, completed August 13, 1956.

"Contract No. 4354 with C. C. Meisel for grading and paving on the E. Unit, Carlton Junction-Newberg Section of the Yamhill-Newberg Highway in Yamhill County, completed August 22, 1956.

EXHIBIT "B" (Cont)

"Contract No. 4355 with A. H. Barbour & Son, Inc. for painting the McCullough Bridge on the Oregon Coast Highway in Coos County, completed August 23, 1956.

"Contract No. 4410 with P. A. Shoat Co. for oiling on the division No. 2 Oiling Project in Marion, Lincoln, Tillamook and Polk Counties, completed August 31, 1956.

"Contract No. 4425 with Russell Olson Construction Co., Inc., for grading and paving on the Elgin (N. 10th Avenue) City Street Section in Union County, completed September 18, 1956.

"Contract No. 4444 with Electric Corporation for illumination installations on the Hubbard Interchange-Hayesville Section of the Portland-Salem Expressway (R. H. Baldock Freeway) in Marion County, completed August 31, 1956.

"Contract No. 4449 with Porter W. Yett for shoulder paving on the Beaverton Section of the Tualatin Valley Highway in Washington County, completed September 18, 1956.

"Contract No. 4451 with Inland Construction Co. for structure, grading and paving on the Clackamas R. R. Overcrossing Section of the Clackamas Highway in Clackamas County, completed August 10, 1956.

"Contract No. 4458 with N. A. Toole Construction Co. for constructing stone base and oiling on the Forest Boundary-Halfway Section of the Pine Creek County Road in Baker County, completed August 8, 1956.

"Contract No. 4473 with Neilsen & Smith Construction Co. for construction of two structures (viaduct & bridge) on the Olds Ferry-Ontario Section of the Old Oregon Trail Highway in Malheur County, completed July 7, 1956.

"Contract No. 4496 with A. H. Saxton & Son for constructing a railroad overcrossing at Weaver on the Shady-Canyonville Section of the Pacific Highway in Douglas County, completed August 15, 1956.

"Contract No. 4526 with Glenn Snook for constructing three structures on the Shady-Canyonville Section of the Pacific Highway in Douglas County, completed August 31, 1956.

"Contract No. 4531 with John Helstrom for constructing a concession and rest room building at Depoe Bay on the Oregon Coast Highway in Lincoln County, completed June 30, 1956.

"Contract No. 4542 with Arthur Simonsen & Co. for constructing bridge, grading and paving on the Havana Section of the Havana-Helix Highway in Umatilla County, completed August 8, 1956.

EXHIBIT "B" (Cont)

"Contract No. 4563 with E. H. Itschner Co. for grading and oiling on the East Unit, Hamilton-Long Creek Section of the Kimberly- Long Creek Highway in Grant County, completed August 14, 1956.

"Contract No. 4603 with Hamilton & Thoms for constructing the Gazley Road Undercrossing on the Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County, completed August 29, 1956.

"Contract No. 4609 with C. E. Leseberg for grading and paving on the Idaho State Line-Sucker Creek Section of the I.O.N. Highway in Malheur County, completed August 31, 1956.

"Contract No. 4611 with Schrader Construction Co. for reconstruction of the Messner Overcrossing on the Columbia River Highway in Morrow County, completed August 31, 1956.

"Contract No. 4614 with Durbin Bros. for grading and surfacing on the Boulder Gorge Section of the Sumpter Valley Highway in Baker County, completed August 21, 1956.

"Contract No. 4627 with Roger Holmes for widening the Little Deschutes River Bridge on the Crescent Lake Junction-The Dalles-California Junction Section of the Willamette Highway in Klamath County, completed August 17, 1956.

"Contract No. 4628 with Barney B. Helser for furnishing crushed rock in stockpile on the Newport Section of the Oregon Coast and Corvallis-Newport Highways in Lincoln County, completed July 25, 1956.

"Contract No. 4633 with Martin Kincheloe for grading and stone base on the Yellow Creek Section of the Powers Highway in Coos County completed September 12, 1956.

"Contract No. 4634 with J. J. Walton for illumination installation on the Shady Point-Myrtle Creek Unit, Goshen-Myrtle Creek Section of the Pacific Highway in Douglas County, completed August 17, 1956.

"Contract No. 4638 with N. A. Toole Construction Co. for furnishing crushed materials in stockpiles on the Follyfarm Section of the Crane-Scotts Butte Highway in Malheur County, completed September 6, 1956.

"Contract No. 4644 with Warren Northwest, Inc. for grading and paving on the Riddle (Main St.) City Street Section in Douglas County, completed August 31, 1956.

"Contract No. 4647 with Central Paving Co. and Calkins Crushing Co. for grading and paving on the Lost River-Hatfield Junction Section of the Klamath Falls-Malin Highway in Klamath County, completed July 28, 1956.

EXHIBIT "B" (Cont)

"Contract No. 4649 with Warren Northwest, Inc. for paving on the Tangent Junction-Oak Creek School Section of the Orleans-Lebanon County Road in Linn County, completed August 10, 1956.

"Contract No. 4651 with Glen Ousley for slide correction on the Mussel Creek Section of the Oregon Coast Highway in Curry County, completed August 4, 1956.

"Contract No. 4663 with Roseburg Paving Co. for paving on the Oakland (5th Street) City Street Section in Douglas County, completed September 15, 1956.

"Contract No. 4664 with Roseburg Paving Co. for grading and paving on the Sutherlin (State Street and Central Avenue) City Street Section in Douglas County, completed September 15, 1956.

"Contract No. 4682 with Bill Broderick for fence construction on the 122nd Ave. -Sundial Section of the T. H. Banfield Expressway in Multnomah County, completed August 13, 1956.

"Contract No. 4695 with J. C. Compton Co. for paving on the Coquille (Knott St.) City Street Section in Coos County, completed September 6, 1956.

"Contract No. 4705 with J. C. Compton Co. for oiling work on Division No. 3 (North) Oiling Project on eight State highways in Lane, Douglas and Benton Counties, completed September 13, 1956.

"Contract No. 4708 with Trowbridge Electric Co. for installation of the Barbur Boulevard Junction Interchange Illumination on the Pacific Highway West and R. H. Baldock Freeway in Multnomah County, completed August 15, 1956.

"Contract No. 4712 with K. F. Jacobsen & Co., Inc. for grading and paving on the Durham Road Junction Section of Pacific Highway West in Washington County, completed August 3, 1956.

"Contract No. 4737 with Parker and Fuhrman for grading and oiling on the Clackamas River Park Interchange Section of Pacific Highway East in Clackamas County, completed September 12, 1956.

"Contract No. 4745 with Roseburg Paving Co. for paving on the Yoncalla (Hayhurst Road) City Street Section in Douglas County, completed September 8, 1956.

"Contract No. 4749 with Henry H. Miller, Contractor, for slide correction on the Elkhead Road Unit, Divide-Rice Hill Section in Douglas County, completed September 14, 1956.

EXHIBIT "B" (Cont)

"Contract No. 4760 with Gun-Crete Cement Co. for slope paving at the railroad overcrossing at Chemawa on the Portland-Salem Expressway (R. H. Baldock Freeway) in Marion County, completed August 24, 1956.

"Contract No. 4767 with Morse Bros. for pavement sealing on the Goshen-Cottage Grove Section of the Pacific Highway in Lane County, completed September 6, 1956.

"Contract No. 4775 with The Central Heating Co., Oreg. Ltd., for oiling five county roads on the Deschutes County Roads Oiling Project in Deschutes County, completed September 7, 1956.

"Contract No. 4777 with Fred H. Slate Co., Oreg. Ltd. and E. C. Hall Co. for replacing fills and constructing riprap on the West Branch Bridge Creek-Keys Creek Bridge Section of the Ochoco Highway in Wheeler County, completed August 30, 1956."

THEREFORE BE IT RESOLVED that the work covered by State Highway Contracts for the construction of said State Highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

BE IT FURTHER RESOLVED that this Contracts Completed Resolution No. 55 shall be entered in the minutes and records of the Commission as of the 27th day of September, 1956.

27173

EXHIBIT "C-1"

Minutes of September 27 and 28, 1956

RESOLUTION

WHEREAS, the relocated Havana Section of the Havana-Helix Secondary Highway No. 335 located in Umatilla County, the northerly terminus of which is at Highway Engineer's Survey Station 2+00 and the southerly terminus of which is at Highway Engineer's Survey Station 51+94.04 on the relocated highway, has been completed and is now open for public travel; and

WHEREAS, due to the relocation of the aforesaid section, portions of the former right of way are no longer needed for right of way purposes and may be eliminated from the boundaries of the relocated highway; and

WHEREAS, Umatilla County and the State Highway Commission entered into an agreement on the 27th day of April, 1956, relating to the disposition to be made of the portions that may be eliminated, therein and hereinafter referred to as Units "A," "B," "C," and "D."

WHEREAS, said agreement provided that Units "A,", "B," "C," and "D" would be abandoned by the State Highway Commission by a formal resolution as part of the Havana-Helix Highway and the state highway system; that Units "A" and "C" would be maintained thereafter by County as part of the county road system; and that Units "B" and "D" would revert to the owners of the abutting property; and

WHEREAS, it is the judgment of the Highway Commission that certain portions of the former right of way of the Havana Section of the Havana-Helix Highway, together with other real property acquired by the State for roadway right of way and other public purposes, is needed and valuable for right of way purposes and public use; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon its records the disposition made of the portions or units of the former right of way of the said Havana-Helix Highway referred to herein as Units "A," "B," "C," and "D" as well as all the property affected by reason of said realignment;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the portions of the former right of way which by reason of the relocation of the Havana Section of the Havana-Helix Highway are no longer within the boundaries of the new right of way are identified as Units "A," "B," "C," and "D," and described as follows:

EXHIBIT "C-1 " (Cont)

Unit "A"

All the land situated within the right of way boundaries of the Havana-Helix Highway as formerly routed, beginning at the westerly right of way line opposite Highway Engineer's Survey Station 6+50 of the said highway as relocated in the northeast quarter of the northwest quarter (NE 1/4 NW 1/4), Section 23, Township 3 North, Range 33 East, W. M.; thence southwesterly via said highway as formerly routed to a county road junction in the southeast quarter of the northwest quarter (SE 1/4 NW 1/4), Section 23, Township 3 North, Range 33 East, W. M.

Unit "B"

All the land situated within the right of way boundaries of the Havana-Helix Highway as formerly routed beginning at a county road junction in the southeast quarter of the northwest quarter (SE 1/4 NW 1/4), Section 23, Township 3 North, Range 33 East, W. M.; thence southerly via said highway as formerly routed to the northerly right of way line of the Union Pacific Railroad in the northeast quarter of the southwest quarter (NE 1/4 SW 1/4), Section 23, Township 3 North, Range 33 East, W. M.

Unit "C"

All the land situated within the right of way boundaries of the Havana-Helix Highway as formerly routed beginning at the southerly right of way line of the Union Pacific Railroad in the northeast quarter of the southwest quarter (NW 1/4 SW 1/4) of Section 23, Township 3 North, Range 33 East, W. M.; thence easterly and northeasterly via said highway as formerly routed to the east-west center line of Section 23, Township 3 North, Range 33 East, W. M.

Unit "D"

All the land situated within the former right of way boundaries of the Havana-Helix Highway as formerly routed, beginning at the easterly right of way line opposite Highway Engineer's Survey Station 48+70 of said highway as relocated in the northwest quarter of the northeast quarter (NW 1/4 NE 1/4), Section 26, Township 3 North, Range 33 East, W. M.; thence easterly via said highway as formerly routed to the northerly right of way line opposite Highway Engineer's Survey Station 327+80. 3 of the Oregon-Washington Highway No. 8 in the northwest quarter of the northeast quarter (NW 1/4 NE 1/4), Section 26, Township 3 North, Range 33 East, W. M.

2. That pursuant to the agreement entered into with Umatilla County on the 27th day of April, 1956, Units "A," "B," "C," and "D"

indicated on the map attached hereto and marked Exhibit "A", and by this reference made a part hereof, are hereby duly abandoned as part of the Havana-Helix Highway and the state highway system; all right, title, and interest which State has in the right of way Units "A" and "C" herein described, pass to and vest in the said County; and all right, title, and interest which State has in the right of way of Units "B" and "D" herein described, pass to and vest in the abutting property owners.

3. That the right of way of the former and of the relocated Havana Section of the Havana-Helix Highway, together with the real property acquired by State for roadway right of way and other public purposes, as indicated and colored in green on Exhibit "A" attached hereto, shall be retained and held by State.

4. That this Abandonment and Retention Resolution, No. 319 be entered in the minutes and records of the Oregon State Highway Commission as of the 27th day of September, 1956, and that the Secretary is ordered to mail a duly certified copy hereof to the County Court of Umatilla County.

27176

EXHIBIT "C-2"

Minutes of September 27 and 28, 1956

RESOLUTION

WHEREAS, the relocated East Unit of the Carlton Junction-Newberg Section of the Yamhill-Newberg State Secondary Highway No. 151, in Yamhill County, commencing at Highway Engineer's Survey Station 410+50 and extending easterly to Highway Engineer's Survey Station 580+60.4 of the relocated East Unit of the Carlton Junction-Newberg Section of said highway is open for public travel; and

WHEREAS, due to the relocation of the aforesaid section a portion of the former right of way is no longer needed for State Highway purposes and may be eliminated from the boundaries of the relocated highway; and

WHEREAS, Yamhill County and the State Highway Commission entered into an agreement under date of April 14, 1955, relating to the disposition to be made of the portion that may be eliminated, therein and hereinafter referred to as Unit "A"; and

WHEREAS, said agreement provided that Unit "A" would be abandoned by the State Highway Commission as part of the Yamhill-Newberg State Secondary Highway No. 151 and would be maintained thereafter by said County as a county road under the jurisdiction and control of said County; and

WHEREAS, it is the judgment of the Highway Commission that certain portions of the former right of way of the Yamhill-Newberg State Secondary Highway No. 151, together with other real property acquired by the State for roadway right of way and other public purposes, as is indicated on the map attached hereto marked Exhibit "A" and by this reference made a part hereof, are needed and valuable for right of way purposes and public use; and

WHEREAS, it is the purpose of the Highway Commmssion to take official action and impress upon its records the disposition made of the portion or unit of the right of way of said highway referred to herein as Unit "A" and affected by reason of the said relocation;

NOW, THEREFORE, based upon the power and authority vested in this Commission by the State of Oregon, IT IS HEREBY RESOLVED AND ORDERED that:

1. The portion or unit of the former right of way, which by reason of the relocation of the said Yamhill-Newberg State Secondary Highway No. 151 is no longer within the boundaries of the new right of

way, is identified as Unit "A" and described as follows:

Unit A

Beginning on the northerly right of way boundary line opposite Highway Engineer's Survey Station 522+00 of the relocated Yamhill-Newberg State Secondary Highway No. 151 in the southeast quarter of the northwest quarter (SE¼ NW¼), Section 13, Township 3 South, Range 3 West, W. M.; thence southeasterly via the former route of the Yamhill-Newberg State Secondary Highway No. 151 to the northerly right of way boundary line opposite Highway Engineer's Survey Station 566+85 of the relocated Yamhill-Newberg State Secondary Highway No. 151 in the northwest quarter of the south west quarter (NW¼ SW¼), Section 18, Township 3 South, Range 2 West, W. M., Yamhill County, Oregon.

2. Pursuant to the agreement entered into with Yamhill County on the 14th day of April, 1955, Unit "A" is hereby duly abandoned as part of the Yamhill-Newberg State Secondary Highway No. 151 and of the State Highway System; and all of the right title and interest which the State has in the right of way of Unit "A" herein described passes to and vests in the said Yamhill County.

3. The right of way of the former and of the relocated East Unit of the Carlton Junction-Newberg Section of the Yamhill-Newberg State Secondary Highway No. 151 together with the real property acquired by the State for roadway right of way and other public purposes, as shown in green on Exhibit "A" attached hereto, shall be retained and held by the State.

4. This Abandonment and Retention Resolution No. 301 be entered in the minutes and records of the Oregon State Highway Commission as of the 27th day of September, 1956, and the Secretary is ordered to mail a duly certified copy hereof to the County Court of Yamhill County, Oregon.

EXHIBIT "C-3"

Minutes of September 27 and 28, 1956

RESOLUTION

WHEREAS, the Moro-Grass Valley Section, being the northerly portion of the relocated Moro-Kent Section, of the Sherman State Primary Highway No. 42 located in Sherman County. the northerly terminus of which is at Highway Engineer's Survey Station 474+00 of said relocated highway, in the town of Moro, and the southerly terminus of which is at Highway Engineer's Survey Station 933+00 of the said relocated highway, has been completed and is now open for public travel; and

WHEREAS, due to the relocation of the aforesaid section, certain portions of the former right of way are no longer needed for right of way purposes and may be eliminated from the boundaries of the relocated highway; and

WHEREAS, Sherman County and the State Highway Commission entered into an agreement on the 4th day of November, 1955, relating to the disposition to be made of the portions that may be eliminated, therein and hereinafter referred to as Units "A", "B", "C" and "D"; and

WHEREAS, said agreement provided that Units "A", "B", "C" and "D" would be abandoned by the State Highway Commission, by a formal resolution, as part of the Sherman State Primary Highway No. 42 and of the state highway system; that the right, title and interest of the State to Units "A" and "D" would be vested in Sherman County and would be maintained thereafter by Sherman County as part of the county road system; that the right, title and interest of the State to Units "B" and "C" would be vested in the owners of the abutting property; and

WHEREAS, it is the judgement of the State Highway Commission that certain portions of the former right of way of the Sherman State Primary Highway No. 42, together with other real property acquired by the State for roadway right of way and other public purposes, are needed and valuable for right of way purposes and other public uses; and

WHEREAS, it is the purposes of the State Highway Commission to take official action and impress upon its records the disposition made of the portions of the former right of way of the said Sherman State Primary Highway No. 42 referred to herein as Units "A", "B", "C" and "D" as well as all the property affected by reason of said relocation.

NOW, THEREFORE, BE IT AND IT HEREBY IS ORDERED AND RESOLVED by this Commission, that:

1. The portions of the former right of way which by reason of the construction of the Moro-Grass Valley Section of the relocated Moro-Kent

EXHIBIT "C-3" (Cont)

Section of the Sherman State Primary Highway No. 42 are no longer within the boundaries of the new right of way are identified as Units "A", "B", "C" and "D" and described as follows:

Unit "A"

All the land situated within the right of way boundaries of the Sherman State Primary Highway as formerly routed beginning at the southerly city boundary of the City of Moro; thence southerly via said highway as formerly routed to the easterly right of way line opposite Highway Engineer's Survey Station 522+70 of said highway as relocated in the northwest quarter of the northwest quarter (NW 1/4-NW 1/4), Section 19, Township 1 South, Range 17 East, W. M.

Unit "B"

All the land situated within the right of way boundaries of the Sherman State Primary Highway as formerly routed, beginning at the westerly right of way line opposite Highway Engineer's Survey Station 624+30 of said highway as relocated in the northwest quarter of the northeast quarter (NW 1/4-NE 1/4), Section 36, Township 1 South, Range 16 East, W. M.; thence southerly via said highway as formerly routed to the westerly right of way line opposite Highway Engineer's Survey Station 639+00 of said highway as relocated in the southwest quarter of the northeast quarter (SW 1/4-NE 1/4), Section 36, Township 1 South, Range 16 East, W. M.

Unit "C"

All the land situated within the right of way boundaries of the Sherman State Primary Highway as formerly routed beginning at the westerly right of way line opposite Highway Engineer's Survey Station 714+00 of said highway as relocated in the northeast quarter of the southeast quarter (NE 1/4-SE 1/4), Section 2, Township 2 South, Range 16 East, W. M.; thence southwesterly via said highway as formerly routed to the westerly right of way line opposite Highway Engineer's Survey Station 762+10 of said highway as relocated in the southeast quarter of the northwest quarter (SE 1/4-NW 1/4), Section 11, Township 2 South, Range 16 East, W. M.

Unit "D"

All the land situated within the right of way boundaries of the Sherman State Primary Highway as formerly routed

EXHIBIT "C-3" (Cont)

beginning at the westerly right of way line opposite Highway Engineer's Survey Station 887+20 of said highway as relocated in the northeast quarter of the southeast quarter (NE 1/4-SE 1/4) of Section 22, and the northwest quarter of the southwest quarter (NW 1/4-SW 1/4) of Section 23, Township 2 South, Range 16 East, W. M.; thence southerly and easterly via said highway as formerly routed to the westerly right of way line opposite Highway Engineer's Survey Station 916+20 in the northeast quarter of the northwest quarter (NE 1/4-NW 1/4), Section 26, Township 2 South, Range 16 East, W. M.

2. Pursuant to the aforesaid agreement, Units "A" and "D" are hereby duly abandoned as part of the Sherman State Primary Highway No. 42 and the state highway system, and all the right, title and interest which the State has in the right of way of the said Units "A" and "D" hereby pass to and vest in Sherman County, and shall hereafter be maintained by said Sherman County as part of the county road system.

3. That Units "B" and "C" are not needed for the service of persons living thereon or for any communities served thereby or for any right of way or other public purposes and therefore they shall be and hereby are abandoned as part of the said Sherman State Primary Highway No. 42 and the state highway system and all the right, title and interest which the State has in the right of way of said Units "B" and "C" hereby passes to and vests in the owners of the abutting land.

4. The other portions of the right of way of the former Sherman State Primary Highway No. 42, not hereinbefore described in detail, together with the real property acquired by the State for highway right of way and other public purposes, all as indicated on Exhibit "A", attached hereto, shall be retained and held by the State.

5. This Abandonment and Retention resolution, No. 309 be entered into the minutes and records of the Oregon State Highway Commission as of the 27th day of September, 1956, and the Secretary is ordered to mail a duly certified copy hereof to the County Court of Sherman County.

27181

EXHIBIT "D-1"

Minutes of September 27 and 28, 1956

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in Valley Junction-Sheridan Section of the Salmon River Highway described as follows:

A parcel of land lying in the Wm. Chapman D. L. C. being Claim #41 in Township 5 South, Range 6 West and Claim #86 in Township 6 South, Range 6 West, W. M., Yamhill County, Oregon, and being a portion of that property described in that deed to Jack W. and Wilma D. Eden, recorded in Book 178, Page 263, of Yamhill County Records of Deeds; the said parcel being that portion of said property lying southerly of a line which is parallel to and 70 feet southerly of the center line of the Salmon River Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 475+00, said Station being 247 feet North and 2630 feet West of the intersection of the East line of the William Chapman D. L. C. and the South line of Section 35, Township 5 South, Range 6 West, W. M.; thence North 71° 55' 24" East 1500 feet to Station 490+00, the Northerly line of said parcel crossing the Westerly and Easterly lines of said property approximately opposite center line Stations 480+43 and 487+11 respectively.

Bearings used herein are based upon the Oregon Coordinate System, North Zone.

The parcel of land to which this description applies contains 6.36 acres.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $1,500.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission, be and he hereby is, authorized and instructed to

EXHIBIT "D-1" (Cont)

advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et Seq. The conveyance of such property shall provide that there is reserved to the State, and waived and relinquished by the purchaser, all rights of ingress and egress to from and between said real property and the right of way of the Salmon River Highway.

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 14 be entered in the minutes and records of the Commission as of the 27th day of September, 1956.

27183

EXHIBIT "D-2"

Minutes of September 27 and 28, 1956

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in Willamette River-Hayesville Section of the R. H. Baldock Freeway described as follows:

A parcel of land lying in Section 12, Township 7 South, Range 3 West, W.M., Marion County, Oregon, and being a portion of that tract of land described in that certain deed to G. C. Farmer, recorded in Book 301, Page 623 of Marion County Records of Deeds; the said parcel being described as follows:

Beginning at the most southerly corner of said property, said corner being 597.6 feet south and 517.6 feet west of the northwest corner of the Towner Savage D.L.C. #37, Township 7 South, Range 3 West, W.M., thence northwesterly along the southwesterly line of said property 108 feet to the true place of beginning; thence North 16° 30' 55" East, 230 feet; thence North 17° 37' 05" West, 45 feet; thence North 50° 15' 27" West, 73.23 feet, more or less, to a point on the northwesterly line of said property said point being 25 feet from the centerline of the Claxter Road right of way; thence southwesterly along the northwesterly line of said property 262.10 feet to the most westerly corner of said property; thence southeasterly along the southwesterly line of said property 179.15 feet, more or less, to the true place of beginning.

The parcel of land to which this description applies contains 0.80 acre.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $4,250.00, and the Commission is desirous of selling and disposing of said property at a price not less that the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission, be and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et. Seq.

EXHIBIT "D-2" (Cont)

AND BE IT FURTHER RESOLVED that this Property Resolution No. 15 be entered in the minutes and records of the Commission as of the 27th day of September, 1956.

27185

EXHIBIT "E-1"

Minutes of September 27 and 28, 1956

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: SANTIAM HWY. (Not "South Santiam Highway")(Linn County)

Highway number 16 Route number US 20

Location of Termini		Established Speed
M. P. 14.03 (South City limits of Lebanon)	to M. P. 14.56 (0.20 mile East of Big Brother Farm Road)	35 M. P. H.
M. P. 14.56	to M. P. 15.40 (0.26 mile East of Santiam Drive)	45 M. P. H.

EXHIBIT "E-1" (Cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 231 be entered in the minutes and records of the Commission as of the 27th day of September, 1956.

27187

EXHIBIT "E-2"

Minutes of September 27 and 28, 1956

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: OREGON COAST HIGHWAY (Old section at Otter Crest)

Highway number 9 Route number US 101

Location of Termini		Established Speed
M. P. 129.75	to M. P. 132.95	20 M. P. H.

(On frontage road section which is the former route of the Oregon Coast Highway (US 101) at Otter Crest, Lincoln County)

EXHIBIT "E-2" (Cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 232 be entered in the minutes and records of the Commission as of the 27th day of September, 1956.

2718:1

EXHIBIT "F-1"

Minutes of September 27 and 28, 1956

RESOLUTION

WHEREAS, the Oregon Coast Highway is a primary highway under the control and jurisdiction of the State Highway Commission; and

WHEREAS, it appears that on said Oregon Coast Highway a hazardous condition exists at the intersection of the access road to the Al Pierce Lumber Company between Coos Bay and North Bend, caused by the parking of vehicles on the east side of the said highway; and

WHEREAS, the parking of such vehicles on said highway creates traffic congestion to such an extent that in the opinion of the Highway Commission a hazardous condition is created to highway traffic; and

WHEREAS, in the opinion of the Commission public travel and public safety require that parking of vehicles should be prohibited on the east shoulder of said highway within said section.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission, as follows:

1. The Commission does hereby find and declare, based upon recommendations by members of its staff, that the parking of vehicles upon the east side of the Oregon Coast Highway between M.P. 236.86 (Engineer's Station 216+30) and M.P. 236.88 (Engineer's Station 217+40) creates a hazard to the traveling public.

2. That in the opinion of this Commission, the right of way of said highway along said section is not of sufficient width to permit parking of vehicles thereon and at the same time to provide the degree of safety and convenience which, in the opinion of the Commission, should be provided the motoring public.

3. That the Commission does further find and declare that parking of vehicles on the east side of said Oregon Coast Highway within said section should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect signs along said sections at such points as in his judgment are necessary to accomplish the purpose of this resolution and the action of the Commission as herein declared, on which signs shall be printed in plain letters the words, "NO PARKING ON HIGHWAY SHOULDERS."

EXHIBIT "F-1" (Cont)

5. That a certified copy of this resolution be sent to the Superintendent of the Department of State Police, for his information.

6. That this "No Parking" Resolution No. 151 be entered in the minutes and records of the State Highway Commission as of the 27th day of September, 1956.

27191

EXHIBIT "F-2"

Minutes of September 27 and 28, 1956

RESOLUTION

WHEREAS, the Pacific Highway is a primary highway under the control and jurisdiction of the State Highway Commission; and

WHEREAS, it appears that on said Pacific Highway in the vicinity of the Rice Hill Interchange in Douglas County vehicles are parked on the east shoulder of the northbound section of the highway near a cafe and service station; and

WHEREAS, the parking of vehicles on said highway section creates traffic congestion to such an extent that, in the opinion of the Highway Commission, a hazardous condition is created to highway traffic; and

WHEREAS, in the opinion of the Commission public travel and public safety require that parking of vehicles should be prohibited on the shoulders of said highway within said section.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission, as follows:

1. The Commission does hereby find and declare, based upon recommendations by members of its staff, that the parking of vehicles on all shoulders of said Pacific Highway between M.P. 169.72 (Engineer's Station 1018+00) and M.P. 170.32 (Engineer's Station 1050+00) creates a hazard to the traveling public.

2. That in the opinion of this Commission the right of way of said highway along said section is not of sufficient width to permit parking of vehicles thereon and at the same time to provide the degree of safety and convenience which, in the opinion of the Commission, should be provided the motoring public.

3. That the Commission does further find and declare that parking of vehicles on all shoulders of said Pacific Highway within said section should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect signs along said section at such points as in his judgment are necessary to accomplish the purpose of this resolution and the action of the Commission as herein declared, on which signs shall be printed in plain letters the words, "NO PARKING ON HIGHWAY SHOULDERS."

5. That a certified copy of this resolution be sent to the Superintendent of the Department of State Police for his information.

EXHIBIT 'F-2" (Cont)

6. That this "No Parking" Resolution No. 152 be entered in the minutes and records of the State Highway Commission as of the 27th day of September, 1956.

27193

EXHIBIT "F-3"

Minutes of September 27 and 28, 1956

RESOLUTION

WHEREAS, the Pacific Highway West is a primary highway under the control and jurisdiction of the State Highway Commission; and

WHEREAS, it appears that a hazardous condition exists at the intersection of said Pacific Highway West and the Beaver Creek Road south of Corvallis, where a store, a service station, and a tavern are located, caused by the parking of vehicles in front of said business establishments; and

WHEREAS, the parking of vehicles on said highway section obstructs sight distance to vehicles entering from Beaver Creek Road to such an extent that, in the opinion of the Highway Commission, a hazardous condition is created to highway traffic; and

WHEREAS, in the opinion of the Commission public travel and public safety require that parking of vehicles should be prohibited on the shoulders of said highway within said section.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission, as follows:

1. The Commission does hereby find and declare, based upon recommendation by members of its staff, that the parking of vehicles on both sides of said Pacific Highway West between M.P. 93.20 (Engineer's Station 528+70) and M.P. 93.40 (Engineer's Station 518+70) creates a hazard to the traveling public.

2. That, in the opinion of this Commission, the right of way of said highway along said section is not of sufficient width to permit parking of vehicles thereon and at the same time to provide the degree of safety and convenience which, in the opinion of the Commission, should be provided the motoring public.

3. That the Commission does further find and declare that the parking of vehicles on both sides of said Pacific Highway West within said section should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect signs along said section at such points as in his judgment are necessary to accomplish the purpose of this resolution and the action of the Commission as herein declared, on which signs shall be printed in plain letters the words, "NO PARKING ON HIGHWAY SHOULDERS."

EXHIBIT "F-3" (Cont)

5. That a certified copy of this resolution be sent to the Superintendent of the Department of State Police for his information.

6. That this "No Parking" Resolution No. 153 be entered in the minutes and records of the State Highway Commission as of the 27th day of September, 1956.

27195

EXHIBIT "G-1"

Minutes of September 27 and 28, 1956

RESOLUTION

WHEREAS, the State Highway Commission is authorized to designate main traveled or through highways or sections thereof by placing at the entrances thereto from intersecting highways signs or markers, notifying drivers of vehicles to stop before entering or crossing such designated highway or highways, and the State Highway Commission is further authorized to designate particular intersections and place such stop signs or markers at one or more entrances thereto; and

WHEREAS, the Commission heretofore on the 21st day of September, 1949, adopted a resolution by which certain state highways and sections thereof were declared to be and were designated as main or through highways, and the State Highway Engineer was instructed to properly mark the same; and

WHEREAS, by said resolution of September 21, 1949 the Highway Commission declared the Springfield-Creswell Secondary Highway No. 222 to be a through highway and stipulated that traffic entering said highway shall stop before entering; and

WHEREAS, since adoption of said resolution of September 21, 1949 a traffic engineering investigation has been made which reveals that traffic conditions have changed at the intersection of the Springfield-Creswell Highway and the Fall Creek County Road, which is at the west end of the bridge across the Middle Fork, Willamette River, indicating that the volume of traffic entering the Springfield-Creswell Highway from the Fall Creek County Road is greater than the volume of traffic on the Springfield-Creswell Highway at this intersection; and

WHEREAS, based upon results of investigation the State Highway Engineer has recommended to this Commission modification of the order contained in the afore-mentioned resolution of September 21, 1949.

NOW, THEREFORE, based upon the results of said traffic engineering investigation and upon the recommendation of the State Highway Engineer, this Commission does hereby find, declare, resolve, and order, as follows:

1. That the portion of said resolution which requires traffic to stop before entering the Springfield-Creswell Secondary Highway be amended by adding the following paragraph:

EXHIBIT "G-1" (Cont)

"Except that at its intersection with the Fall Creek County Road at M.P. 5.15 those vehicles eastbound on the Springfield-Creswell Highway No. 222 shall be required to stop, and those vehicles northbound on the Fall Creek County Road shall not be required to stop."

2. That hereafter all vehicles traveling east on the Springfield-Creswell Secondary Highway shall come to stop before entering the intersection with the Fall Creek County Road.

3. That traffic on the Fall Creek County Road shall not be required to stop before entering the intersection with the Springfield-Creswell Secondary Highway.

4. That the State Highway Engineer be and he hereby is instructed to place or cause to be placed and thereafter maintain the necessary signs and markers to accomplish the traffic control and regulation contemplated by this resolution. Such signs as may be erected at said intersection shall conform to the types and standards heretofore approved by the Commission.

5. That this resolution shall be entered in the minutes and records of the Commission as of the 27th day of September, 1956 as Through Highways Resolution No. 24, and a duly certified copy thereof delivered to the U. S. Bureau of Public Roads and a like copy to the County Clerk of Lane County, and to the Superintendent of the Department of State Police, for their information.

27197

EXHIBIT "G-2"

Minutes of September 27 and 28, 1956

RESOLUTION

WHEREAS, the State Highway Commission is authorized to designate main traveled or through highways or sections thereof by placing at the entrances thereto from intersecting highways signs or markers, notifying drivers of vehicles to stop before entering or crossing such designated highway or highways, and the State Highway Commission is further authorized to designate particular intersections and place such stop signs or markers at one or more entrances thereto; and

WHEREAS, the Commission heretofore on the 27th day of April, 1943 adopted a resolution by which certain state highways and sections thereof were declared to be and were designated as main or through highways, and the State Highway Engineer was instructed to properly mark the same; and

WHEREAS, by said resolution of April 27, 1943 the Commission declared the Wilson River Highway No. 37 to be a through highway from Tillamook to Balm Grove, near Glenwood, and stipulated that traffic entering said highway should stop before entering; and

WHEREAS, by said resolution of April 27, 1943 the Highway Commission declared the Beaverton-Aurora (now Beaverton-Tualatin) Highway No. 141 to be a through highway from Beaverton to Tigard, and with certain exceptions required that all traffic should stop before entering said highway; and

WHEREAS, since adoption of said resolution of April 27, 1943, construction of the Wilson River Highway has been undertaken from Balm Grove easterly to a junction with the Sunset Highway near North Plains and it is desired to establish the Wilson River Highway as a through highway from its intersection with the Oregon Coast Highway No. 9 in the city of Tillamook to its intersection with the Sunset Highway No. 47 near North Plains; and

WHEREAS, since adoption of said resolution of April 27, 1943, a change has been made in the routing of the Beaverton-Tualatin Highway in Beaverton from Watson Street to Hall Street, thereby causing a crossing of the Beaverton-Tualatin Highway with the Beaverton Hillsdale Highway No. 40 at Broadway Street; and

WHEREAS, based upon said changes the State Highway Engineer has recommended to this Commission a modification of the order contained in the afore-mentioned resolution of April 27, 1943.

EXHIBIT "G-2" (Cont)

NOW, THEREFORE, based upon certain changes in said highways and upon the recommendation of the State Highway Engineer, this Commission does hereby find, declare, resolve, and order, as follows:

1A. That the portion of said resolution of April 27, 1943 which established the Wilson River Highway as a through highway "from Tillamook to Balm Grove" be amended to establish the Wilson River Highway as a through highway as follows:

"From its intersection with the Oregon Coast Highway No. 9 in the city of Tillamook to its intersection with the Sunset River Highway No. 47, near North Plains."

1B. That the portion of said resolution of April 27, 1943 pertaining to the Beaverton-Tualatin Highway No. 141, be amended to include the following exception: "All traffic on the Beaverton-Tualatin Highway No. 141 shall stop before entering the Beaverton-Hillsdale Highway No. 40 in Beaverton."

2. Traffic on the Beaverton-Hillsdale Highway No. 40 shall not be required to stop before entering the intersection with the Beaverton-Tualatin Highway in Beaverton.

3. That the State Highway Engineer be and he hereby is instructed to place or cause to be placed and thereafter maintain the necessary signs and markers to accomplish the traffic control and regulation contemplated by this resolution. Such signs as may be erected at said intersection shall conform to the types and standards heretofore approved by the Commission.

4. That this resolution shall be entered in the minutes and records of the Commission as of the 27th day of September, 1956 as Through Highways Resolution No. 4a, and a duly certified copy thereof delivered to the U. S. Bureau of Public Roads and a like copy to the County Clerk of Washington County, and to the Superintendent of the Department of State Police, for their information.

27199

EXHIBIT "H"

Minutes of September 27 and 28, 1956

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make complete and final surveys of the route and location of the Peach-Jonesboro Section of the Central Oregon Highway in Malheur County, and also of the Tunnel-Namorf Section of the Central Oregon Highway in Malheur County, and in connection therewith to prepare maps showing the route and location of said sections and to file said maps, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said surveys and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said surveys, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1A. That the survey of the Peach-Jonesboro Section of the Central Oregon Highway, beginning at Highway Engineer's Station 450+00, a short distance west of the railroad station known as Peach, and extending in an easterly direction to Highway Engineer's Station 690+28.30, approximately one-half mile west of a place known as Black Canyon, together with the map, which for identification purposes bears Map File No. 8B-3-7 and the date of August, 1956 (Drawing No. 1R-5-933), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

1B. That the survey of the Tunnel-Namorf Section of the Central Oregon Highway, beginning at Highway Engineer's Station 1083+26.36, approximately one mile southerly from the west portal of the U. P. railroad tunnel in Section 2, Township 21 South, Range 40 East, Willamette Meridian, and extending in an easterly direction to Highway Engineer's Station 450+00, a short distance east of the railroad station of Namorf, together with the map, which for identification purposes bears Map File No. 8B-3-15 and the date of August, 1956 (Drawing No. 1R-5-934), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission

EXHIBIT "H" (Cont)

in the State Highway Building in Salem, Oregon.

2. That when said highway sections are permanently constructed, the same shall be done in accordance with said surveys and locations unless otherwise directed or ordered by the Commission.

3. That the approval and adoption of said surveys shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the construction, reconstruction, or improvement of the highways along and over said surveys. Said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right of Way Department to proceed promptly with the acquisition of rights of way pursuant to the normal and approved method.

4. That heretofore by resolution of this Commission dated November 3, 1948, said sections of the Central Oregon Highway between Peach and Jonesboro, and between Tunnel and Namorf have been designated as throughways within the meaning and purpose of ORS 374.005, commonly known as the "Throughway Law", and, for the reasons stated therein, the above-named sections of said highways should be and it is hereby directed that the construction of the same shall be accomplished pursuant to and within the meaning and scope of said law except any portions of said sections which had more than ten commercial businesses abutting thereon catering to the motoring public in any one mile as of the date said sections of highways were designated as throughways.

5. That this resolution be entered in the minutes and records of the Commission as of the twenty-seventh day of September, 1956 as Survey Resolution No. 145.

27201

EXHIBIT "I"

Minutes of September 27 and 28, 1956

RESOLUTION

WHEREAS, under the provisions of ORS 366.460, the State Highway Commission may construct and maintain within the right of way of any state highway, or section thereof, sidewalks or footpaths when it appears that such is necessary in the public interest, and will contribute to the safety of pedestrians, the motoring public or persons using the highway, and

WHEREAS, it is proposed to construct a footpath under the northerly approach of the D River bridge at Delake, Oregon on the Oregon Coast Highway for the use of persons passing from Delake across the highway to the ocean shore, and

WHEREAS, it appears to this Commission that there is considerable pedestrian traffic to and from the ocean shore and DeLake across the Oregon Coast Highway near the said bridge and that the construction of the footpath as hereinabove described will remove pedestrian travel from the highway to the consequent safety of the traveling public and pedestrians.

NOW THEREFORE, BE IT RESOLVED by this Commission:

1. That this Commission does hereby find and declare that the construction of a footpath under the northerly approach to the D River bridge at Delake, Oregon, on the Oregon Coast Highway, is necessary in the public interest and will contribute to the safety of pedestrians, the motoring public or persons using the highway.

2. That the State Highway Engineer is directed to proceed with the constuction of the said footpath.

3. That this resolution be entered in the minutes and records of this Commission as of the 27th day of September, 1956, as Footpath Construction Resolution No. 3.

27202

EXHIBIT "J-1"

Minutes of September 27 and 28, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State or Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to locate, construct, improve and maintain the Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be located, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law, and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are

best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of locating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the location, construction, improvement and maintenance of the said Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said Portland-Salem Expressway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A". *

3. That the location, construction, improvement and maintenance of the said Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination

such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 27th day of September, 1956, as Condemnation Resolution No. 668.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 668, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

27205

EXHIBIT "J-2"

Minutes of September 27 and 28, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Hillsboro-Silverton Highway; and

WHEREAS, for the purpose of widening, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said Hillsboro-Silverton Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That the widening, improvement and maintenance of the said Hillsboro-Silverton Highway and the highway facilities for which each of the

EXHIBIT "J-2" (Cont)

said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 27th day of September, 1956, as Condemnation Resolution No. 669.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 669, under the heading "Real Property Condemnation Resolutions", and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

27207

EXHIBIT "J-3"

Minutes of September 27 and 28, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a thoughway; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Salem By-Pass-Jefferson Junction Section of the Pacific Highway East; and,

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the "Throughway Law"; and,

WHEREAS, the Highway Commission, whenever it become necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best

served, even though said entire tract is not immediately needed for the highway proper; and,

WHEREAS, for the purpose of widening, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, the public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said Salem By-Pass-Jefferson Junction Section of the Pacific Highway East as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said Pacific Highway East and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A".*

3. That the widening, improvement and maintenance of the said Salem By-Pass-Jefferson Junction Section of the Pacific Highway East and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination

such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 27th day of September, 1956, as Condemnation Resolution No. 670.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 670, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-4"

Minutes of September 27 and 28, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Klamath Falls, West Side By-Pass Section of The Dalles-California Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled.

27211

EXHIBIT "J-4" (Cont)

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the Klamath Falls, West Side By-Pass Section of The Dalles-California Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated The Dalles-California Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property.

3. That the relocation, construction, improvement and maintenance of the said Klamath Falls, West Side By-Pass Section of The Dalles-California Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 27th day of September, 1956, as Condemnation Resolution No. 671.

EXHIBIT "J-4" (Cont)

*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 671, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

27213

EXHIBIT "J-5"

Minutes of September 27 and 28, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the McMinnville (Adams Street) Section of the Pacific Highway West; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said McMinnville (Adams Street) Section of the Pacific Highway West, certain interest in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

EXHIBIT "J-5" (Cont)

2. That the relocation, construction, improvement and maintenace of the said McMinnville (Adams Street) Section of the said Pacific Highway West and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is authorized and directed to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 27th day of September, 1956, as Condemnation Resolution No. 672.

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*FOOTNOTE:

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 672, under the heading "Real Property Condemnation Resolutions", and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

27215

EXHIBIT "J-6"

Minutes of September 27 and 28, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the West Fort, Illinois River Bridge and the East Fork, Illinois River Bridge Sections of the Redwood Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said sections of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is

EXHIBIT "J-6" (Cont)

necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said West Fork, Illinois River Bridge and the East Fork, Illinois River Bridge Sections of the Redwood Highway, as a throughway, certain interest in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated West Fork, Illinois River Bridge and the East Fork, Illinois River Bridge Sections of the Redwood Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A".*

3. That the relocation, construction, improvement and maintenance of the said West Fork, Illinois River Bridge and East Fork, Illinois River Bridge Sections of the Redwood Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

EXHIBIT "J-6" (Cont)

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 27th day of September, 1956, as Condemnation Resolution No. 673.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 673, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-7"

Minutes of September 27 and 28, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the River Banks Farm Section of the Rogue River Loop Highway; and

WHEREAS, under the provisions of Oregon Revised Statutes 374.405, no rights in or to any state highway, including what is known as right of access, shall accrue to any real property abutting upon any portion of any state highway constructed, relocated or reconstructed after May 12, 1951, upon right of way, no part of the width of which was acquired prior to May 12, 1951, for public use as a highway, by reason of the real property abutting upon the state highway; and

WHEREAS, under the provisions of Oregon Revised Statutes 374.410, the State Highway Commission shall, in connection with any acquisition of real property for right of way for any state highway, prescribe and define the location, width, nature and extent of any right of access that may be permitted by the Commission to pertain to real property described in Oregon Revised Statutes 374.405; and

WHEREAS, portions of the River Banks Farm Section of the Rogue River Loop Highway will be relocated, constructed or reconstructed upon right of way, no part of the width of which was acquired prior to May 12, 1951; and

WHEREAS, for the purpose of relocating, construction, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles

promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that the rights of access that may be permitted should be defined;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the River Banks Farm Section of the Rogue River Loop Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that the rights of access that may be permitted pursuant to Oregon Revised Statutes 374.410 between the right of way of the said relocated River Banks Section of the Rogue River Loop Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property be defined as to location, width, nature and extent. The rights of access which shall be granted unto the respective owners, their heirs and assigns, for service of the said remaining land are noted as to each parcel, or parcels, no part of the width of which was acquired for right of way prior to May 12, 1951.

3 That the relocation, construction, improvement and maintenance of the said River Banks Farm Section of the Rogue River Loop Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to the said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 27th day of September, 1956, as Condemnation Resolution No. 674.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 674, under the heading "Real Property Condemnation Resolutions", and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

27221

EXHIBIT "J-8"

Minutes of September 27 and 28, 1956

RESOLUTION

WHEREAS, the State Highway Commission, on the 1st day of March, 1956, adopted Condemnation Resolution No. 586, declaring the necessity of acquiring certain parcels of property situated in Washington County, Oregon, for right of way purposes for the widening in part, relocating in part, construction, improvement and maintenance of the Cornelius-Hillsboro Unit of the Forest Grove-Hillsboro Section of the Tualatin Valley Highway; and

WHEREAS, the State Highway Commission, on the 1st day of April, 1956, amended said Resolution No. 586 with particular reference to the location of access reservations found on page 8 of Exhibit "A" of the original Resolution No. 586; and

WHEREAS, the State Highway Commission, after further investigation has found that the best interests of the State and the property owners concerned require that certain changes be made in the Exhibit "A" incorporated into said resolution, with particular reference to page 8 thereof and the location of access reservations;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the access control language in that certain Resolution No. 586, Exhibit "A", page 8 thereof, made and entered in full in the minutes and records of the Commission on the 1st day of March, 1956, pertaining to the property owned by the devisees of Herman Behrmann, File R-24383, as amended by that certain resolution duly made and entered in full in the minutes and records of the Commission on the 1st day of April, 1956, and specifically page 8 of Exhibit "A" thereof, be, and the same hereby is, amended to read as follows:

It is necessary that there shall be no rights of access of any nature between the right of way of the said Tualatin Valley Highway and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described; provided, however, that there shall be reserved unto the owners, their heirs and assigns, for service of the said remaining land, the following:

> A right of access to the Tualatin Valley Highway of a width not to exceed 25 feet on the northerly side of the said highway opposite Highway Engineer's centerline Station 192+00.

A right of access to the Tualatin Valley Highway of a width not to exceed 25 feet on the southerly side of the said highway opposite Highway Engineer's centerline Station 192+00.

A right of access to the Tualatin Valley Highway of a width not to exceed 25 feet on the northerly side of the said highway opposite Highway Engineer's centerline Station 193+00.

A right of access to the Tualatin Valley Highway of a width not to exceed 25 feet on the southerly side of the said highway opposite Highway Engineer's centerline Station 193+00.

A right of access to the Tualatin Valley Highway of a width not to exceed 25 feet on the northerly side of the said highway opposite Highway Engineer's centerline Station 194+00.

A right of access to the Tualatin Valley Highway of a width not to exceed 25 feet on the southerly side of the said highway opposite Highway Engineer's centerline Station 194+00.

2. That this resolution be entered in full in the minutes and records of this Commission this 27th day of September, 1956.

27223

EXHIBIT "J-9"

Minutes of September 27 and 28, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, construct, improve and maintain the Pacific Highwy; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened, constructed, improved and maintained under the provisions and with the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law, and

WHEREAS, for the purpose of widening, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary and that access to and from the said highway should be controlled,

EXHIBIT "J-9" (Cont)

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, construction, and maintenance of the said Pacific Highway, as a throughway, certain inter ests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said widened and improved Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A". *

3. That the widening, construction, improvement and maintenance of the said Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 27th day of September, 1956, as Condemnation Resolution No. 675.

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*FOOTNOTE:

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 675, under the heading "Real Property Condemnation Resolutions", and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

27225

EXHIBIT "J-10"

Minutes of September 27 and 28, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right of interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to locate, construct, improve and maintain the Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be located, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Through way Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is

necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of locating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the location, construction, improvement and maintenance of the said Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said Portland-Salem Expressway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A". *

3. That the location, construction, improvement and maintenance of the said Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking,

EXHIBIT "J-10" (Cont)

and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 27th day of September, 1956, as Condemnation Resolution No. 676.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 676, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

27229

EXHIBIT "J-11"

Minutes of September 27 and 28, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to establish, construct and maintain the Ferry Street Bridge-Mohawk Road Section of the Eugene Springfield Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be established, constructed and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary; and that access to and from the said highway should be controlled.

EXHIBIT "J-11" (Cont)

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the establishment, construction and improvement of the said Ferry Street Bridge-Mohawk Road Section of the Eugene-Springfield Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interest therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired; are more particularly described in the attached list, marked Exhibit "A" under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said established Eugene-Springfield Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A".*

3. That the establishment, construction and maintenance of the said Ferry Street Bridge-Mohawk Road Section of the Eugene-Springfield Highway and the highway facilities for which each of the said parcels of property or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

27231

EXHIBIT "J-11" (Cont)

6. That this resolution be entered in full in the minutes and records of the Commission this 27th day of September, 1956, as Condemnation Resolution No. 677.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 677, under the heading "Real Property Condemnation Resolutions", and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

27232

EXHIBIT "J-12"

Minutes of September 27 and 28, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the McMinnville (Adams Street) Section of the Pacific Highway West; and

WHEREAS, under the provisions of Oregon Revised Statutes 374.405, no rights in or to any state highway, including what is known as right of access, shall accrue to any real property abutting upon any portion of any state highway constructed, relocated or reconstructed after May 12, 1951, upon right of way, no part of the width of which was acquired prior to May 12, 1951, upon right of way, no part of the width of which was acquired prior to May 12, 1951, for public use as a highway, by reason of the real property abutting upon the state highway; and

WHEREAS, under the provisions of Oregon Revised Statutes 374.410, the State Highway Commission shall, in connection with any acquisition of real property for right of way for any state highway, prescribe and define the location, width, nature and extent of any right of access that may be permitted by the Commission to pertain to real property described in Oregon Revised Statutes 374.405; and

WHEREAS, portions of the McMinnville (Adams Street) Section of the Pacific Highway West will be relocated, constructed or reconstructed upon right of way, no part of the width of which was acquired prior to May 12, 1951; and

WHEREAS, for the purpose of relocating, construction, improving, and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is

the judgment of the Commission that the real properties hereinafter described are necessary, and that the rights of access that may be permitted should be defined;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the McMinnville (Adams Street) Section of the Pacific Highway West, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that the rights of access that may be permitted pursuant to Oregon Revised Statutes 374.410 between the right of way of the said relocated McMinnville (Adams Street) Section of the Pacific Highway West and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property be defined as to location, width, nature and extent. The rights of access which shall be granted unto the respective owners, their heirs and assigns, for service of the said remaining land are noted as to each parcel, or parcels, no part of the width of which was acquired for right of way prior to May 12, 1951.

3. That the relocation, construction, improvement and maintenance of the said McMinnville (Adams Street) Section of the Pacific Highway West and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to the said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his

EXHIBIT "J-12" (Cont)

absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 27th day of September, 1956, as Condemnation Resolution No. 678.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resoltuion, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 678, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

27235

EXHIBIT "J-13"

Minutes of September 27 and 28, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to State highways; or for the maintenance of an unobstructed view of any State highway so as to provide for the safety of the traveling public; and,

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission , is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Myrtle Creek-Canyonville Section of the Pacific Highway; and,

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisionsand within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and,

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for

EXHIBIT "J-13" (Cont)

the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and,

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled:

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Myrtle Creek-Canyonville Section of the Pacific Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property, except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A". *

3. That the relocation, construction, improvement and maintenance of the said Myrtle Creek-Canyonville Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the

Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 27th day of September, 1956, as Condemnation Resolution No. 679.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 679, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-14"

Minutes of September 27 and 28, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads; highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to improve and maintain the Pacific Highway West, including the construction and maintenance of an interchange between said Pacific Highway West and Clay and Columbia Streets in the City of Portland; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, for the purpose of improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that access to and from the said highway should be controlled;

EXHIBIT "J-14" (Cont)

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that it is necessary to acquire, in connection with the improvement and maintenance of the Pacific Highway West, including the construction and maintenance of the interchange between said Pacific Highway West and Clay and Columbia Streets in the City of Portland, all rights of access for vehicular traffic to, from and between the said Pacific Highway West and the east line of the real property described as follows, to wit:

File No. R-25151
Owners: Laurence F. Hofer and Edna C. Hofer; and R. M. Hofer and Sabine L. Hofer

Lots 1 and 2, Block 112, City of Portland.

2. That the highway facility for which the said rights of access are required and are being taken has been planned, designed and located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said real property as to the compensation to be paid for the taking of said rights of vehicular access, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said rights of access.

4. That upon the trial of any suit or action instituted to acquire the rights of access, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 27th day of September, 1956, as Condemnation Resolution No. 680.

EXHIBIT "J-15"

Minutes of September 27 and 28, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, construct, improve and maintain the Pacific Highway; and,

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and,

WHEREAS, for the purpose of widening, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled;

27211

EXHIBIT "J-15" (Cont)

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, construction, improvement and maintenance of the Pacific Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interestsof the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said widened and improved Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A". *

3. That the widening, improvement, construction and maintenance of the said Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

EXHIBIT "J-15" (Cont)

6. That this resolution be entered in full in the minutes and records of the Commission this 27th day of September, 1956, as Condemnation Resolution No. 681.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 681, under the heading "Real Property Condemnation Resolutions", and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

27243

EXHIBIT "J-16"

Minutes of September 27 and 28, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to improve and maintain the Harbor Drive Section of the Pacific Highway West; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, for the purpose of improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary.

EXHIBIT "J-16" (Cont)

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the improvement and maintenance of the said Harbor Drive Section of the Pacific Highway West, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That the improvement and maintenance of the said Harbor Drive Section of the Pacific Highway West and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in the minutes and records of the Commission this 28th day of September, 1956, as Condemnation Resolution No. 770.

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*FOOTNOTE:

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 770, under the heading "Real Property Condemnation Resolutions", and said description, map and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

27245

EXHIBIT "K"

Minutes of September 27 and 28, 1956

RESOLUTION

WHEREAS, under the provisions of ORS 366.205 (2) the State Highway Commission is vested with general supervision and control over all matters relating to the letting of contracts for the construction, improvement, maintenance and operation of state highways and under the provisions of ORS 366.205 (4) is vested with the power to make such rules and regulations as to effectuate the authority granted it; and

WHEREAS, under the provisions of ORS 366.400 and ORS 366.405 the State Highway Commission is given further powers to enter into contracts for the construction, improvement, maintenance and operation of state highways and is given the power to call for competitive bids therefor; and

WHEREAS, the number of bids to be received at the regularly scheduled meetings of the Highway Commission for the construction, improvement, maintenance or operation of state highways are often so numerous that the Commission is unduly burdened in its consideration of the bids submitted and its consideration of other highway matters; and

WHEREAS, it is proposed that the State Highway Commission adopt such rules or regulations as will authorize the State Highway Engineer to call for bids on the highway contracts in the interim between meetings of the Commission, announce and tabulate the results of the bidding and refer the results to the Commission for its consideration and award at its next meeting; and

WHEREAS, it appears to this Commission that the adoption of such a rule would facilitate the letting of contracts for highway construction, improvement, maintenance or operation to the consequent benefit of persons bidding thereon, the State Highway Commission and the people of the State of Oregon; and

WHEREAS, it is the intent of this Commission to impose upon the State Highway Engineer certain ministerial duties as hereinbefore described.

NOW, THEREFORE, BE IT AND IT HEREBY IS ORDERED BY THIS COMMISSION, as follows:

1. If it appears to the State Highway Engineer that the number of bids to be received by the State Highway Commission, at a regularly scheduled meeting, on contracts for the construction, improvement, maintenance or operation of state highways will be so numerous that the

EXHIBIT "K" (Cont)

Commission will be unduly burdened in its consideration of the bids submitted and other highway matters or that the time of its scheduled session will have to be extended, then the State Highway Engineer is authorized to call for bids for contracts for State Highway Commission projects during the interim between regularly scheduled meetings of the Highway Commission, under the following procedure:

(a) The State Highway Engineer shall first obtain the approval of at least one member of the State Highway Commission to call for bids on specific contracts during the interim between regularly scheduled meetings of the Commission.

(b) After obtaining such approval, the State Highway Engineer shall call for bids on said contracts and shall give notice or advertisement thereof in the manner now or hereafter required by the Commission.

(c) The bids submitted shall be opened and read in public meeting by such persons as may be designated by the State Highway Engineer and the results thereof tabulated and referred to the State Highway Engineer.

(d) The State Highway Engineer shall refer to the Commission at its next subsequent scheduled meeting the tabulation of the results of the bidding for the decision of the Commission as to any award to be made based thereon.

2. That this Resolution be entered in the minutes and records of this Commission as of the 27th day of September, 1956, as Miscellaneous Resolution No. 202.

27247

EXHIBIT "L"

Minutes of September 27 and 28, 1956

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has, therefore, determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which all motor vehicles, excepting motor trucks with pneumatic tires and school buses, as defined in ORS 485.010, may be driven upon the R. H. Baldock Freeway, which is primary highway No. 57, Route U.S. 99, from a point 0.28 mile South of S. W. Barbur Boulevard (M.P. 7.50) to the North city limits of Tualatin (M.P. 11.57); and from the South city limits of Tualatin (M.P. 11.96) to a point 200 feet North of the northbound Pacific Highway East overcrossing (M.P. 42.80) shall not exceed 70 miles per hour; that 45 mph shall be the maximum rate of speed for motor trucks equipped with pneumatic tires and school buses, within the meaning and purpose of said ORS 483.104

EXCEPT THAT ON

the Northbound Connection
to the Pacific Highway West:

From the R. H. Baldock Freeway to the Pacific Highway West,

EXHIBIT "L" (Cont)

and

On the Southbound Connection
from the Pacific Highway West:

From S. W. Barbur Boulevard to a point 0.28 mile south of the Pacific Highway West (M.P. 7.50),

and

On the Southbound Connection
to the Pacific Highway East:

From the R. H. Baldock Freeway to the Pacific Highway East,

and

On the Northbound Connection
from the Pacific Highway East:

From the Pacific Highway East to the R. H. Baldock Freeway, the rate of speed of all vehicles shall not exceed the rate of 45 miles per hour.

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 233 be entered in the minutes and records of the Commission as of the 27th day of September, 1956, and that the Secretary of the State Highway Commission shall mail a duly certified copy of this resolution to the Secretary of State of the State of Oregon and a duly certified copy to the Superintendent of the Oregon State Police.

Medford, Oregon
October 25, 1956

Pursuant to formal notice heretofore given the Mayors of the cities of Medford, Ashland, Central Point, Phoenix, and Talent, the State Highway Commission conducted a public hearing at 10:00 a.m. this date in the Auditorium of the Craterian Theatre, Medford, relative to the Commission's plans to construct a new freeway that will by-pass each of these cities, extending from a connection with the existing route of US 99 at a place known as Seven Oaks, approximately two miles north of the City of Central Point, to a connection with the existing route of said highway at a point approximately one and one-half miles southeasterly from the corporate limits of the City of Ashland. The proposed route when constructed will become a section of US Route No. 99. The Highway Commission proposes to finance construction of this freeway partially with Federal monies, and accordingly must comply with certain Federal requirements, including Section 116(c) of the "Federal-aid Act of 1956", which provides that: "Any State Highway Department which submits plans for a Federal-aid highway project involving the by-passing of, or going through, any city, town or village, either incorporated or unincorporated, shall certify to the Commissioner of Public Roads that it has had public hearings, or has afforded the opportunity for such hearings, and has considered the economic effects of such a location:--" This hearing also was held to satisfy the requirements of the State of Oregon, particularly those contained in ORS 373.015.

It was the original intention of the Commission to conduct this hearing in the Medford City Hall; however, the meeting place was changed to the Craterian Theatre at the request of the Hon. Earl M. Miller, Mayor of the City of Medford, because in his estimation the City Hall would not accommodate the large number of people who it was anticipated would be present. The Mayor of each of the cities concerned was notified of the change in the meeting place and was requested to bring the information to the attention of the local citizens so they could arrange to be present and express themselves regarding the project should they so desire.

Present at this hearing, representing the State Highway Department were the following:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway Engineer
R. L. May, Jr., Acting Chief Counsel
Frank D. Morgan, Division Engineer, Roseburg
H B. Glaisyer, Secretary

Also present, representing the U. S. Bureau of Public Roads, were Mr C. G. Polk, District Engineer, and Mr E. H. Cowan, Principal Highway Engineer, both of Salem.

There were about 500 people present representing the cities affected by the proposed improvement.

Chairman Chandler called the meeting to order at 10:00 a.m. and explained the purpose of the hearing. At his request, the State Highway Engineer, Mr. W. C. Williams, explained details concerning the several routes that have been investigated as follows: Hillcrest Route, Genessee Street Route, Hawthorne Park Route, and West Medford-Oak Grove Route. He exhibited a map on which was shown in colors the location of each of these routes. He pointed out that the Hillcrest Route is common with the Genessee Street Route and Hawthorne Park Route from Blackwell Hill to a connection with the Crater Lake Highway at which point the routes diverge, the Hillcrest Route by-passing the City of Medford about two miles to the east and continuing southerly to a connection with the Genessee Street Route just north of Ashland. The Genessee Street Route and the Hawthorne Park Route, he said, are alternates that pass through the City of Medford, and the West Medford-Oak Grove Route commences at Blackwell Hill and extends southerly to a connection with the Genessee Street Line opposite the City of Talent, by-passing the cities of Central Point and Medford to the west. He mentioned that all of the routes investigated are approximately the same length, the Hillcrest Line being 25.67 miles long, the Genessee Line 25.75 miles long, the Hawthorne Park Line 25.68 miles long and the West Medford-Oak Grove Alternate Line 25.36 miles in length, compared with 25.72 miles, the length of the existing highway between common points. He estimated the cost of constructing each route as follows:

Hillcrest Line	
Construction	$16,580,000
Right of way	1,763,000
Total	$18,343,000

Genessee Line	
Construction	$15,500,000
Right of way	2,795,000
Total	$18,295,000

Hawthorne Park Line	
Construction	$16,327,000
Right of way	2,396,000
Total	$18,723,000

West Medford-Oak Grove Line	
Construction	$19,245,000
Right of way	3,252,000
Total	$22,497,000

Mr. Williams also gave information as to the economic effects of each route and land usage along them, mentioning that the Hillcrest Route will require 1,050 acres of land for right of way over the entire distance from Blackwell Hill to the point south of Ashland, of which acreage 111.8 represents orchard land, 848 acres other agricultural land, 32 acres classified as commercial or area subject to industrial development, and residential 58.5 acres. At this point an unknown person in the audience interrupted by inquiring as to how many homes would be taken by the Hillcrest Route. Mr. Williams replied that about 25 or 30 would be taken but the number would be effected either more or less by proposed interchanges.

Chairman Chandler interposed that it might be well to defer further interrogation regarding the several routes until the Engineer has completed his explanations when all would be given an opportunity to ask questions

that they have in mind. The Commission, he said, is not advocating any particular line but is here today simply to get expressions from local people and from the information that is recorded, the Commission will later determine, along with the U. S. Bureau of Public Roads, who is represented at this meeting by Mr. C. G. Polk, District Engineer, the route to be used; however, the Commission's decision in the matter will not be made until the Commission has carefully considered all of the matter that is presented at this hearing.

The State Highway Engineer then continued with his explanation by advising that on the Hawthorne Park Line only 1.3 acres of orchard land and 943 acres of other agricultural land will be taken, and that only 50.6 acres of residential properties are involved. On the West Medford-Oak Grove Line, he said, there is a total of approximately 1,000 acres involved -- 150 acres of orchard land, 81 acres of other type of land, and only 3 acres of residential property, this line being outside of the residential area. This concluded the Engineer's explanation. The meeting was then turned over to the local groups.

Mr. John Graff inquired as to the relative widths of the proposed rights of way from beginning to end. The Engineer replied that rights of way will be uniform along all routes -- approximately 300 feet wide except in the residential portion of Medford and where interchanges are to be constructed. At these points, he said, the exact width of the right of way has not as yet been determined. Mr. Graff questioned the right of way costs as mentioned by the Engineer. He expressed the feeling that such costs cannot be a factor in the determination of the routes as now planned.

Chairman Chandler at this point asked those desiring to speak to step to one of the microphones that were provided in the aisles.

Mr. Otto J. Frohnmayer, Attorney, stated that he represents a group of land owners, property owners, and tax payers who are interested in the selection of the Hawthorne Park or Bear Creek Route. The preference of this group, he said, is for such route; however, as a second choice they favor the Genessee Street Route, but they are opposed to either the West Side Route or the Hillcrest Route. He called upon the following persons who spoke in favor of the Bear Creek Route:

(1) Mr. Howard E. Bush, President of the Fruit Growers League, representing 290 fruit growers in the Bear Creek Valley, who stated that the economy of the valley depends on two basic resources -- lumber and agriculture. He expressed their feeling that due to the gradual restrictions of the lumber industry, the future is more and more going to depend on the conservation and expansion of agricultural resources. He advised that considerable acreage already has been taken by subdivisions, and in their estimation any further withdrawals should be viewed with concern. The actual loss of the acres of orchard land, he said, is extremely important but that does not affect the true loss in fruit production. The problem of operation, he added, is emphasized in bisected areas and is particularly important in the orchard districts where interference with

natural irrigation contours poses severe problems. He declared that the orchard acreage today is less than it was twenty years ago, and he expressed the feeling in view of these considerations that they are justified in protesting the Hillcrest Route and in recommending the Bear Creek Route.

(2) Mr. W. Ben Tucker, County Agriculture Agent who stated that Jackson County has only a limited amount of acreage devoted to agriculture. Only 2 percent of the total of 1,802,888 acreage in the county, he said, is listed as farm acreage and of that acreage only 5 percent is crop land. He also said that the Bear Creek Route has a natural barrier on one side that would aid materially in lessening the damage that might be done. He pointed out that the Hillcrest Line will run diagonally through practically all of the property and will leave triangular pieces on either side of the highway, which owners cannot operate without considerable hazard; also, it would increase the cost of operating the land and would affect the type of agriculture that could be carried on.

(3) Mr. Cliff B. Cordy, County Horticulture Agent, who spoke for the Bear Creek Route from the horticulture standpoint. He pointed out the acreage loss and the crop loss that would result were the Hillcrest Route adopted. He estimated the annual crop loss from 175 acres in the valley at $210,000.

(4) Mr. Jack Hoffbuhr, Manager, Medford Irrigation District, who spoke from the irrigation standpoint stated that the Hillcrest route crosses their main canal seven times, and that such route will introduce many problems in the functioning of their operations, which will not be the case were the Bear Creek Route adopted.

(5) Mr. Paul Culbertson, President, Medford Irrigation District, who stated that the District has 1,860 users who will be adversely affected by the selection of the Hillcrest Route. He advised that their present water supplies are inadequate, and that a serious maintenance and distribution problem will result were that route adopted.

(6) Mr. Walter A. Hoffbuhr, Manager, Talent Irrigation District, who pointed out how the Hillcrest Route will affect their district. He mentioned among other things that such route will disrupt their plans for using water and will necessitate resumption of pumping operations and sprinkling. The Bear Creek Route will not so affect their district.

(7) Mr. David Holmes, Director, Talent Irrigation District, who stated that adoption of the Hillcrest route will materially affect the taxation and assessment rate for the acreage in their district and for the people concerned. He alleged that the district will lose between 400 and 500 acres of irrigable acreage were such route selected, which loss, he added, they cannot afford, because there already is a shortage of such acreage in the Valley.

(8) Mr. S. M. Tuttle, representative of the Rogue Valley Traffic Association, who advised that they are packers and shippers of pears in the district, as well as growers of pears in substantial amounts. He endorsed the testimony of Mr. Bush and Mr. Cordy, and gave as his feeling that the selection of the Hillcrest Route will result in heavy losses to them. He expressed himself emphatically in favor of the Bear Creek Route

Others speaking in behalf of the Bear Creek Route were:

(9) Mr. Robert A. Duff, City Manager, Medford, who stated that it will cost about $430,000 to convert Barnett Road to standards suitable as an access road between the freeway and Riverside Avenue in Medford, of which amount $270,000 is the estimated cost to improve the portion lying within the city limits of Medford.

(10) Mr. Paul B. Ryn n ing, County Engineer, Jackson County, who gave figures on the cost to the County to rebuild certain county roads to accommodate access travel. He particularly mentioned the Barnett Road, the county's portion of which, he said, will cost about $180,000. He estimated the cost to improve the Fern Valley Road leading into Phoenix at $60,000, and the cost to improve the Valley View Road, which is the north entrance to Ashland, at $90,000.

(11) Mr. Dan Adams, Mayor of the City of Phoenix, who advised that the City of Phoenix has unanimously voted to recommend the Genessee or Hawthorne Route. The access road, he said, would be much shorter and more convenient for the people of Phoenix, and the loss of business would be much less with such closer access. He mentioned that Bear Creek is a natural barrier, as would also be the freeway.

(12) J. Rodney Keating, County Judge, Jackson County, who advised that the County Court adopted a resolution favoring the Bear Creek Route. He presented a copy of the resolution for the records and files of the Highway Commission.

(13) Mr. Otto A. Ewaldson, President, Jackson County Chamber of Commerce, who gave seven reasons why the Chamber of Commerce is in favor of the adoption of the Bear Creek Route. He presented to the Commission a brief, in writing, containing these seven reasons in support of his oral presentation.

(14) Mr. Earl Miller, Mayor, City of Medford, who stated that the City Council has no definite recommendation to offer with respect to any of the routes that are under consideration. He read aloud and presented a prepared statement outlining the problems that the city will be faced with by adoption of each of the routes that are being discussed.

(15) Rev. George R. V. Bolster, Chairman, Board of Directors, Rogue Valley Memorial Hospital, who urged abandonment of any consideration for the Hillcrest route because of the adverse affect that the adoption

of that route will have on the new hospital that they are erecting. It is most essential, he said, that their hospital be located on a site sufficiently removed from industrial operation, heavy street and highway traffic, and other interference factors to merit the sanction and approval of authorities. The hospital, he added, is now under construction adjacent to Barnett Road, at its junction with Murphy Road, which site has the unqualified approval of all State and Federal agencies concerned, both in regard to location and freedom from travel, smoke, and other interference factors. Were the proposed Hillcrest Route approved, it would mean that their long-term planning would be negatived.

In closing the presentation of his group, Mr. Frohnmayer stated that the local hotel owners feel that present highway facilities for serving the public are adequate and that the traveling public should be kept as near these existing facilities as is possible. He also stated that the motel owners are very much concerned because of huge investments which they are fearful will be lost if the Hillcrest Route were adopted. He mentioned the name of Mr. Fred Moreland, restaurateur, who, he said, feels that their businesses will be adversely affected by selection of the Hillcrest Route because motels and eating places will be developed along Barnett Road. He added that the automobile dealers too, favor the Bear Creek Route, and have adopted a resolution regarding it. He read aloud and presented a copy of the resolution. Summarizing this presentation in favor of the Bear Creek Route he said that the speakers favor that route because it will follow a natural barrier, will destroy less agricultural and orchard land, and will require the re-establishment of fewer homes.

The first speaker following those headed by Mr. Frohnmayer was Mr. Frank Ross, who stated that he is an engineer and farmer, and that his land lies along the proposed West Side Route. He said that he speaks for himself and a number of relatives. He suggested adoption of a route above the Hillcrest Line, fringing the Valley on the east. He declared that construction of any of the routes that are being discussed today will be a big barrier to their Valley, and he expressed his opinion as an engineer that it is unnecessary to build a freeway through Medford and the Rogue River Valley.

Mr. Dick House, insurance agent, spoke for the Hawthorne Park Route as being the route that will cause the least economic loss. He suggested either the Hawthorne Park Line or placement of the highway on the edge of the Valley as suggested by Mr. Ross, where residents will not be uprooted and where economic losses will be at a minimum.

Mr. Chester Hubbard, Member of the Highway Committee of the Jackson County Chamber of Commerce expressed himself in favor of the Bear Creek Route through Hawthorne Park from the standpoint of acreage of residential property that will be taken. He mentioned that the Bear Creek location will take only 15.6 acres of land compared with 36.7 acres along the Genessee Line. He also mentioned that the City of Medford is due to lose a small portion of its park if the Bear Creek Route is selected. He suggested the purchase of some land along Hawthorne Avenue, including

a few residences and two or three business establishments, as compensation for the loss of the park area. He estimated the cost involved at $148,348 on todays market.

Mr. C. W. Reames, attorney, Medford, headed a group that opposed the Bear Creek Route. He presented petitions signed by 584 property owners in which the Commission is asked to not place Highway 99 on the Genessee Street nor Geneva Street location because of the detrimental effect it would have on the City of Medford; also, in which they gave as their opinion that the highway should be located either to the East or to the West of Medford, with access road connections provided for those who wish to enter the City. He alleged that if the highway were routed through Medford it will ruin their City.

Mrs. Mary Ann Wilson, housewife, spoke in behalf of the Bear Creek Route and in opposition to the Hillcrest and West Side Routes. She volunteered to secure petitions in support of her contentions to offset those presented by Mr. Reames if that would help the Commission in reaching its decision.

Mr. Trautman expressed his preference for the Bear Creek Route as a natural artery.

Mr. J. C. Barnes, a retired real estate dealer, eighty years old, asserted that the east side of the Valley is not the place for the highway -- not the kind of a highway or freeway that the people want because it will bar expansion of the City in the direction that it naturally will go. He visioned a highway elevated sufficiently so that it can be arched over the Creek and join the east side of Medford with the west side of Medford, with a parkway on both sides of the Creek. He declared that such plan will solve the park problem inasmuch as the space under the elevated highway could be developed for the parking of cars and could be beautified as an extension of the existing park.

Mr. Mel Krows spoke against the Bear Creek Route because, he said, people would be constantly subject to poison from monoxide gases that would infiltrate the whole east side of the City. The health of the people of Medford, he added, demands that the highway be located elsewhere than along Bear Creek. He advocated the by-passing of the City and he discounted the alleged losses of fruit acreage.

Mrs. Richard Schuchard, housewife and mother of five children asked the Commission to consider the problem from some standpoint other than the monetary values involved, and place the highway where it will not bother anyone. She prefaced her remarks with a request that the highway be routed where thousands of children will not be subjected to dangers as they will be were the highway located along Bear Creek.

Colleen Hope mentioned that the City has a large tract of land that is being operated as a Victory Housing project. She suggested that this property be developed as is Hawthorne Park, so the present park

will not be missed were the highway located across it. Her idea was that the State should purchase the property along Hawthorne Park, estimated at $148,000, to compensate the City for right of way taken from the Park area.

Mrs. Ruth Eden, Member Medford Planning Commission, spoke in behalf of residents along the Genessee route who believe that their homes will be rendered unlivable because of the noise, and gas fumes that they will be subjected to if that route were selected. She stated that she is not recommending any particular route, but is objecting to the selection of the Genessee Route. She asked those present whose ideas coincide with hers to arise -- about fifty people responded.

At this point Chairman Chandler remarked that the Highway Commission desires to adjourn this meeting at 1:00 p.m. so it can have lunch before proceeding to a scheduled meeting at Klamath Falls this evening.

Mr. Kenneth Denman, Attorney, Medford, declared himself against any route that will pass through the City of Medford. He gave as his opinion that the new highway should be routed outside of the City and he advocated a route closer to the foothills where right of way costs will be the least. He said that he resides on Geneva Street just east of the proposed Genessee Route, but none of his property will be taken for highway use. If the highway must go through Medford, he said, the Bear Creek Route will be the safest one and will injure less people. He added that such will be the case were the Genessee Route selected. Mr. Denman quoted the former State Highway Engineer, Mr. R. H. Baldock, to the effect that "Whenever feasible these highways should bypass the towns". He mentioned bypasses that have been provided around Salem, Cottage Grove, Roseburg and Gold Hill, and those contemplated around Eugene, Central Point and Ashland. He said that with this picture in mind it is hard to understand what peculiar circumstances exist that give a sound basis for not bypassing Medford. He called attention to two kinds of objections which should be considered in the selection of a route, viz, damage to individuals and damage to the future of the City, and he pointed out features of each proposed route for comparison purposes. He presented a brief in support of nis oral remarks and petitions signed by numerous local people requesting that this freeway be located outside of the city limits of Medford, and urging a location either to the east or west of their City.

Mr. Donald E. Faber, Mayor of the City of Central Point, offered three proposals from the Central Point City Council and the City Planning Commission as follows:

1. That a plan be considered and thoroughly investigated to construct the freeway up the west side of the Valley from the Dardalelle to Ashland.

2. That surveys be made to determine feasibility of swinging the highway further to the east, from the Willow Springs junction, to pass through the low Valley land in the Gibbons

Acres area, thence to the east of the Medford airport.

3. While the City prefers that the new highway miss Central Point by a greater distance than has been proposed, if it finally must follow the line just to the east of the City, both the Planning Commission and the City Council ask that two frontage roads be provided paralleling the highway where it passes Central Point.

Mr. Faber presented a copy of a letter dated May 22, 1956 from the City of Central Point to Mr. Tom Edwards, Division Engineer, outlining what the City Council has in mind.

Mr. Jack Stewart, owner of the Bear Creek Motel on US 99, one and one-fourth miles south of Medford, urged adoption of the Bear Creek Route. It was his contention that the freeway should be constructed as closely as is possible to Medford so as to provide the shortest and nearest access to the City for the benefit of tourists who want to stop over night in Medford.

Mrs. Robert Kagy stated that she is in the agricultural business on the west side of the Valley. She endorsed the arguments presented by those representing the Hillcrest area, advising that those arguments fit the west side area marvelously because both areas are under irrigation. She urged adoption of the Bear Creek Route.

Mr. Fred Moreland, restaurteur, spoke in behalf of restaurant owners. He alleged that the route of the highway completely out of the City will create a definite hardship on cafeteria operators.

Mr. Fred Baker, property owner, spoke for a location back of the Hillcrest Line where, he said, a beautiful view of the City of Medford may be obtained and where it will not affect irrigation systems and orchards. He added, "If we are going to have a freeway through here let's have a nice big freeway and let's get it out of town where it belongs."

Fred Taylor, Ashland, expressed concurrence with the remarks of Mr. Baker. The routing of the highway through the City of Medford, he said, is the wrong answer to the problem. He added that business interests in Medford have no more "right to holler" about their business than do the people in Salem, Grants Pass and Ashland, where bypasses already have been constructed or are planned.

Dick House inquired if people write to the Commission expressing their views on this matter, where should their letters be sent. He was informed by Chairman Chandler that the State Highway Department belongs to the people, and that their letters should be addressed to the Highway Commission, State Highway Building, Salem.

An unidentified gentleman from the Seven Oaks district stated that he owns land in that district. He expressed preference for the route which

passes through Medford where the least acreage of agricultural land will be taken. Homes, he said, can be replaced, but that is not true of agricultural ground.

Chairman Chandler concluded the hearing with the following statement, "We have had a long session here today, about three hours, and notes have been taken of all arguments presented. Studies of the project will be conducted and the information gained today will be given careful consideration in those studies." The Commission, and the Engineers, he added, have several years in which to continue these studies and to make complete surveys, so people affected will not be distrubed for at least five years, because this project is part of the thirteen-year construction program for Federal and State monies. He thanked the assemblage for the courteous way in which the conference has been conducted and for the courteous treatment that has been afforded the Commission. He mentioned that the preponderance of opinions expressed at this meeting appear to be unfavorable to the Hillcrest and West Side Routes, and that the Genessee or Hawthorne Park Routes are those most desired. However, he added, the Commission will not make a decision today. He declared the meeting adjourned at 1:00 p. m.

Following adjournment, the Commission and party had lunch at Medford and then motored to Klamath Falls for an informal meeting with representatives of that community.

State Highway Engineer

Chairman

Secretary

Commissioner

October 25, 1956

Portland, Oregon
November 8, 1956

The Oregon State Highway Commission met in regular session at 9:00 a.m. in the Queens Room of the Imperial Hotel. Present were:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway Engineer
W. W. Stiffler, Assistant State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
Robert L. May, Jr., Assistant Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

Bids, as follows, were opened and read aloud by the Secretary, who then announced that the Commission would award contracts at 3:00 p.m. in the same room.

CLATSOP COUNTY
CANNON BEACH JUNCTION SECTION OF THE SUNSET AND OREGON COAST HIGHWAYS

Eugene Gardens, Eugene	$ 19,970.10
Grimstad & Vanderveldt, Astoria	24,003.00
The United Contracting Co., Portland	25,019.50

LINCOLN COUNTY
SOUTH FORK YACHATS RIVER BRIDGE NO. 1 AND 4 ON THE YACHATS RIVER ROAD

Frank Watt Const. Co., Portland	$ 32,160.00
Babler Bros., Inc., Portland	33,824.00
Tom Lillebo Constr. Co., Reedsport	33,984.00
R & M Const. Co., Central Point	36,000.00
C. J. Eldon Contractor, Portland	40,640.00
Orlando C. Bennard, Portland	48,018.00
Roger E. Holmes, Olympia, Washington	49,680.00

LINCOLN COUNTY
BEVERLY BEACH STATE PARK LATRINE AT BEVERLY BEACH STATE PARK ON THE OREGON COAST HIGHWAY

Lee-Built Homes & John D. Bachman, Springfield	$ 6,569.00
V. C. Johnson, Gladstone	6,696.00

Beverly Beach State Park Latrine at Beverly Beach State Park on the Oregon Coast Highway - Cont.

Fred J. Stubbert, Springfield	$ 6,813.61
Enoch I. Maerz, Salem	6,890.00
C. W. & Willis A. Hill, Salem	7,495.00
P. S. Lord Mechanical Contractor, Portland	7,753.00
Lloyd G. Sperling, Tillamook	7,955.00

LINCOLN COUNTY

FOGARTY CREEK STATE PARK LATRINE AT FOGARTY CREEK STATE PARK ON THE OREGON COAST HIGHWAY

Lee-Built Homes & John D. Bachman, Springfield	$ 6,980.00
V. C. Johnson, Gladstone	7,240.00
Fred J. Stubbert, Springfield	7,381.86
Enoch I. Maerz, Salem	7,490.00
Lloyd G. Sperling, Tillamook	7,955.00
P. S. Lord Mechanical Contractors, Portland	8,225.48
C. W. & Willis A. Hill, Salem	8,244.00

MARION AND YAMHILL COUNTIES

NEWBERG-GERIN CORNER STRUCTURES ON THE NEWBERG-GERIN CORNER SECTION OF THE HILLSBORO-SILVERTON HIGHWAY

Manson Construction & Engineering Co., Seattle, Wn.	$1,187,980.00
Peter Kiewit Sons Co., Vancouver, Wn.	1,203,152.75
General Construction Co., Portland	1,211,345.35
Tom Lillebo Const. Co. & Tom Lillebo, Reedsport	1,274,863.20
Hamilton & Thoms, Eugene	1,406,420.00

MULTNOMAH COUNTY

ADDITION TO MAINTENANCE BUILDING IN NORTH PORTLAND

H. A. Starr Concrete, Inc., Portland	$ 8,610.00
Supreme Builders, Inc., Portland	8,629.00
Teeples-Thatcher Co., Portland	9,048.00
L. B. Read & Mac Sharp, Portland	9,120.00
Gene H. Settergren, Portland	9,318.00
Charles R. Schmiedeskamp, Portland	11,290.00

UMATILLA COUNTY

HINKLE-BUCKS CORNER SECTION OF THE HERMISTON HIGHWAY

L. W. Vale Co., Inc., Pasco, Wn.	$ 61,042.50
Leslie Harris, Pendleton	63,017.00
Erland & Blickle, Portland	68,867.00
E. H. Itschner Co., Molalla	68,887.50
C. C. Meisel, McMinnville	69,976.00

Hinkle-Bucks Corner Section of the Hermiston Highway - Cont.

Warren Northwest, Inc., Portland	$ 70,530.50
Morrison & Co., Inc., Walla Walla, Wn.	70,807.00
Russell Olson Const. Co., Inc., Pendleton	72,088.50
Porter W. Yett, Portland	75,780.00

WASCO COUNTY
GRADING AND PAVING CHENOWETH CREEK-THE DALLES SECTION OF THE COLUMBIA RIVER HIGHWAY

Roy L. Houck & Sons, Salem	$ 632,586.00
Rogers Const. Co., Portland	646,943.00
Gibbons & Reed, Portland	660,709.50
Vernie Jarl, Gresham	680,621.00
J. N. Conley, Portland	708,010.30
R. A. Heintz Const. Co., Portland	712,009.00
J. C. Compton Co., McMinnville	714,323.00
Babler Bros., Inc., Portland	737,385.00
C. J. Montag & Sons, Portland	786,069.00

YAMHILL COUNTY
CONSTRUCT MILL CREEK BRIDGE AND SHERIDAN UNDERCROSSING ON THE VALLEY JUNCTION-SHERIDAN SECTION OF THE SALMON RIVER HIGHWAY

Tom Lillebo Construction Co., Reedsport	$ 96,533.50
George E. Berry, Beaverton	98,212.00
Babler Bros., Inc., Portland	99,676.00
Glenn Snook, Eugene	100,775.50
L. B. Read & Mac Sharp, Portland	103,387.50
Hamilton & Thoms, Eugene	104,935.00
Birkemeier Const. Co., Milwaukie	106,458.50
United Builders, Inc., Beaverton	106,572.18
Valley Const. Co., Portland	107,585.50
Snook Bros., Corvallis	110,135.00
Hannan Bros. Co., Portland	111,462.50
Charles R. Schmiedeskamp, Portland	111,547.00
Richard L. Martin Co., Oswego	113,398.00
J. N. Conley, Portland	113,942.50
Erick Enquist, Troutdale	114,368.00
P. S. Lord Mechanical Contractors, Portland	121,715.50
Pettijohn Engineering Co., Portland	126,787.50

YAMHILL COUNTY
GRADING AND PAVING 17th STREET-COZINE CREEK (Adams St., McMINNVILLE) SECTION OF THE PACIFIC HIGHWAY WEST (SOUTH-BOUND) IN McMINNVILLE

Perkins Bros., Portland	$ 222,778.50
Logan Taylor & Co., Portland	262,158.00
J. C. Compton Co., McMinnville	275,605.00

November 8, 1956

Commissioner McIver stated that the Portland Chamber of Commerce plan to hold a meeting in Portland, November 19, 1956, and has inquired as to whether the Highway Department has available any material, including maps, pictures, method of financing and other data concerning the new highway program, especially on US routes 30 and 99. He inquired if the Engineer could present these matters. Commissioner Reynolds commented that in his opinion Commissioner McIver should attend the meeting as well as the Highway Engineer to introduce the staff members and also to represent the Commission. The Commission authorized the presentation of the material, as mentioned by Commissioner McIver, at the meeting which is to be held in the Multnomah Hotel.

The Commission approved the minutes of August 16 and 17, and September 27 and 28, 1956.

The State Parks Superintendent, Mr. C. H. Armstrong, reported on the following park matters:

1. Agreement with U. S. Coast Guard for Water Supply at Umpqua Lighthouse State Park in Douglas County: The Parks Superintendent stated that the State's water supply is not sufficient for drinking purposes and sanitary use. An arrangement has been made with the Coast Guard to connect to their water system, which pumps water from Lake Marie within the park area, for the sanitary requirements in the park. In exchange the State is to allow the Coast Guard to use water from the State's source for drinking purposes. The Commission approved an agreement covering this matter following a favorable recommendation by the Parks Superintendent.

2. Proposal submitted by Allen G. Terry concerning development of a state park or recreational area near Coos Bay: This matter, the Parks Superintendent recalled, was considered at the September meeting, at which time the recommendation was made that the area around Lower Tenmile Lake Creek should not be acquired at this time as a state park as there is apparently not sufficient interest in it. Mr. Terry also mentioned an area at Coos Head and urged the installation of overnight facilities near the Marine Biological Station. A report was made on November 3, 1955 concerning this area, particularly the west portion of the former federally owned land. There is still the possibility that the area may be required by the U. S. Navy, and he recommended that no action be taken until a decision is made by the Navy. The Commission accepted his recommendation.

3. 1957 Budget for State Parks Division: The Parks Superintendent explained the budget briefly, pointing out that the total budget is approximately $80,000 less than for the year 1956. Operation cost is up approximately $46,000 whereas capital outlay is approximately $127,000 less. However, the construction and betterment portion of the capital outlay is $105,000 more than in 1956. The sum of $238,000, he stated, is included to construct 321 additional overnight camping spaces, and the total for overnight camping in the budget is $305,400. This addition, he continued, will provide a total of 1,338 overnight camping sites in 27 park areas. During the present year, 325 overnight camping sites have been

completed. The total proposed budget is $1,339,000 compared to $1,420,800 in 1956. He called attention to the great demand for overnight camping sites, and to meet this demand, facilities have been increased approximately 50 per cent each year. During the 1956 vacation season, approximately 230,000 people used the overnight camping facilities and many were turned away. The Commission discussed with the Parks Superintendent other items in the budget, and after careful perusal of the individual items, Commissioner Reynolds moved that the budget be adopted as presented with the understanding that items for acquisition of new areas be presented to the Commission when acquisition is to be made. Commissioner McIver seconded the motion and it was declared unanimous by Chairman Chandler. Commissioner McIver complimented the Parks Superintendent for the excellent work performed in preparing the budget and for the great accomplishments secured with the money expended during the year 1956. Commissioner Reynolds and Chairman Chandler also expressed their satisfaction for work well performed.

(For details of the budget as approved with changes, see copy of budget filed in the Secretary's Office under the heading "Highway Department's Budgets 1957".)

Chairman Chandler inquired if the Lloyd Corporation had made any further statements concerning transferring to the State of an area near Wedderburn for park purposes. The Parks Superintendent replied that a representative of the corporation had indicated that an answer would be forthcoming in less than 90 days.

Commissioner Reynolds stated that Mr. Collier has some improvements in mind to be added to Collier State Park near Klamath Agency, and inquired if he had contacted the Parks Superintendent concerning this matter. The Parks Superintendent stated that no contact had been made with Mr. Collier, but he would discuss the matter with him. Chairman Chandler suggested that the Parks Superintendent also contact Mr. Howard Maple, Manager of the Coos Bay Chamber of Commerce, concerning acquisition of land for overnight camping purposes in Sunset Bay State Park. Mr. Maple and a Mr. Nelson, he continued, have done some negotiating with the owners of a 15.5 acre tract of land suitable for overnight camping.

4. Proposed withdrawals of land by the Bureau of Land Management on land adjacent to the Rogue River: The Bureau of Land Management, the Parks Superintendent stated, plans to hold a hearing in Grants Pass on November 20, 1956, concerning withdrawals of national forest lands from appropriation under the general mining laws, and remaining public lands from all forms of appropriation under the public land laws, except designated areas classified under the Small Tract Act. The proposed withdrawals would retain in public ownership lands within approximately one-half mile of the river, located principally between Grants Pass and Agness; also, there are a few areas along the Crater Lake Highway and in Jackson County. Although most of the areas are not needed for park development at this time, it was his thought that the State should take action to preserve and protect the areas for future recreational purposes. To this end, he stated, he has prepared a written report to present at the hearing, and asked that the Commission authorize him to present the report. Other State agencies are interested, and he commented that the

Game and Fish Commissions have indicated support of the withdrawals whereas the State Bureau of Mines has indicated that they may oppose them. The Commission authorized the Parks Superintendent to present his report.

5. Report on Diamond Crater Area in Harney County: The Parks Superintendent stated that a letter has been received from the Bureau of Land Management to the effect that no classification for entry or disposal will be made of the area that is adverse to public interest. It appears that present laws are adequate to hold the land in its existing status. The Bureau of Land Management also plans to examine the area in detail as to its recreational value when personnel and funds will permit. It also appears that the area can be preserved by Bureau administrative action rather than by leasing the area to the State. The Commission accepted the report.

6. Request of Robert and Duane Wiggins for extension of a boat rental lease at Wallowa Lake State Park: The present lease, the Parks Superintendent stated, was granted to the Wiggins in 1952 and will expire January 1, 1957. Their operation has been satisfactory and they have provided good service at reasonable prices. The present agreement provides that they pay the State 10 per cent of the gross income, which 10 per cent amounted to $813.61 in 1955 and $911.84 in 1956. He recommended that the lease be extended in the name of Robert and Duane Wiggins for a five-year period, beginning January 1, 1957. The Commission approved the lease extension.

7. Request from the City of North Bend that a portion of Simpson Park at the south end of the Coos Bay Bridge be deeded back to the City: Simpson Park, the Parks Superintendent explained, was given to the City of North Bend by the Simpson estate and in 1936 was donated by the City to the State. The State has a stock-pile site on a portion of the area, the remainder of which is undeveloped and covered with a stand of brush, alder, and cedar trees. There are no plans to develop the area for use as a park, and he recommended that the State deed to the City of North Bend the area east of the road to be constructed by the Weyerhaeuser Timber Company in accordance with an agreement with Mr. Al Peirce in 1954, with the understanding that the area will be used for park purposes and that the City will provide a suitable stock-pile site to replace the one within the park area. The Commission approved the transfer of the land as recommended.

8. Report on Columbia River Gorge activities in acquiring land to preserve scenic values: The Parks Superintendent reported that he had met recently with the Columbia River Gorge Commission and had discussed with them and had solved a number of their problems. He pointed out that of the $50,000 appropriated for purchase of lands in the Columbia Gorge, approximately $12,700 has been spent to date. The Gorge Commission has inquired as to the expiration date for the expenditure of the $50,000 appropriation, and has also brought up the matter of acquiring lands in the Gorge high on the canyon walls, which lands would not be suitable for park purposes. The Gorge Commission, he

stated, has requested examination of 35 areas, and, of these, 27 have been examined or appraised; four purchases were made, and negotiations have reached a standstill on 15 others; seven negotiations are pending; and assistance has been given in the exchange of lands through the Bureau of Land Management on four other parcels. He suggested that to speed up acquisition, the Gorge Commission should indicate if they wish to purchase an area when the request for investigation is made. Concerning the expiration date of the $50,000 authorization, Commissioner McIver indicated that it would be well to have a cutoff date on the money to define the State's liability to acquire lands. He called attention to the fact that there are a number of negotiations pending, and inquired as to what would happen if all of them offered to sell. The Parks Superintendent replied that no specific offers have been made to any of the owners but they have been told only that if they are willing to sell, the matter will be presented to the Commission. No further action was taken at this time pending the appearance of a delegation on the following day.

Use of a portion of Boiler Bay State Park to erect a television antenna: The Parks Superintendent reported that residents in the vicinity of Depoe Bay and Boiler Bay are anxious to get TV reception and arrangements have been completed to pipe TV programs in by wire, which requires an antenna for transmission. An annual lease has been prepared allowing Mr. and Mrs. Lloyd C. Finley the right to install a TV antenna and an underground transmission cable in the southeast portion of Boiler Bay State Park, at a rental rate of $100 per year. Upon his favorable recommendation, the Commission approved the lease.

Selection of a name for the new building at Depoe Bay: The Parks Superintendent reported that, as previously directed by the Commission, he and Commissioner McIver had given the matter careful consideration and had decided to recommend the name - "State Park--Depoe Bay Lookout". Commissioner McIver added that it was thought best to put signs along the highway so that travelers would know they were approaching the building, and, in addition, to place a sign on the building itself. The Commission approved the name as presented.

The Right of Way Engineer presented for consideration options secured for acquisition of real property that is needed for state highway right of way or for other purposes. After consideration, the Commission unanimously approved closing the options at the prices mentioned therein by adopting the attached resolution relative thereto, marked EXHIBIT "A", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

Authority to negotiate for acquisition of three parcels of property needed for highway purposes was requested by the Right of Way Engineer who explained that no authority has previously been given to acquire these parcels and they are now needed for highway construction. The Commission authorized negotiations for acquisition of the following parcels of land:

COUNTY and SECTION	FILE NO. and NAME	PURPOSE	AREA	HWY.
Coos				
Cedar Point-Coquille	25826-Campbell & McLean, Inc.	Right of Way	.26 ac.	Oregon Coast
	25827-Interstate Tractor & Equip. Co.	"	.17 ac.	"
	25828-D. M. King	"	.01 ac.	"

A report on miscellaneous properties sold since the last Commission meeting was presented by the Right of Way Engineer and accepted by the Commission.

(For details, see Miscellaneous Sales Report, dated November 8 and 9, 1956, in the General Files).

Also presented was a supplemental rental report prepared by the Property Manager showing new rentals and terminations of rentals from September 15 to October 31, 1956.

(For details, see Supplemental Rental Report, dated September 15 to October 31, 1956, in the General Files).

Consideration was given to deeding back to Mertie Conger a parcel of land on the Eugene Section of the Pacific Highway, which was acquired for a borrow area. The Right of Way Engineer explained that the property was not used for a borrow area, and the State has no anticipated use for it. This property was acquired from the Congers in exchange for granting an easement to Southern Pacific Company to construct a spur line across state highway property to the Conger property. The land deeded by the Congers to the State was to provide approximately 25,000 cubic yards of material. The contemplated construction was not undertaken and he recommended that it be deeded back to Mertie Conger. The Commission approved his recommendation.

The Right of Way Engineer reported that several parcels of right of way acquired for highway purposes are no longer needed and can be disposed of. He recommended that the following parcels of property be offered at public sale:

a. 0.10 acre of land on the Modoc Point Section of The Dalles-California Highway in Klamath County - File 1790, minimum price $150.

b. 1.45 acres of land on the Blackwell Hill-Seven Oaks Section of the Pacific Highway in Jackson County - File 20802, minimum price $1,500. (See EXHIBIT "B-1").

c. 0.42 acre on the Washington County Line-Hillsdale Section of the Beaverton-Hillsdale Highway in Multnomah County - File 24719, minimum price $7,725. (See EXHIBIT "B-2").

d. 0.56 acre of land on the Chenoweth Park-Deady Section of the Pacific Highway in Douglas County - File 18960, minimum price $3,500. (See EXHIBIT "B-3").

e. 9.21 acres of land on the Salem-Stout Creek Section of the North Santiam Highway in Marion County - File 22361, minimum price $7,500. (See EXHIBIT "B-4").

f. 3.8 acres of land on the Salem By-pass Section of the Pacific Highway East in Marion County - File 18265, minimum price $3,500. (See EXHIBIT "B-5").

g. 9.05 acres of land on the Willamette River-Hayesville Section of the R. H. Baldock Freeway in Marion County - File 20852, minimum price $3,000. (See EXHIBIT "B-6").

The Commission approved his recommendation by adopting the attached resolutions relative thereto, marked EXHIBITS "B-1" through "B-6", which resolutions by this reference are made a part hereof, with like effect as though extended in full herein.

The Engineer reported that negotiations have been made to sell several small parcels of property at fair prices, and he requested that the Commission approve the following sales, as the parcels are no longer required for highway purposes:

a. 1.26 acres on the Seufert-Dufur Section of The Dalles-California Highway, File 1448, to Mr. Miller, the adjoining property owner, for $100 and without access to the highway.

b. 2.88 acres on the Crooked River-Terrebonne Section of The Dalles-California Highway in Deschutes County, File 6115, sold to the high bidder, Max and Alberta Montgomery, for the sum of $250 and without access to the highway.

c. 0.32 acre of land on the Siletz-Toledo Section of the Siletz Highway in Lincoln County, File 23811, to Georgia-Pacific Plywood Company to be used as a pumping plant site, for the sum of $200, which is the appraised market value of the land.

d. The Right of Way Engineer also requested confirmation for the sale of 8,772 square feet of real property located in Lots 3, 4, 5, 6, 7, 8, and 9, Block 29, Coos Bay Plat "B" Addition to North Bend, File 9534, to a Mr. Moss, for the sum of $7,100, with two unrestricted points of access. He explained that this property had inadvertently been advertised for sale without securing prior Commission authorization. However, the error was not discovered until after bids had been received and inasmuch as the price offered is considerably in excess of the cost of

the land, he requested that the sale be confirmed. The Commission confirmed the sale, by adopting the attached resolution relative thereto, marked EXHIBIT "B-7", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

A proposed Ground Lease with the Grand Island Sand and Gravel Company, located on Grand Island in the Willamette River, a few miles north of Salem, in Yamhill County, was presented by the Right of Way Engineer. He explained that the lease has been secured from them for the stock piling of state owned paving aggregates for a one-year period, beginning October 1, 1956. The Commission approved the lease for a consideration of $1.00.

Consideration was given to a "Trust Agreement" with Bonneville Power Administration covering rearrangement of a Bonneville transmission line because of construction on the Emigrant Hill-Deadmans Pass Section of the Old Oregon Trail in Umatilla County. The Right of Way Engineer explained that the cost of rearranging the transmission line is estimated to be $13,400, and he recommended that the agreement be approved, which involves the State's making an advance deposit of $13,400. The Commission approved the agreement.

Consideration was given to a form of sublease between the U. S. National Bank, Trustee, and Irene Hamilton, Owner, and Standard Oil Company of California, doing business as Signal Oil Company, Lessor, and the State of Oregon through its Highway Commission as Lessee. This property, the Right of Way Engineer explained, is on the Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway in Multnomah County, consisting of Lot 4, Block 1, Huber Tracts. During construction of the intersection of Capitol Highway and Barbur Boulevard it is necessary to remove the pumps and close up the service station building. The State agrees to pay for rental of the property the sum of $1,500 the first year, and the sum of $375 each three months thereafter until the lease is terminated. The lease, he added, is to terminate upon final completion of the intersection, or December 31, 1958, whichever date is earlier. Upon his favorable recommendation, the Commission approved the sublease.

The Right of Way Engineer brought up the matter of deeding back to D. P. and Carolyn W. Schnakenburg 2.2 acres of land between the old highway and the relocated Pacific Highway on the Jump Off Joe Creek-Grants Pass Section in Josephine County. He explained that in preparing the deed to acquire property from the Schnakenburgs, an error had been made in the description, thereby erroneously including 2.2 acres north of the highway. To correct this error he recommended, and the Commission approved, deeding the land back to the Schnakenburgs.

He also presented a deed reconveying to John E. Herman an area consisting of 10,000 square feet on the Willamette Highway Junction-Diamond Lake Junction Section of The Dalles-California Highway in Klamath County. This parcel of property, he stated, was erroneously included in the deed in which the original property was acquired and

was not included in the option that Mr. Herman accepted. Upon his favorable consideration, the Commission approved reconveying the property to Mr. Herman.

The Commission gave attention to a request from the Sunray Mid-Continent Oil Company for the right to make exploratory gas and oil drilling operations on the Columbia River Highway in Multnomah County. The Right of Way Engineer explained that the lease is necessary because if oil or gas is found near the right of way, the source of these products may extend beneath the highway right of way and thereby the State would be entitled to a royalty and the proposed lease so provides. The consideration for the lease is to be $1.00 per acre per year and no drilling operations are to be carried on within the right of way. The Commission approved the lease.

The Right of Way Engineer also presented a similar type of lease for exploratory gas and oil drilling requested by the Standard Oil Company. Under the terms of the proposed lease, the Standard Oil Company will pay a rental of 25 cents per acre per year and will perform no drilling or exploring operations on the highway proper. The site of these drillings, he stated, is near the Wasco-Heppner Highway and the John Day Highway in Gilliam County. The Commission approved the lease.

Indentures of Access involving changes in existing points of access to state highways were presented by the Right of Way Engineer. He explained that in all of the instances, except the Hanby property, the indentures provide only for a change in an existing point of access for the benefit of the traveling public and the convenience of the property owners. Concerning the Hanby property on the Baker-Homestead Highway, a new grant of access is being given to the property owner at two locations for a width of 25 feet each. He explained that these accesses will be similar to existing accesses in this area and will not contribute materially to the detriment of the traveling public. Upon his favorable recommendation, the Commission approved the following indentures of access:

a. McGlone property, File 15932, on the Cascade Locks-Viento Section of the Columbia River Highway in Hood River County.

b. Bellevance property, File 21782, on the Beaver Marsh Section of The Dalles-California Highway in Klamath County.

c. Gard property, File 18628, on the Tigard-Newberg Section of the Pacific Highway West in Washington County.

d. Moore property, File 23874, on the Moro-Grass Valley Section of the Sherman Highway in Sherman County.

e. Gouldin property, File 21609, on the Sage Hen Hill-Hines Section of the Central Oregon Highway in Harney County.

f. Gouldin property, File 21604, on the Sage Hen Hill-Hines Section of the Central Oregon Highway in Harney County.

g. Hanby property, File 20354, on the East Unit, Love Bridge-Black Bridge Section of the Baker Homestead Highway in Baker County. This action provides for a 25 foot access at Highway Engineer's Station 1561+00 on the southerly side of the highway and at Engineer's Station 1564+00 on the northerly side of the highway. The access is to be for private residence and for the transportation of products from farm to market.

Consideration was given to an exchange of property with the Bureau of Land Management whereby the State is to convey to the Bureau Lots 10 and 11, Walters Second Addition to Lakeview in exchange for the $S\frac{1}{2}NW\frac{1}{4}$ of Section 34, Township 37 S., Range 11 E., in Lake County. The Right of Way Engineer explained that the Commission had previously authorized sale of the State's property to the Bureau of Land Management but because of budgetary difficulties encountered by the Bureau, the sale was never completed. The Bureau, however, has suitable property which it can exchange with the State. The two properties, he added, have a value of approximately $6,500 each, and he recommended that the exchange be approved. The Commission accepted his recommendation.

The Right of Way Engineer recommended and the Commission approved the expenditure of $200 to repair the roof on the Blachly property, File 24719, located on the Washington County Line-Hillsdale Section of the Beaverton Highway in Multnomah County. This property, he stated, is now rented and cannot be disposed of by sale.

Settlement of a claim presented by Charles A. Dussler concerning an approach to his property, File 12634, on the Tidewater Section of the Alsea Highway in Lincoln County, was discussed. The Right of Way Engineer pointed out that when the option to buy a portion of the Dussler property had been signed it was agreed to construct a two-way access to his property. The highway was constructed under the direction of the Bureau of Public Roads and due to unforeseen difficulties the two-way access was not constructed as provided in the option. Mr. Dussler has agreed to accept the sum of $750 in cash in lieu of the two-way access, and the Right of Way Engineer recommended that the settlement be approved. The Commission accepted his recommendation.

Extension of an industrial lease with the Northwest Technical Institute for use of the former Vanguard property, File 15508, located on the T. H. Banfield Expressway in Multnomah County, was considered. The present lease, the Right of Way Engineer stated, expires November 16, 1957, and the school has expressed a wish to extend the lease until November 16, 1960. Under the terms of the proposed lease extension, the school is to pay a monthly rental of $525, whereas the old lease provided for a monthly payment of $480. Commissioner McIver inquired as to why the property could not be sold outright. The Right of Way Engineer

explained that a portion of the building is located on the normal right-of-way width and should not be disposed of as excess property until highway construction is undertaken. The Commission approved the lease extension following the favorable recommendation of the Right of Way Engineer.

Consideration was given to a claim made by Bertyl D. Harris for damage to a well on his property on the Valley Junction-Sheridan Section of the Salmon River Highway. The Right of Way Engineer explained that construction activities on the new highway section had caused his domestic well to go dry. An agreement has been reached with Mr. Harris releasing the State from all damages, provided a satisfactory new well is drilled. Cost of this well, he stated, is estimated at $1,300, and he recommended that the new well be drilled under terms of a written agreement. The Commission approved his recommendation.

Consideration was also given to a form of permit agreement with Davidson Industries, Inc., allowing them to construct a roadway on state right of way on the Mapleton-Tiernan Section of the Siuslaw Highway in Lane County. The company, the Right of Way Engineer stated, wishes to construct the road to be used for access to a local log dump and has agreed to pay all costs involved. He recommended that the permit, which contains a 30-day cancellation clause, be granted. The Commission granted the permit as recommended.

The Commission gave attention to the matter of additional compensation to W. F. Stucki for relocating his well along the Sunset Highway in Washington County. The Right of Way Engineer explained that in the right-of-way transaction acquiring property from Mr. Stucki it had been agreed to drill a new well, and such well had been drilled. However, it did not prove satisfactory and Mr. Stucki has agreed to accept the sum of $733 to provide a satisfactory well. Upon his favorable recommendation, the Commission approved the payment.

The Commission also considered payment to Mr. I. B. Harris for the cost of installing a new well on his property on the Valley Junction-Sheridan Section of the Salmon River Highway. The Right of Way Engineer recalled that the Commission at its September meeting had authorized the expenditure of $850 to develop a new well. A satisfactory well was drilled but it was found that the final cost amounted to $1,199. He recommended that Mr. Harris be paid the additional sum of $349, as provided in the terms of the option with Mr. Harris. The Commission approved the payment.

The Engineer brought up the matter of securing additional land for the Maintenance Headquarters in Enterprise. He stated that Mr. Harold Voetburg owns a lot and a house adjoining the Maintenance Headquarters, specifically Lot 4, Block 26, Gardners Addition to Enterprise. This land will fit in very nicely with the needs of the Maintenance Headquarters and Mr. Voetberg has offered to exchange it for 18 acres of State-owned land not needed for highway purposes located on the Little

Sheep Creek Secondary Highway between Engineer's Stations 134+65 and 154+95, provided he is allowed to remove the house and is paid the sum of $240. The Voetberg property has been appraised at $4800 and the 18 acres owned by the State, at $3400. He recommended that they be exchanged and that Mr. Voetberg be paid the sum of $240. The Commission approved the exchange as recommended.

The Parks Superintendent reported that as previously authorized by the Commission, a new well had been drilled in Champoeg State Park, which proved to be an artesian well flowing at the rate of 23 gallons a minute.

The Chief Counsel requested authority to acquire by condemnation, if necessary, the following properties that are needed as right of way in connection with various highway improvements and for other purposes, and to tender offers for the same in conformity with instructions given him by the Commission's resolution dated December 20, 1951:

Newberg-Gerin Corner Section of the Hillsboro-Silverton Highway

R-25344 - Rose Marie Adolf, Walter Allen Adolf, Katherine Rose Adolf, and Phillip Daniel Adolf
Right of Way (Yamhill County)
10.44 acres

Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway

R-20988 - Ernest L. Miller and Elsie A. Miller
Right of Way (Multnomah County)
0.133 acre

R-20998 - George A. Edwards and Alice Ruth Edwards
Right of Way (Multnomah County)
3,750 square feet

R-22711 - Albert P. Walton and Helen J. Walton
Right of Way (Multnomah County)
1,600 square feet

R-22733 - Melanie A. Parke
Right of Way (Multnomah County)
Parcel No. 1: 5,821 square feet
Parcel No. 2: 0.852 acre
Parcel No. 3: 2,526 square feet

R-25009 - Paul J. Sabel and Margaret Sabel
Revised resolution to provide complete restriction of access

Willowdale-Lyle Gap Unit, Willowdale-Madras Section of The Dalles-California Highway

R-25520 - Glen F. Fulton and Ruth E. Fulton
(Jefferson County)
Parcel No. 1: 23.29 acres Right of Way
Parcel No. 2: 0.44 acre for temporary permit to relocate and construct existing irrigation canal and pipe line

Cornelius-Hillsboro Unit of the Forest Grove-Hillsboro Section of the Tualatin Valley Highway

R-24408 - Lloyd Wiedewitsch and Viola Wiedewitsch
Revised resolution to change description and number of places of access

Right of way maps, construction plans and other data were submitted to the Commission and the Engineer advised that acquisition of the properties listed is required in order to carry out plans for highway improvements and other projects heretofore authorized by the Commission. After considering the matter in the light of the information and advice submitted, together with the general knowledge of the members of the Commission concerning the various projects and the properties involved, the Commission approved the Chief Counsel's request by adopting the attached resolutions relative thereto, marked EXHIBITS "K-1" through "K-5", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Commission considered and accepted a report from the Chief Counsel concerning cases which have been tried in court since the Commission meeting held September 27 and 28, 1956, as follows:

REPORT OF CONDEMNATION CASED TRIED TO NOVEMBER 1, 1956

Case	County	Highway	Section	State's Offer	Defendant's Demands	Verdict
Needham L-2521 R-23323	Josephine	Pacific	Jumpoff Joe Cr. - Grants Pass	$ 8,000	$16,000	$ 8,290
Zurbuchen L-2440 R-23173	Multnomah	Beaverton-Hillsdale	Wash. County Line-Hillsdale	8,000	15,000 (Excess of)	11,000
Behrmann L-2547 R-24380	Washington	Tualatin Valley	Cornelius-Hillsboro	6,910	21,000	7,500

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Case	County	Highway	Section	State's Offer	Defendant's Demands	Verdict
Hite L-2360 R-19723	Washington	Pacific West	Tualatin River-Middleton	$17,100	$28,000	$20,000
Zenzen L-2509 R-24296	Yamhill	Hillsboro-Silverton	Chehalem Mt. - Newberg	720	720	720

REPORT OF COOS BAY OYSTER CASES - OCTOBER 22, 1956

Pioneer Trust Co. et al L-1848	Coos	Oregon Coast	Hauser-North Bend	*$1,465		$ 5,118.50
John D. Burt, et al L-1854	"	"	"	65		188.50
L. V. Davidson, et al L-1856	"	"	"	125		362.50
Coos Bay Oyster Coop, et al L-1858	"	"	"	45		3,690.25
M. A. Beyer, et al L-1859	"	"	"	90		855.50
John Sigloh, et al L-1861	"	"	"	1,270		6,554.00
Ray Joslin, et al L-1864	"	"	"	170		817.50
Florence Jewett, et al L-1868	"	"	"	115		1,073.00
Carl Gregg, et al L-2052	"	"	"	390		1,471.75

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Case	County	Highway	Section	State's Offer	Verdict
Assoc. Coos Bay, et al L-1853	"	"	"	$ 255	$ 739.50
Louise Monahan, et al L-1855	"	"	"	125	362.50
T. A. Toews, et al L-1860	"	"	"	195	645.25
Merle Buchner, et al L-1862	"	"	"	200	2,153.25
Walter Hickey, et al L-1863	"	"	"	249	1,080.25
Glen DeHaven, et al L-1865	"	"	"	250	725.00
Norman Stoll, et al L-1866	"	"	"	56	413.95
The Davenport Corp., et al L-1852	"	"	"	125	362.50
Tidelands Dev. Co. L-1857	"	"	"	3,530	14,504.25

*Offer of State was for land taken only, at $500 per acre, without allowance for oysters or damages to remaining land. Court later ruled that oysters constituted a crop, and that owners were entitled to compensation. Oysters were appraised at $937.50 per acre.

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REPORT OF TRIAL OF OTHER CASES

Case	Plaintiff	Defendant	County	Cause of Action	Demands of Plaintiff	Verdict or Judgment
L-1750 R-4251	State	S. R. Salway	Lincoln	Specific Performance to enforce option	Conveyance of real property	Specific Performance denied
L-2386	Nation	State	Marion	Inverse Condemnation	$15,000	Involuntary Non-suit

(For additional details, see the Chief Counsel's letter of November 1, 1956, in the General Files in Salem.)

The Commission also considered and accepted a report from the Chief Counsel concerning cases which have been settled out of court since the Commission meeting held on September 27 and 28, 1956, as follows:

REPORT OF CONDEMNATION CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
Benham L-2489 R-24070	Coos	Coos Bay-Roseburg	Coquille-Rink Creek	$19,175	$22,537
McCorkle L-2627 R-25171	Josephine	Rogue River Loop	River Banks Farm	3,450	3,500
Shoaf L-2628 R-22987	Josephine	Redwood	Wilderville-Grants Pass	4,350 for 0.83 acre	10,000 for 1.02 acre
Crater Lake Machinery Co. L-2469 R-23881	Klamath	Klamath Falls-Lakeview	South 6th Street R.R. Xing	280	500
Stock L-2639 R-19935	Linn	Santiam	Noble Slough-Foster	100	200

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REPORT OF CONDEMNATION CASES SETTLED - Cont.

Case	County	Highway	Section	State's Offer	Amount of Settlement
Bertz L-2437 R-23178	Mult-nomah	Beaverton-Hillsdale	Washington County Line-Hillsdale	$ 250	$ 450
Morris L-2580 R-24666	Mult-nomah	Mt. Hood		1,650	1,650
Park L-2439 R-23174 Park L-2572 R-24718	Mult-nomah	Beaverton-Hillsdale	Washington County Line-Hillsdale	1,500	1,750
Zurbuchen L-2440 R-23173 Zurbuchen L-2571 R-24720	Mult-nomah	Beaverton-Hillsdale	Washington County Line-Hillsdale	950	1,000
Lyon L-2614 R-24867	Umatilla	Pendleton-John Day	Pendleton-Pilot Rock	17,430	18,750
Pendleton Ranches, Inc. L-2632 R-24089	Umatilla	Old Oregon Trail	Meacham-Hilgard	2,000	2,800
Runyon L-2621 R-13014	Umatilla	Pendleton-John Day	Pendleton-Pilot Rock	18,500 inc.equip.	18,000 without equip.
Wiede-witsch L-2549 R-24408	Wash-ington	Tualatin	Forest Grove-Hillsboro	2,935	4,000
Foster L-2642 R-25297	Yamhill	Three Mile Lane	Dayton Junction	175	300

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REPORT OF CONDEMNATION CASES SETTLED - Cont.

Case	County	Highway	Section	State's Offer	Amount of Settlement
Copenhaver L-2098 R-18451	Lane	Pacific	Goshen-Divide	$ 1,800 for 1.92 acres	$ 2,100 for 1.95 acres
Marshall L-2656 R-23674	Mult-nomah	Portland-Salem Expressway	Harbor Drive-Barbur Blvd.	7,450	8,100
Leverenz L-2516 R-24463	Umatilla	Ukiah-Hilgard	Ukiah-West Forest Boundary	2,653	3,650
McMillin L-2518 R-24466	"	"	"	1,663	2,090
Meteer L-2517 R-24468	"	"	"	2,356	2,660

(For additional details, see the Chief Counsel's letter, dated November 1, 1956, in the General Files in Salem.)

In compliance with a resolution adopted by the Commission on December 20, 1951, the Chief Counsel presented offers that were tendered to property owners for the acquisition of real property prior to the institution of condemnation proceedings, as follows:

Myrtle Creek-Canyonville Section of the Pacific Highway:

R-22480 - R. F. Klose, et al. 0.71 acre for right of way purposes and 0.27 acre for excess taking. Offer of $686.00 approved by Mr. Chandler, October 16, 1956.

R-22481 - Treva Alspaugh, et al. 0.92 acre for right of way purposes and 0.4 acre for excess taking. Offer of $924.00 approved by Mr. Chandler October 16, 1956.

R-22482 - Kenneth B. Amesbury, et al. 1.16 acres for right of way purposes and 0.47 acre for excess taking. Offer of $1,141.00 approved by Mr. Chandler October 16, 1956.

R-22483 - Alton E. Alspaugh, et al. 1.16 acres for right of way purposes and 0.85 acre for excess taking. Offer of $1,407.00 approved by Mr. Chandler October 16, 1956.

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Myrtle Creek-Canyonville Section of the Pacific Highway - Cont.

R-23783 - Bernard O. Bordeaux, et al. 0.09 acre for right of way purposes. Offer of $375.00 approved by Mr. McIver October 5, 1956.

R-25140 - Huron W. Clough, et al. 1.28 acres for right of way purposes. Offer of $250.00 approved by Mr. McIver October 11, 1956.

R-16307 - H. M. Brainard, et al. 875 square feet for right of way purposes. Offer of $550.00 approved by Mr. McIver October 11, 1956.

R-23774 -Darrell E. Brown, et al. 0.32 acre for right of way purposes. Offer of $3,950.00 approved by Mr. Chandler October 19, 1956.

Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway:

R-22730 - John C. Miller, et ux. 0.18 acre for right of way purposes. Offer of $9,750.00 approved by Mr. Chandler October 19, 1956.

R-22748 - Tom McLean, et al. 4,836 square feet for right of way purposes and 17,000 square feet for excess taking. Offer of $9,750.00 approved by Mr. McIver October 26, 1956.

R-23674 - Charles W. Marshall, et ux. 5,000 square feet for right of way purposes. Offer of $7,450.00 approved by Mr. Chandler October 19, 1956.

R-24643 - F. B. Turner, et ux. 5,379 square feet for right of way purposes. Offer of $1,500.00 approved by Mr. Chandler October 19, 1956.

R-24837 - Edmond Verdurmen, et ux. 6,831 square feet for right of way purposes. Offer of $930.00 approved by Mr. Chandler October 19, 1956.

R-25009 - Paul F. Sable, et ux. 11,500 square feet for right of way purposes and 8,500 square feet for excess taking. Offer of $14,750.00 approved by Mr. Chandler October 19, 1956.

Salem By-Pass--Jefferson Junction Section of the Pacific Highway East:

R-22123 - Ben Bennett, et al. 0.67 acre for right of way purposes. Offer of $18,500.00 approved by Mr. Chandler October 16, 1956.

R-24312 - Roy V. Bell, et al. 0.09 acre for right of way purposes. Offer of $150.00 approved by Mr. McIver October 5, 1956.

Salem By-Pass--Jefferson Junction Section of the Pacific Highway East:-Cont.

R-24316 - Harvey Jacobsen, et ux. 0.32 acre for right of way purposes. Offer of $160.00 approved by Mr. McIver October 5, 1956.

R-25395 - J. McNally, et al. 0.13 acre for right of way purposes. Offer of $1,100.00 approved by Mr. Chandler October 16, 1956.

R-25773 - Ben F. Brandon, et ux. 0.04 acre for right of way purposes. Offer of $325.00 approved by Mr. McIver October 30, 1956.

West Fork, Illinois River Bridge and East Fork, Illinois River Bridge Sections of the Redwood Highway:

R-24438 - John J. Katin, et ux. 2.18 acres for right of way purposes. Offer of $1,015.00 approved by Mr. Chandler October 19, 1956.

R-25770 - John J. Katin, et al. 6.75 acres for right of way purposes. Offer of $3,065.00 approved by Mr. Chandler October 19, 1956.

McMinnville (Adams Street) Section of the Pacific Highway West:

R-22203 - G. A. Nelson, et al. 10,450 square feet for right of way purposes. Offer of $16,250.00 approved by Mr. McIver October 26, 1956.

R-24622 - Ralph S. Grow, et al. 24,050 square feet for right of way purposes. Offer of $6,000.00 previously authorized by Mr. McIver August 29, 1956, without complete restriction of access. Offer of $6,500.00 approved by Mr. McIver October 26, 1956, with complete restriction of access.

Klamath Falls, West Side by-Pass Section of The Dalles-California Highway:

R-23069 - Clifford Engelking, et ux. 10,404 square feet for right of way purposes. Offer of $650.00 approved by Mr. Chandler October 16, 1956.

R-23116 - John D. Adams, et al. 650 square feet for right of way purposes. Offer of $750.00 approved by Mr. McIver October 5, 1956.

Ferry Street Bridge-Mohawk Road Section of the Eugene-Springfield Highway:

R-23532 - Mervin L. Ellis, et ux. 0.70 acre for right of way purposes. Offer of $7,750.00 approved by Mr. Chandler October 19, 1956.

Jumpoff Joe Creek-Grants Pass Section of the Pacific Highway:

R-23614 - Harold E. Brunner, et ux. 9.02 acres for right of way purposes. Offer of $902.00 approved by Mr. Chandler October 19, 1956.

McMinnville Airport-Dayton Junction Section of the Three Mile Lane Highway:

R-25297 - Frank Foster, et ux. 0.5 acre for right of way purposes. Offer of $175.00 approved by Mr. McIver October 5, 1956.

Nobel Slough-Foster Section of the Santiam Highway:

R-19935 - James Stock, et ux. 0.19 acre for right of way purposes. Offer of $100.00 approved by Mr. McIver October 5, 1956.

The Commission approved the offers as presented.

A report was also submitted by the Chief Counsel and accepted by the Commission concerning orders which have been issued by the Public Utilities Commissioner in which the State has been made a party, as follows:

PUX 37: Weyerhaeuser and Crown Zellerbach private crossings on Cascade & Woodburn-Estacada Secondary Highways in Clackamas County. The order authorized the use of greater vehicle lengths and further ordered that the timing on certain traffic signals be changed accordingly.

PUX 168: Application of Spokane, Portland and Seattle Railway Company, Oregon Electric Railway Company and Oregon Trunk Railway for an order requiring motor vehicles transporting logs, poles, or piling to stop at certain railroad grade crossings. An order issued October 23, 1956, dismissed the application without prejudice.

PUX 176: North Jefferson Junction Overcrossing on the Pacific Highway in Linn County. The order authorizes construction of an additional overcrossing over the tracks of Southern Pacific Company.

PUX 177: Application of the City of Hermiston to construct a crossing at grade with the tracks of Oregon-Washington Railroad and Navigation Company at Hermiston. This matter involves extension of a city street and no State highway route is directly involved.

PUX 184: Application of Ellingson Lumber Company to construct a private road crossing at grade with the John Day Highway near Unity in Baker County. The order authorized construction and specified that the applicant bear the expense connected therewith.

PUX 190: Chinchalo Grade Crossing with the tracks and right of way of Southern Pacific Company at or near Chinchalo siding in Klamath County. This matter was instigated by the Bureau of Indian Affairs and no State highway is directly involved.

PUX 192: Industrial Spur Crossing at grade across a county road near Conroy in Benton County. This matter arose upon application of Southern Pacific Company and no State highway is directly involved.

PUX 199: Boone Road Crossing Signals in Marion County. The order authorizes installation of signals, stipulating that Marion County and Southern Pacific Company each bear 50 percent of the cost of installation. Maintenance of the signals is to be borne by Southern Pacific Company and no State highway is directly involved.

The Chief Counsel reported on the damage suit that was instituted by Elizabeth Strasbaugh as an individual and as executrix of the estate of Fred J. Strasbaugh, deceased, against Babler Brothers, Inc., a corporation, and Rogers Construction Company, a partnership, whereby Mrs. Strasbaugh seeks compensation for materials that were taken by the contractors under State Highway Contract 3370, for grading and paving the Ontario-Nyssa Section of the Old Oregon Trail in Malheur County. He said that the plaintiff seeks to recover the sum of $34,000 plus cost and disbursements; also that this is a second case that has been commenced since the original case was instituted by Mr. and Mrs. Strasbaugh on December 21, 1950 against the members of the State Highway Commission, several officers and employees of the State Highway Department and other employees, including the state contractors, the outcome of which was a voluntary nonsuit against the members of the Highway Commission and others and an involuntary nonsuit against the contractors. Defense of the present action by members of the Highway Department's legal staff, he said, has been authorized by the Attorney General because the cause of the action arises out of a contract the defendants were performing for the State Highway Commission. The Chief Counsel further stated that he has received a request from the attorneys for the contractors for assurance that if in the present case a judgment is entered against the contractors reimbursement will be made by the State Highway Commission to the contractors to the extent of their obligation under the judgment. He pointed out that the original contract obligates the Highway Commission to furnish sources of material and since the materials taken for the project were from rock designated by the State, in his estimation the State should reimburse the contractors to the extent of the judgment if a judgment is entered against the contractors. He requested authority to advise the attorneys for the contractors to that affect, which, he said, is in conformity with commitments made relative to the original litigation. The Commission unanimously approved the request.

A report of claims which have been abandoned as being uncollectible was presented by the Chief Counsel. He pointed out that all reasonable means to collect the claims have been used and he recommended that collection of the following claims be abandoned:

CAO-56-38, Exley Produce Express: On March 15, 1954, an Exley Produce truck axle broke, causing the vehicle to damage a guardrail on the Columbia River Highway, in the sum of $175.31. The evidence available indicates that it is extremely questionable whether Exley Produce Express is liable for the damage and is insufficient to justify an action for damages.

CAO-56-342, Henry Owen Evans: On July 26, 1956, a car driven by Mr. Evans collided with the guardrail on The Dalles-California Highway and damaged it to the extent of approximately $200. Mr. Evans cannot be located and the automobile has been repossessed by the company which sold the car to Mr. Evans.

CAO-56-347, Roy Thompson: On September 2, 1956, a car operated by Mr. Thompson collided with a concrete handrail on the Rogers Road Overcrossing at M.P. 185.07 on the Pacific Highway, damaging the rail to the extent of approximately $250.00. Mr. Thompson, a minor, was killed in the accident. He left no estate and carried no liability insurance.

The Commission approved abandonment of the claims.

A report was submitted by the Chief Counsel concerning efforts to secure a more adequate enforcement of the vehicle weight and size law. He reported briefly that Mr. James Minturn, District Attorney for Crook County; Mr. Michael S. Mogan, District Attorney for Grant County; and Mr. Walter Foster, District Attorney for Polk County, have indicated that as soon as the proper case comes up, they would make every effort to press a test case to a conclusion. The Commission accepted the report.

The Commission authorized the institution of legal proceedings for the collection of damages resulting from destruction of State property reported by the Chief Counsel, as follows:

CAO-55-55, Edward S. Duhon: On April 3, 1955, a car driven by Mr. Duhon struck a temporary viaduct at 82nd Avenue and Halsey Street, causing damage in the amount of $236.96. Mr. Duhon was traveling at approximately 100 miles per hour, and has failed to reply to any of the State's letters.

CAO-55-160, Blue Mountain Mills: In 1951, the Blue Mountain Mills constructed an earth reservoir on the southerly side of and above the John Day Highway just west of the City of John Day. The reservoir, when filled with water, showed considerable leakage and Blue Mountain Mills was notified of the situation and was presented with a demand to take corrective action. During September and October, 1954, and in April 1955, several slides occurred which were caused by the leakage from the reservoir. The State expended $3,579.98 in removing the slide material. At that time, Blue Mountain Mills indicated that it would be willing to pay one-half the cost of removing the slide material.

Subsequently, they refused to pay any part, and the Chief Counsel recommended that legal proceedings be taken to collect the full amount of $3,579.98.

CAO-56-190, Thomas Stitts: On January 9, 1956, a car operated by a State Highway employee collided with a Ford Sedan operated by Thomas Stitts on the Pacific Highway approximately 18 miles north of Grants Pass. Mr. Stitts has disclaimed liability through his attorney and it is recommended that legal action be taken to collect the cost of repairs to the State vehicle in the amount of $434.16.

CAO-56-205, Dolores L. Knight: On January 17, 1956, a car driven by Dolores Knight collided with an undercrossing structure on Interstate Avenue, Portland, causing damages in the sum of $210.05. An investigation revealed that Miss Knight's driver's license had been suspended because of another accident which occurred in August of 1955. Legal proceedings to collect this claim appear to be necessary.

CAO-56-214, Marvin A. Hall: On December 7, 1955, a handrial and felloe guard on the Willamette River Bridge at Harrisburg was damaged to the extent of $232.16. There were no witnesses to the accident, however, a bumper with a license plate attached was found at the scene of the accident, indicating that the vehicle belonged to Marvin A. Hall. Mr. Hall has not replied to letters concerning the accident. It appears that legal proceedings will be necessary to collect the claim.

CAO-56-245, James Day: On January 26, 1956, a car driven by Mr. Day collided with a State truck which was stopped on Highway 20 approximately 20 miles east of Burns, damaging the State vehicle to the extent of $80.36. Mr. Day has not replied to any State letters but his attorney has presented a claim in the amount of $582.78 for damages to Mr. Day's vehicle. The facts indicate that there was no negligence on the part of the State driver and the sole cause of the accident was the negligence of Mr. Day. It appears that legal proceedings will be necessary to collect the State's claim.

CAO-56-281, Pelky and Morlan: On May 4, 1956, a car operated by Morlan collided with a guardrail at M. P. 0.74 on the Three Rivers Highway, causing damages in the amount of $212.46. No answer has been received to any of the letters making claim for damages and it appears that legal proceedings must be instituted to obtain collection.

CAO-56-325, Douglas W. Smith: On July 25, 1956, a car operated by Douglas W. Smith collided with a State car, causing damages to the State car in the amount of $30.75. Mr. Smith has not replied to letters presenting the claim. Mr. Smith apparently was in the wrong and legal proceedings appear necessary to collect the State's claim.

CAO-56-256, Thomas L. Leopard: On March 22, 1956, the Sweet Home Scale House on Highway U. S. 20, between Foster and Sweet Home, was practically demolished by a car operated by Mr. Leopard.

The damage amounted to $1,309.67. Mr. Leopard was arrested at the scene of the accident and was later convicted of a charge of reckless driving. Mr. Leopard's attorney has contended the accident occurred because the Scale House was located very close to the highway and that a truck being weighed at the time cast its headlights into Mr. Leopard's eyes, blinding him. A subsequent investigation reveals that there is little doubt as to Mr. Leopard's legal liability for the damage, but it appears necessary that legal proceedings be instituted to collect the claim.

The Commission authorized collection of the claims as presented.

Consideration was given to payment of additional money to Mr. Frank Foster for damages sustained by him by removal of a power line from his property, located on the McMinnville Airport-Dayton Junction Section of the Three Mile Lane Highway in Yamhill County. The Chief Counsel explained that in acquiring right of way from Mr. Foster, it had been agreed to preserve the power line for his future use. During construction, however, the power line was destroyed. Cost of replacing the power line has been estimated at $425. Mr. Foster has agreed to accept the sum of $400 as full compensation for all damages and has agreed to execute a full release for such damages upon payment of this sum. The Commission approved payment to Mr. Foster as recommended by the Chief Counsel.

The Chief Counsel brought up the matter of assignment of a lease held by Cascade Natural Gas Corporation to the Chase Manhattan Bank and Fred F. Voorhees, as trustees. He recalled that on August 7, 1956, the Commission had leased to the Gas Corporation a small parcel of real property on the Old Oregon Trail-Cold Springs Section of the Old Oregon Trail Highway to establish a meter installation. The Gas Corporation has requested the assignment in order to obtain a loan. The Chief Counsel pointed out that the lease is subject to termination upon 90 days' written notice and, as it appears that the interests of the State will not be adversely affected, he recommended that the assignment be approved and that he be authorized to sign on behalf of the Commission an appropriate form of consent to assignment. The Commission accepted his recommendation.

Also considered was a request from the Long Bell Lumber Company for an assignment of a permit for the use of a roadway beneath the westerly span of the bridge over Weatherly Creek at M.P. 22.72 on the Umpqua Highway in Douglas County. The Chief Counsel stated that the Long Bell Lumber Company, who are now merging with the International Paper Company, have requested the assignment to the International Paper Company as an incident necessary to the merger of the two companies. Investigation of the matter disclosed that the interests of the State would not be adversely affected by the assignment and he recommended that the assignment be approved and that he be authorized to execute a formal consent to assignment in behalf of the Highway Commission. His recommendation was accepted.

Mr. Gale Powell, an attorney employed by the Highway Commission, has announced that he will resign at the end of November, the Chief Counsel reported. He explained that Mr. Powell had been elected District Attorney in Gilliam County at the recent election as a result of a write-in campaign. The Commission accepted Mr. Powell's resignation and expressed their good wishes for him in his new assignment.

The Commission discussed a letter from Mr. C. W. Enfield tendering his resignation as Chief Counsel for the Oregon State Highway Commission, effective December 5, 1956. Mr. Enfield stated that he is resigning with great reluctance in order to permit his acceptance of appointment as Solicitor of the Federal Bureau of Public Roads which has been tendered him by the Hon. Sinclair Weeks, Secretary of Commerce. He expressed regrets at leaving the employ of the State Highway Department where he spent almost nine years of pleasant and stimulating practice of law and as legal advisor to Commissioners whose foresight, judgment, courage, and integrity were outstanding. He added that the close day to day cooperation between the several divisions of the Highway Department in striving to obtain one common goal, the building of the finest state highway system in the nation, will serve as a guidepost for him in continuing highway work with the Bureau, and he expressed the hope that in his new work he will be able in someway to continue to contribute to the advancement of the highways of this state. The Commission accepted the resignation unanimously with regrets. Chairman Chandler, speaking for the Commission, complimented Mr. Enfield for doing a splendid job, and he also said that the Commission is sorry to lose Mr. Enfield's services but wishes him success and happiness in his new endeavors.

The Engineer reported that under authority previously granted him by the Commission, he has awarded contracts as follows, the conditions of the awards having been satisfied:

(1) Grading and paving River Banks Farm Section of Rogue River Loop Highway, Josephine County. Bids received August 17, 1956. Conditions of award satisfied September 28, 1956. F. L. Somers, Medford, low bidder.

(2) Embankment repair on Bybee Bridge (Rogue River) Section of Table Rock Road, Jackson County. Bids received September 28, 1956. Conditions of award satisfied October 3, 1956. F. L. Somers Medford, low bidder.

(3) Structure, grading and stone base on Yamhill River (Lafayette) Bridge Section of the Lafayette-South Road, Yamhill County. Bids received September 28, 1956. Conditions of award satisfied October 8, 1956. Lee Hoffman, Beaverton, low bidder.

(4) Grading Parish Creek Unit, Spray-Waterman Section of Spray-Waterman County Road, Wheeler County. Bids received September 27, 1956. Conditions of award satisfied October 9, 1956. Morgan Bros., Coquille, low bidder.

(5) Missouri Bottom-Canyonville structures on Myrtle Creek-Canyonville Section of relocated Pacific Highway, Douglas County. Bids received September 28, 1956. Conditions of award satisfied October 10, 1956. Lee Hoffman, Beaverton, low bidder.

(6) Construction of North Fork Scappoose Creek Bridge on Pittsburg-Scappoose Highway, Columbia County. Bids received September 27, 1956. Conditions of award satisfied October 12, 1956. S & D Construction Company, Portland, low bidder.

(7) Grading on Emigrant Hill-Deadmans Pass Section of Old Oregon Trail Highway, Umatilla County. Bids received September 27, 1956. Conditions of award satisfied October 23, 1956. Rogers Construction, Inc., Portland, low bidder.

(8) Grading and paving Fords Bridge-Canyonville Unit, Myrtle Creek-Canyonville Section of Pacific Highway, Douglas County. Bids received September 27, 1956. Conditions of award satisfied October 30, 1956. C. R. O'Neil, Grants Pass, low bidder.

(9) Grading and paving East and West Fork Illinois River Bridge Sections of Redwood Highway, Josephine County. Bids received September 28, 1956. Conditions of award satisfied October 30, 1956. Durbin Bros., Eugene, low bidder.

(10) Construction of Weaver Road Structures on relocated section of Weaver Road, Douglas County. Bids received September 27, 1956. Conditions of award satisfied November 5, 1956. Ausland Construction Co., Grants Pass, low bidder.

(11) Grading and paving Illahee-North Jefferson Section of Pacific Highway, East, Marion County. Bids received September 28, 1956. Conditions of award satisfied November 5, 1956. Roy L. Houck & Sons, Salem, low bidder.

(12) Structure, grading and stone base on 37th Avenue-42nd Avenue Section of T. H. Banfield Expressway, in Portland, Multnomah County. Bids received September 28, 1956. Conditions of award satisfied November 7, 1956. Donald M. Drake Co., Portland, low bidder.

The Commission considered a report submitted by the Engineer concerning a reconnaissance survey on the Oregon Coast Highway between Garibaldi and Bay City. The Engineer reported that a survey had been conducted as previously authorized and two general routes were investigated, one being the Electric Creek Route and the other being the Bay Route. Although he was not able at this time to recommend a specific route for adoption, he did recommend that the Electric Creek Route be dropped from consideration due to excessive vertical and horizontal curvature, excessive grade, and because a part of the location is through an area of unstable ground; also, the route would conflict with the Garibaldi water supply. For these reasons it appears that the Bay route or one of its alternates would be more acceptable. An economic analysis indicates that the Bay Route would have a benefit quotient of 2.98 but the project is estimated to cost approximately $620,000 per mile. No money is available at this time for construction and it was his thought that a re-evaluation of the possible alternates would be in order at some future time. The Commission accepted his report.

At the request of trucking interests, the Engineer reported that test runs were made on the Territorial Secondary Highway No. 200 and on the Hermiston Secondary Highway No. 333 to determine if a combination of equipment consisting of a truck-tractor and full trailer having an over-all length of 60 feet could negotiate the highway on its own side of the center line. The test runs were satisfactorily made, and he reported that the status of these highways had been changed from Group II to Group I, as follows:

1. Territorial Secondary Highway No. 200 from its junction with US99W at Monroe to its junction with the Siuslaw Highway, just west of Cheshire, effective October 3, 1956.

2. Hermiston Secondary Highway No. 333 from its junction with the Columbia River Highway, two miles west of Cold Springs, to its junction with the Boardman-Stanfield Highway at M.P. 12.61, effective October 23, 1956.

The Commission confirmed the highway reclassifications.

Consideration was given to a request from the Harvey Aluminum Company for an access road to US30 at the Harvey Aluminum Company plant at The Dalles. The Engineer pointed out that in June, 1953 the Harvey Aluminum Company had requested the State to install a traffic light at the proposed entrance to the plant, and had requested an easement on which they proposed to construct at their own expense, a third lane or turnout for the aluminum plant. The cost of this project was estimated at $3500 for the signal. The request has now been renewed but as the traffic pattern has changed, the original plans have been enlarged so that the cost, including the signal, is now estimated at $35,000. The Harvey Aluminum Company was contacted to determine if it would pay one-half the cost. He pointed out that, although the State's

participation is justified on the basis that traffic will be interfered with, on the strict basis of law the Aluminum Company could be compelled to bear the entire cost. He recommended that the Aluminum Company be required to pay at least fifty per cent of the cost of the access. The Commission accepted his recommendation.

A tabulation of high bids received October 30, 1956, was presented by the Engineer, covering used equipment and scrap materials located at State Highway Shops at Salem, Bend, La Grande and Klamath Falls. He pointed out that the total amount of high bids for the 84 items was $22,093.17, whereas, the estimated value of these same 84 items was $19,007.00. The Commission confirmed the Engineer's award of items 1 through 84 to the high bidders.

A report on weighmaster operations during the three-month period from July through September for the years 1952 to 1956, inclusive, was presented by the Engineer. He commented briefly that the only particularly significant point about the 1956 figures compared with those for earlier years was the fact that the number of violations above 10,000 pounds among log haulers is about two and one-half times the corresponding figures for the years 1954 and 1955. The average fine paid is somewhat higher than the corresponding quarter in 1954 and 1955, being about 10 per cent higher than a year ago and 4 per cent higher than in 1954. The Commission accepted the report.

A report was also presented by the Engineer concerning a previous request made by Commissioner Stan Skoko of Clackamas County for the use of an area at the north end of the Willamette River Bridge on the R. H. Baldock Freeway at Wilsonville for park purposes. He recalled that when the request had been made he and the Parks Superintendent had been instructed to make an investigation and a report. He pointed out that an area containing 3.62 acres obtained from Anselm H. Berger, under Right of Way File No. 22382, could be made available for temporary use. However, it should be clearly understood that the property was acquired for a source of road building materials and should be retained as such, as material sources in that area are few. He recommended that a permit be granted to Clackamas County without cost, for an initial three-year period, with the understanding that the State may have full use of the property if it is needed. The Commission approved the proposed permit.

The Engineer presented a report on a meeting held in Hood River on October 18, 1956, with representatives of the Hood River Chamber of Commerce, the U. S. Bureau of Public Roads, the U. S. Forest Service, and the State Highway Department, concerning improvement of the Mt. Hood Highway to allow hauling of logs. This problem, the Engineer reported, has been brought to the critical stage by the fact that a large saw mill in the vicinity of Hood River has burned and the owners are hesitant to rebuild unless they have assurance of a supply of timber being available. Their present supply of logs, he stated, amounts to about a three-year operation. He recommended that in compiling the next forest

highway program, which should be sometime in 1957, a substantial allocation of forest highway funds, probably $400,000 to $500,000, be made to the Mt. Hood Highway, with the plan in mind that improvement would begin at the northerly end of the existing narrow road near Cooper's Spur and extend southerly toward Bennett Pass. The Commission accepted the Engineer's report.

(A delegation which appeared on the following day was advised that the Commission would cooperate with the Forest Service in placing improvement of a 9.7-mile section on the next Forest Highway program and that it would probably require three or four years to complete the project).

The Engineer reported that a public hearing pertaining to the widening of North Main Street had been held in Ashland, in conformance with previous Commission instructions. He stated that practically no opposition was voiced at this hearing, which was held October 17, 1956, in the City Hall in Ashland. He thereupon recommended that the Commission approve a survey for the Ashland Undercrossing-Hellman Street Section of the Pacific Highway in Ashland. The Commission approved the survey as recommended by adopting the attached resolution relative thereto, marked EXHIBIT "I", which resolution by this reference is made a part hereof, with like effect as though extended in full herein. The Engineer was authorized to advertise the project for bids to be received at an early date. The Engineer also presented and the Commission accepted a written report of the proceedings at the Ashland hearing, as follows:

Ashland, Oregon
October 17, 1956

As previously authorized by the Commission, a public hearing was held in the City Hall in Ashland at 3:00 p.m., October 17, 1956, pertaining to the widening of North Main Street in the city of Ashland, route of the Pacific Highway, from the Southern Pacific railroad undercrossing at the north city limits, southerly to a connection with the newly constructed oneway couplet at Helman Street. The meeting was called to order by Mr. W. C. Williams, State Highway Engineer. Other Highway Department representatives present were Mr. Frank D. Morgan, Division Engineer, Roseburg; Mr. Gene Huntley, Public Relations and Personnel Director; and Mr. Floyd Query, Assistant Secretary, both from Salem. Twenty-seven residents of Ashland were also present. The Engineer explained that the meeting is being held in compliance with Oregon law, and he thereupon read Section 373.015 of the Oregon Laws pertaining to highways in cities. He called attention to a large-scale map which was posted on the wall and explained the proposed project which, if built, will consist of four 12-foot traffic lanes, with a six-foot sidewalk on each side. The views and opinions as expressed by various persons attending the meeting, he continued, will be presented to the Highway Commission at its November 8-9, 1956 meeting.

The Engineer then invited anyone to speak on the proposed improvement. Mr. R. L. Neill, Mayor of Ashland, stated that although the City Council had received two letters objecting to the proposed improvement, the City Council felt that the project is necessary, and it was his feeling that the majority of the residents of Ashland also favor the improvement. Mr. Floyd Flood, a rural mail carrier, stated that in his work he is required to travel the street four times daily, and because of congested traffic a dangerous condition is created. He favored widening of the street or the prohibition of parking along the existing street. He observed that one of the churches had raised some objection to the widening plan but felt that if their access was shifted to Helman Street no particular difficulty would be encountered. Mr. W. M. Wright inquired if parking would be allowed on the improved section. The Engineer replied in the negative, stating that all available space would be needed for the four traffic lanes and the two sidewalks. Mr. Flood also mentioned that a great many children use the sidewalks on both sides, and as the curbs will be high in some sections he inquired as to whether a railing could be installed for the children's protection. The Engineer pointed out that the State exercises control only from curb to curb and that sidewalk railing would be a City matter. Mrs. W. V. McCullough read a letter written by J. W. McCoy, Minister of the Presbyterian Church, pointing out a dangerous condition which might be created at the intersecting streets when Main Street is widened. The letter also questioned the economic advisability of widening Main Street when construction of a by-pass is contemplated in the near future. Objection was made to the removal of parking space and to the removal of a number of mature trees along Main Street. It also was suggested that speed on Main Street from Maple Street to the north end of the one-way couplet be limited to 25 miles per hour. She gave the letter to the Engineer, who explained that construction of the by-pass would be undertaken in about seven to thirteen years. He called attention to the fact that experience with constructed by-passes shows that about 40 percent of the total traffic will use the by-pass route. At the rate that traffic is now increasing there will be a 42 percent increase in seven years, so that there will probably be more traffic on Main Street in seven years than there is now, even though the by-pass is in operation. Mr. Eric Wacker inquired as to whether the State would pay for paving private accesses which will be removed in the new construction. The Engineer replied that it is planned to pave such areas. Mr. Archie Fries stated that the existing congested traffic condition is critical, and only by widening Main Street as proposed can the City secure the benefit of the new one-way couplet section between Helman Street and East Main Street. The Reverend Ross Knox, Pastor of the Methodist-Episcopal Church, stated that there should be a traffic light in operation on Sundays when a great number of pedestrians cross Main Street at the church. He also called attention to the fact that widening of the street will require in some places a very high curb section and inquired if some protection could be constructed for these high curbs. The Engineer replied that curbs which are more than 10 inches high will be constructed with a step curb. Mr. Elmer Beagle pointed out that a

traffic light is now installed at the intersection where the Methodist Church is located, and it can be pedestrian-controlled to protect pedestrians on Sundays. Miss Aneta Curtiss inquired concerning a speed limit which might be placed on the new street. Control of this matter, the Engineer stated, is exercised by the Speed Control Board, who set speed limits within cities on highway sections. Such speeds, he added are usually determined by the rate of speed at which 85 percent of the vehicles move, and it was his estimate that the speed limit might be 35 to 40 miles per hour. Mr. Fred Taylor stated that he favored the widening project and then inquired as to improvement of Siskiyou Boulevard, which is also somewhat restricted in width. The Engineer explained that funds are available only for the North Main Street project and that plans for the Siskiyou Boulevard are in the planning stage only and he could not state when construction would be undertaken.

The Engineer inquired if anyone else had any comments they wished to make, and, there being none, the meeting was adjourned at 3:30 p.m.

/s/ W. C. Williams
State Highway Engineer

/s/ Floyd Query
Assistant Secretary

The Engineer reported that under authority previously granted to him by the Commission, he had posted a ten-ton load limit on the Vine Maple Bridge at M.P. 3.75 on the Fishhawk Falls Secondary Highway No. 103, effective 8:00 a.m., November 1, 1956, because of rotted bridge timbers which are now being replaced.

The Commission accepted his report.

Consideration was given to an item on the unfinished business agenda concerning a proposed re-routing of the Central Oregon Highway through the city of Burns. The Engineer commented that this project has been the subject of considerable discussion but has never been resolved because of divergent opinions in the city of Burns. Re-routing of the highway through Burns, he continued, is not a matter of great urgency and he recommended that money that had been allocated for the Burns project be used on the section between Juntura and Vale. If such action is taken then a hearing concerning re-routing of the highway in Burns will not be required. The matter was discussed briefly and Commissioner Reynolds stated that in his opinion a letter should be addressed to the Burns City Officials, advising them of the proposed

shift of funds and to ask their opinion in the matter. The Commission approved the suggestion as offered by Commissioner Reynolds.

Attention was given to a letter from Earl Middleton of Echo concerning improvement of a section of the Stanfield-Pendleton Secondary Highway between Echo and the Stanfield junction. The Engineer pointed out that there are two sharp curves in this section, but they are much less severe than the curvature on many other portions of the highway system. The two curves are well signed with 25 mile speed indicators attached, so that motorists should not be imperiled if they drive as indicated. Improvement of the 0.65 mile section, he estimated, would cost approximately $52,000. Although improvement would be desirable, to do so at this time would mean curtailment of other desirable secondary highway projects in Division 5, and he suggested that this project not be given priority over other projects within the division, but consideration should be given to the project within the next two or three years when funds are available. The Commission accepted his suggestion.

The Commission considered a report made by the Engineer concerning a new highway route along the Clackamas River and east across the Cascade Mountains. The Engineer stated that a group of individuals from Bend, Redmond, Madras, Prineville and Estacada had met in his office and requested construction of the Clackamas River route across the Cascades. The proposed route, he continued, would be roughly parallel to the present Warm Springs-Mt. Hood Highway, and would be approximately six miles longer than the existing route via Government Camp. A rough estimate of cost indicates that the project would cost nearly $11,000,000 and is not justified at this time. He recommended that no further action be taken, but that a copy of the map showing the costs involved be sent to the interested parties. The Commission accepted his recommendation.

The Commission gave attention to a report submitted by the Engineer concerning acquisition of right of way in the city of Corvallis for the proposed relocation of US99W on First Street. He recalled that at the Highway Commission meeting September 28, a delegation from Corvallis had appeared and requested clarification of the right of way status on the First Street project between Van Buren and Tyler Streets. Under the terms of an agreement previously executed, there is no clear understanding as to whether the city or the state is to acquire rights of way between Van Buren Street and Tyler Street, a distance of two blocks. The city, he stated, is acquiring the necessary property between Van Buren and Harrison Streets, which will cost approximately $25,000. In view of the city's action in acquiring this property, he recommended that the Commission acquire the necessary rights of way between Harrison Street and Tyler Street, which property has been appraised at $20,000. The Commission approved the acquisition of property as recommended.

The Commission considered a number of items of unfinished business as they appeared in the Secretary's summary dated September 28, 1956, as follows:

1. Delegation request for a bridge across the Columbia River at Astoria: The Engineer reported that since the original study had been made for construction of this bridge, costs have risen approximately twenty per cent and it will now be necessary to sell bonds in the amount of $32,900,000. Serious consideration, he stated, is now being given to the issuance of general obligation bonds which could probably be sold at about three per cent interest. In re-evaluating the estimated cost and income for the bridge, it has been determined that from the year 1961, when the bridge might be opened to traffic, revenues would not meet costs until 1972. During the eleven years between 1961 and 1972, he estimated that it would cost approximately $115,000 per year for each of the states of Oregon and Washington to finance the deficit. Under this proposed plan, the bonds would be completely amortized in the year 2006. He suggested that this information be submitted to the Port of Astoria authorities so they could present the plan to their financial consultant. The Washington Highway authorities, he stated, have indicated that if this or a similar plan is put into operation, they would assume half of the deficit, which is estimated at $230,000 per year for an eleven year period.

Mr. R. J. Bettendorf of Astoria, representing the Port of Astoria and Mr. Charles DaFoe, representing the Chamber of Commerce of Astoria, came before the Commission concerning this matter. Mr. Bettendorf emphasized the fact that they have a very limited amount of time in which to take action, as the matter must be presented to and approved by the Oregon Legislature before action can be taken. He estimated that a report could be secured from their financial advisors in about two weeks concerning feasibility of the plan for financing, as outlined by the Engineer. He pointed out that there is much preparatory work to be done in the legal and engineering phases before the matter can be presented to the Legislature. He requested the Commission to assign an attorney and such engineering assistance as is necessary to prepare a proper bill and to work out unresolved details between the Oregon and Washington Highway Departments. The Port of Astoria officials, he stated, can perform much of the leg work but assistance is needed in the legal and engineering fields. Commissioner Reynolds observed that the Commission had been considering the matter and if a feasible method of financing is found, favorable consideration could probably be given; however, it was his thought that neither the Commission nor the members of the Highway Department should enter into any sort of a campaign to sell the matter to the 1957 Legislative Assembly. This particular angle, he felt, should be borne by the sponsors of the project. No action was taken at this time pending the appearance of the balance of the delegation later in the day.

The meeting recessed at 12:00 noon and reconvened at 2:00 p. m. in the same room with the same persons present and participating.

A delegation representing the Port of Astoria came before the Commission concerning construction of a new interstate bridge between Oregon and Washington at Astoria. The following people were present: William R. Manion, Seaside; J. D. Waterhouse, Gearhart; R. J. Bettendorf, Astoria; Floyd Wright, Warrenton; and Charles DaFoe, Clamber of Commerce, Astoria. Mr. Bettendorf renewed his request that the Commission authorize an engineer and an attorney to work with the Port of Astoria authorities in preparing legislation to be presented to the 1957 Legislative Assembly. Mr. Wright pointed out that their people, in conferring with members of the Washington Highway Department, would be very ineffective unless they had an Oregon Highway Department representative to advise them. He urged that action be taken soon so that a proper bill can be drawn up. Commissioner Reynolds commented that the Commission at the present time is not in a position to act as it is not known whether the new proposed method of financing is feasible. The Engineer recalled that it was his understanding that the Oregon Highway Department representatives were to meet with the Washington Highway Department representatives when a financing plan has been declared feasible. Mr. Wright summarized his understanding of the matter as being that when a financing plan has been found to be feasible, his group will then contact the Oregon State Highway Engineer and arrangements will then be made to meet with the Washington Highway representatives. Mr. Bettendorf inquired if tentative approval could be given provided a financing plan is found feasible and bonds can be sold for not more than three per cent interest. The Engineer pointed out that the State of Washington would also have to give their consent and their position is somewhat different than Oregon's. Inquiry was then made by Mr. Bettendorf as to whether general obligation bonds would include highway funds. The Engineer replied that, generally speaking, they would. He added that when an answer is received from the financial consultant, action can then be taken, as determined by the consultant's statement. This concluded the conference whereupon discussion of unfinished business items was resumed.

2. Selection of a name for the new building at Depoe Bay: This item was deleted from the list of unfinished business as a name had been selected earlier in the day.

3. Request of Georgia Pacific Company to place waste disposal pipe upon the shoulders of the Corvallis-Newport Highway: The Engineer reported that, as previously authorized by the Commission, he had conferred with members of the Company and a plan had been worked out which is acceptable to the State. It is planned to give them a permit to place their pipe on a short section of the highway, which will not be detrimental to the State. The Commission approved the plan as outlined by the Engineer. This item is to be deleted from the list of unfinished business.

4. Public hearing in the city of Burns concerning proposed relocation of the Central Oregon Highway: This item was ordered removed from the list of unfinished business as it had been considered in a report previously rendered by the Engineer.

5. Request of Corvallis delegation that Pacific Highway West be relocated on First Street: This item is to be deleted from the list of unfinished business as the matter had been taken care of in a report previously submitted by the Engineer.

6. Request of Mount Vernon delegation for replacement of permanent dam with a temporary structure to reduce flooding hazard: The Engineer suggested that action on this matter be deferred until the U. S. Army Engineers have conducted a hearing which involves this matter. The Commission accepted his suggestion. This item is to remain on the list of unfinished business.

7. Request of Clackamas County delegation for use of highway property for park purposes at the north end of the Willamette River Bridge on the R. H. Baldock Freeway at Wilsonville: This matter was considered in a report rendered by the Engineer earlier in the day and is to be deleted from the list of unfinished business.

Attention was given to a report submitted by the Engineer concerning an increase in weight limits under special single-trip permits. The Engineer stated that in 1941 issuance of special single-trip permits had been approved for vehicles having a maximum gross weight of 84,000 pounds, with a limitation of 19,000 pounds on any axle and 38,000 pounds on any tandem axle. Since that time, however, manufacturers have continued to build larger machines for use in the construction and logging industries, and a number of them are now being built which cannot be hauled within the above limitations without being partially stripped. It is often very difficult to replace the disassembled parts at destination points as facilities for the handling of these parts are frequently not available. Considerable study, he stated, has been given to the problem and discussions have been held with the Associated General Contractors, the heavy-hauling industry, and equipment manufacturers and distributors. As a result of these discussions it has been deemed advisable to recommend an increase in the weight limits allowed under special single-trip permits when road conditions are good, as follows:

Maximum gross weight of any vehicle or combination of vehicles, 96,000 pounds.

Maximum gross weight of any axle, 21,500 pounds.

Maximum gross weight of any tandem axle, 43,000 pounds.

Maximum gross weight in pounds of any group of axles spaced more than 18 feet apart is determined by the formula $W = 1200 \times (L+40)$.

Maximum gross weight in pounds of any group of axles spaced 18 feet or less apart is determined by the formula $W = 1000 \times (L+40)$.

He also recommended that the Commission authorize the issuance of special single-trip permits for the movement of unladen construction equipment of the single-axle tractor and scraper combination type having large low-pressure tires, in accordance with the following schedule:

Minimum Tire Width		Maximum Axle Weight
No.	Gross Section Diameter	
2	21-inch (or equivalent)	26,000 pounds
2	24-inch (or equivalent)	34,000 pounds
2	27-inch or larger	36,000 pounds

The Engineer also recommended that a correction be made in the list of field offices authorized to issue such permits, and that these field offices be authorized to issue within their respective districts permits for overwidth loads up to 11 feet 6 inches without first contacting the Salem Permit Office for clearance. The Commission accepted his recommendations and thereupon adopted the attached resolution relative thereto, marked EXHIBIT "C", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

Consideration was given to a request from Commissioner Stan Skoko, the Clackamas County Court, for an investigation of traffic hazards on the newly constructed section of the Clackamas Highway just east of the Cascade Highway. This section, the Engineer stated, consists of a new section of pavement, an overcrossing structure over the Southern Pacific Railroad, and a new junction with the Cascade Highway. An investigation was conducted which revealed that 85 per cent of the vehicles traveled at or below 46.42 miles per hour, and speeds as high as 65 miles per hour were recorded. The vertical curvature over the railroad track presents somewhat of a surprise element in stopping at the intersection of the Cascade Highway. In view of the facts disclosed by the investigation, he recommended that a flashing beacon be installed at the intersection of the Cascade Secondary Highway and the Clackamas Secondary Highway at an estimated cost of $600. He also recommended the establishment of a 45 mile per hour speed zone on the Clackamas Secondary Highway from the intersection with the Cascade Secondary Highway at M.P. 5.04 to a point one mile east at M.P. 6.04. The Commission approved his recommendations and thereupon adopted the attached resolution relative thereto marked EXHIBIT "H-1", which resolution is by this reference made a part hereof with like effect as though extended in full herein.

The Commission also considered a request from Mr. Thomas H. Griffin, Clerk of Clackamas County School Dist. No. 84 and Mr. Martin Redfern of Mulino, for an investigation of traffic hazards on the Cascade

Secondary Highway in the community of Mulino and for the installation of a flashing beacon at the intersection of the Cascade Secondary Highway and the D. W. Graves Road. The Engineer reported that a careful traffic engineering investigation had been made and from the facts disclosed concerning roadside culture, amount and speed of traffic, and other conditions, it appeared that conditions do not at this time warrant the installation of a flashing beacon and he recommended that the request be denied. The Engineering investigation, he stated, did reveal that it would be advisable to establish a 35 mile per hour speed zone from a point 250 feet north of the north end of the Milk Creek Bridge at M.P. 25.42 to a point 0.11 mile south of Passmore Road at M.P. 25.82, with the exception that a 20 mile per hour speed zone be indicated from M.P.25.57 to M. P. 25.77 during the hours of school crossings. The Commission approved the Engineer's recommendations and thereupon adopted the attached resolution relative therto marked EXHIBIT "H-2", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Also considered was a request made by the city of Forest Grove for the installation of traffic signals at the intersection of Pacific Avenue (ORE Rt. 6) and Cedar Street at the easterly edge of Pacific University campus. This request, the Engineer stated, was investigated by the Traffic Engineer, and it was found that traffic volumes are too low to warrant the installation of the traffic signals. It was also found that the relatively high accident ratio at this location appears to be caused to a degree by sight restriction in the northwest quadrant of the intersection, and conditons could be improved materially if parking could be prohibited at this location. He recommended that the request for traffic signals be denied and if the city will prohibit parking on the north side of Pacific Avenue from the west property line of Cedar Street to a point fifty feet west thereof, that the Commission concur in such action. The Commission accepted his recommendations.

The Engineer requested authority to rent an IBM 650 Electric Data Processing Machine to facilitate consolidation of functions in the several sections now using IBM equipment. He stated that for several months a survey has been under way to determine the feasibility of installing additional electric computers in the Salem office. Several makes of equipment were carefully evaluated. The cost of the proposed installation would result in a net increase in rental of $3,190 per month, or a total expenditure for the present and proposed equipment in the amount of $6,790. In order to get full use of the new machine and to coordinate the work of the various divisions, it is proposed to consolidate all of the functions of the various sections now using IBM equipment into a single data processing section. It is anticipated that considerable work can be performed for other state or governmental agencies on a fee basis, and installation of this equipment will effect a material saving in engineering manpower. The state of Washington, he added, is making a similar installation and he recommended that this installation be approved. The Commission approved the installation.

The Engineer requested and the Commission granted increases in contract project authorizations as follows:

1. An increase of $62,000 on Contract No. 4324 on the Siletz Bay-Depoe Bay Unit of the Oregon Coast Highway in Lincoln County. Additional culvert capacity and additional base rock were the principal causes of the overrun.

2. An increase of $32,000 on Contract No. 4576 for grading and paving the Coquille-Rink Creek Section of the Coos Bay-Roseburg Highway in Coos County. This overrun was caused by subsidence of fill foundations with the resultant increase in base material to compensate for the settlement.

3. An increase of $83,000 on Contract No. 4359 for surfacing and paving on the Goshen-Cottage Grove Section of the Pacific Highway. The need for an elaborate subdrainage system near the Kuni Undercrossing and additional surfacing materials to stabilize the grade because of unstable soils were the principal causes of the overrun.

4. An increase of $20,000 on Contract No. 4646 for grading and paving the Chehalem Mountain-Newberg Section of the Hillsboro-Silverton Secondary Highway in Yamhill County. Principal causes of the overrun were a requirement that the state pay 90 per cent of the cost of railroad crossing signals and an increase in the depth of surfacing to stabilize the roadbed.

5. An increase of $7,900 on Contract No. 4600 for work on the Ross Island Bridge On-ramp Section of the Pacific Highway East, Multnomah County. Major cause of the overrun was the constuction of additional median islands to restrict left-turn movements and an increase in grading costs because of inferior materials

6. An increase of $22,000 on Contract No. 4754 for work on the Oswego Section of the Country Club Road and "A" Road, Clackamas County. The additional cost on this project was caused by the necessity to construct a storm sewer from Fourth Street to State Street. The increase is subject to concurrence by the Bureau of Public Roads.

The Engineer requested authority to expend $24,000 to construct a quarter-mile section of new highway from the intersection of the relocated North Santiam Highway and Airport Road westerly to Mission Street in Salem. He pointed out that when the North Santiam Section had been constructed a temporary connection had been made from the new section to State Street. The great increase in traffic at the intersection of the relocated North Santiam Highway and Airport Road has resulted in a very material hazard to traffic. He pointed out that approximately 4,000 vehicles enter this intersection daily, including a considerable number of log trucks. To correct this condition, he proposed to build a new section of highway, extending westerly from the Airport Road to a connection with Mission Street near the east city limits of Salem. He

recalled that many requests have been received from the State Police, the County Court, and the trucking industry for correction of the present interchange. The Commission approved the request as a State project in the 1957 budget. In discussing this matter, the Engineer also pointed out that the Marion County Court has agreed to maintain the new section after it is constructed.

The Commission considered the Engineer's recommendation to enter into an agreement with the U. S. Geological Survey for a one-year continuation of a previous agreement concerning the measuring of flood runoff waters from certain drainage areas in Oregon. The Engineer recalled that a similar type of agreement had first been entered into in 1951 and had been extended from year to year since that time. From the results of these studies, valuable data have been obtained in determining the size of culverts and other drainage structures needed in highway construction. The Bureau of Public Roads, he continued, has requested continuation of the study as the data obtained will be valuable in construction on the Federal Interstate Highway Program. The Commission approved extension of the agreement for one year and authorized the expenditure of $5,000 as the State's share.

An agreement with the City of Reedsport was considered concerning illumination, installation of signals, and channelization at the intersection of Winchester Avenue and the Oregon Coast Highway in Reedsport. The proposed work, the Engineer stated, is needed for the safety and convenience of the traveling public, and the City has agreed to pay one-half the cost of the project, which is estimated at $1,500. The State is to construct the channelization work. The City has also agreed to maintain and operate the signals and the luminaire units after installation. Upon favorable recommendation of the Engineer, the Commission approved the agreement.

The Commission gave attention to a request for an increased expenditure in cooperation with Klickitat County, Washington; Sherman County, Oregon; and the Washington Toll Bridge Authority for an additional traffic survey concerning the potentialities of the proposed Columbia River Bridge at Biggs Rapids. The Engineer recalled that in September 1955, the Commission entered into an agreement with these parties to cooperate in an amount not to exceed $6,000. In June, 1956, a report was made by N. W. Haner and Associates. The Tudor Engineering Company, who were consultants for the Columbia River Bridge at The Dalles, made a later report to Wasco County with a much more unfavorable forecast than was given in the Haner report. In view of the conflicting reports, the two Counties and the Washington Toll Bridge Authority cannot proceed until the differences are reconciled. The Engineer commented that the State has already expended the sum of $3825, and he recommended that the Commission participate to an amount of not more than $9,000 total instead of the $6,000, as first agreed. The Commission authorized the additional expenditure if it is required.

The Engineer presented a proposed agreement with the Coos Bay-North Bend Water Board covering the cost of rearranging the Water Board's facilities in construction of the Virginia Avenue and Broadway project in North Bend. The Engineer stated that the total cost of the facilities project is estimated at $16,892.28 and that of that total, labor is estimated to cost $5,100. He recommended that the agreement be approved, in which the State will pay the cost of the labor. The Commission approved the agreement.

Consideration was given to a letter from Robert F. Dwyer, Treasurer of the Pacific Logging Congress, for a study of the probable cost to bring the Estacada-Portland Highway and other highways in the state to a standard necessary to carry 40,000 pound dual-axle loads. The Engineer pointed out that even though it might not be illegal, it would be inimical to the best interests of the State to expend state funds in making a survey to carry loads which under present law are illegal. He recommended against the expenditure of any state moneys to conduct a survey of this nature. The Commission approved his recommendation. In the discussion of this matter, Commissioner McIver commented that he had heard that it was the intention of the Logging Congress to pay for the extra construction cost for the heavier load on a test section of road. Commissioner Reynolds observed that if such a road were to be constructed to allow heavier traffic, there would be an immediate demand to reconstruct all existing highways to the same standard. The Engineer called attention to the fact that Federal-aid funds would probably not be available for construction of highways for the heavier loads. Such construction would also require immediate reconstruction on a great number of bridges. Commissioner McIver suggested that the Engineer advise Mr. Dwyer concerning the results of the road test conducted at Malad, Idaho, as he felt that the results of that test would probably solve the question in the minds of the Logging Congress people as to the additional cost of the type of road they had requested.

The Engineer presented for the Commission's consideration, a proposed budget covering the operations of the Highway Department for the year 1957. He outlined briefly the principal divisions of the budget as follows:

	Original Budget 1956	Estimated Expenditures 1956	Proposed Budget 1957
Construction	$29,500,000	$30,650,000	$30,550,000
Purchases of Rights of Way	3,500,000	6,000,000	8,000,000
Other Capital Outlays (Net)	c 4,641,000	4,869,000	5,384,000
Maintenance	11,940,000	12,596,000	12,442,000
Operations	5,124,980	5,130,000	6,574,000
Service & Clearing Accounts	-	100,000Cr.	-
Debt Service	5,327,000	5,327,000	5,207,000
Totals	$60,032,980	$64,472,000	$68,157,000

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He called attention to an increase of $1,444,000 in the proposed operations budget and explained the causes for this overrun as outlined in the following summary:

	Estimate 1956	Proposed 1957	Over 1956 Estimate
Administration and General Supervision	$2,176,000	$2,558,000	$ 382,000
Planning and Traffic Surveys	505,000	718,000	213,000
Truck Load Inspection	425,000	577,000	152,000
Social Security and Retirement Fund Contributions	662,000	740,000	78,000
Increase in Revolving Fund	-	500,000	500,000
Eighteen Other Items of Expense	1,362,000	1,481,000	119,000
Total	$5,130,000	$6,574,000	$1,444,000

The increase of $382,000 in the administrative division, he stated, is due primarily to salary increases effective September 1, 1956, and the authorization for 24 additional employees. The estimated cost of planning surveys has also been increased by $213,000 due to additional federal funds. The proposed budget for truck load inspection has also been increased $152,000 as a result of 23 additional weighmasters as recommended by the Highway Interim Committee.

Chairman Chandler stated he had examined the budget carefully, and there should be added to the budget for purchase of equipment, one large center-striping machine. He pointed out that the traveling public demands that center stripes be bright at all times and it was his feeling that the equipment now on hand is not sufficient. Upon the motion made by Commissioner Reynolds, seconded by Commissioner McIver, and declared unanimous by Chairman Chandler, the Commission approved the budget as presented and ordered that an additional center-striping machine be purchased. (For details see copy of the budget filed in the Commission's files in Salem.)

Consideration was given to resolutions from the Klamath County Court and the Jackson County Court requesting that the Little Butte State Secondary Highway be extended to a connection with the Klamath Lake Secondary Highway, and that the Commission intercede in behalf of the counties to secure designation of this highway as a Forest Highway. The Engineer commented that the length of the section from the west forest boundary to the Rocky Point junction of the Klamath Lake Secondary Highway is approximately 25 miles, and that the western portion between the forest boundary and the Klamath-Jackson County line presently is on the State Secondary Highway System; however, it is not improved and should be included as a portion of the Forest Highway System. He felt that this is a meritorious project and that with the larger amount of Forest Highway funds now available, it might be possible to close the gap between the two secondary state highways in a four or five year period. He therefore

recommended that the Commission approve the request of the County Courts and petition the Bureau of Public Roads and the United States Forest Service to place the road on the Forest Highway System.

In the discussion of this matter, Chairman Chandler recalled a tenative agreement with the Klamath County Court, that the State would take over this section of road as a State Secondary Highway as far east as Rocky Point, if Klamath County would take over the Klamath Lake Secondary Highway from Rocky Point north to Fort Klamath. As a result of the discussion, the Commission decided unanimously to extend the Little Butte Secondary Highway to a connection with the Klamath Lake Secondary Highway on the condition that Klamath County will take over the Klamath Lake Secondary Highway north from Rocky Point; also, to ask the federal authorities to place the highway on the Forest Highway System.

Attention was given to a petition from residents of Halfway and vicinity concerning rerouting of the Baker-Homestead Highway from Richland to Halfway, thence down Pine Creek to Oxbow on the Snake River, and also concerning rerouting of the present highway between Oxbow and Brownlee Bridge, which section will be inundated upon completion of the Oxbow Dam. Action was deferred in this matter pending the decision of the legislature on rerouting the highway.

The Engineer requested authority to cooperate with the city of Salem in remodeling the traffic signal at the intersection of the Pacific Highway East with Silverton Road and Highland Avenue. He recalled that several years ago the State had cooperated with the City in the original installation of the signal. Increased traffic at this intersection has demonstrated the need for installing three-phase fully actuated signal controller, which he estimated would cost $2600. He recommended that the State cooperate in the remodeling and share one-half the cost, or $1300, provided that the City will pay the other one-half. The Commission accepted his recommendation.

Consideration was given to requests from Benton, Gilliam, Hood River, Lake, Marion, Multnomah and Wasco Counties for additions to the Federal Aid (County Road) Secondary Highway System, totaling 83.8 miles. The additional mileage, the Engineer stated, has been reviewed by representatives of the Bureau of Public Roads and appears to qualify from the standpoint of service and importance within the counties. He recommended, and the Commission approved the following additions to the Federal Aid System:

Benton County: FAS 206, 4.7 miles, an extension from the present westerly terminus at Beaver Creek School, westerly to a junction with the Alsea Highway approximately 6 miles southwest of Philomath.

Gilliam County: FAS 714, 18 miles, extending from the Columbia River at Blalock southerly to FAS 440 at Mikkalo; FAS 720, 18 miles, extending from the John Day Highway south of Condon, easterly to a county road junction at the CK&S railroad tracks.

Hood River County: FAS 700, 1.1 miles, extending from the Hood River Secondary Highway southerly to FAS 662; FAS 701, 6.3 miles, extending from the Mt. Hood Highway approximately 2 miles south of the city of Hood River, thence southerly, westerly and northerly to FAS 115, approximately 5 miles south of Hood River; FAS 702, 0.6 mile, extending from the Mt. Hood Highway easterly to FAS 701; FAS 703, 3 miles, extending from FAS 305 east of Odell, southerly and easterly to FAS 661.

Lake County: FAS 699, 2.2 miles, extending from the Warner Secondary Highway at Adel, southerly to a county road junction approximately 2.2 miles south of Adel.

Marion County: FAS 734, 7.5 miles, extending from the Pacific Highway East, near Chemawa, easterly to the Hillsboro-Silverton Secondary Highway east of Silverton; FAS 735, 5.7 miles, extending from FAS 159 near Concomly, thence westerly and southerly to FAS 592 near Clear Lake; FAS 738, 10.5 miles, extending from the North Santiam Highway in Salem, easterly via Pratum, to FAS 130 south of Silverton; FAS 739, 9 miles, extending from FAS 679 at Four Corners east of Salem, thence easterly to FAS 130; FAS 742, 5.5 miles, extending from the Pacific Highway East in Salem, southerly via Lincoln, to a road junction at Bunker Hill.

Multnomah County: FAS 726, 1.1 miles, extending from the Columbia River Highway between Linnton and Burlington, thence southwesterly to Skyline Boulevard east of Portland; FAS 727, 2 miles (1.1 miles county road and 0.9 mile state highway) extending from the Airport Administration Buildings at the Portland Airport, southerly to the intersection of N. E. 82nd Avenue (Cascade State Highway) with N. E. Sandy Boulevard. The section from the Airport to Columbia Boulevard will be a county road on a new location, and the section from Columbia Boulevard to Sandy Boulevard is along the present route of the Cascade Secondary Highway.

Wasco County: FAS 311, 5 miles, extension of an existing road from the present terminus south of Wamic, southwesterly to a road junction at the north side of the White Horse River Canyon.

The Engineer presented a number of proposed construction projects on the County (FAS) System for 1958 and 1959 for the counties of Benton, Gilliam, Hood River, Jackson, Lake, Marion, Multnomah, Polk and Wasco. If these projects are approved, he stated, there will still remain an unprogrammed county (FAS) fund balance in the amount of $5,243,000 for the 1958-1959 programs. He pointed out that with the exception of the projects in Jackson and Polk Counties, the projects requested are on additions to the County (FAS) Systems previously approved at this meeting. He recommended and the Commission approved the following projects:

ADDITIONAL PROPOSED 1958 AND 1959 COUNTY FAS PROJECTS
(Supplemented with Unobligated 1957 Funds)

County	FAS Hwy. No.	Section & Description	Programed Amount	FAS Fund
Benton	206	Alsea Highway-Beaver Creek School, 4.7 miles. Grade and surface.	$ 150,000	'57 & '58
Gilliam	714	Rock Creek Bridge, structure only.	$ 15,000	'57 & '58
	720	Thirtymile Creek Bridge, structure only.	15,000	'57 & '58
		Subtotal, Gilliam County.	$ 30,000	
Hood River	662, 700	Parkdale Road Section, 2 miles.		
	701	Neal Creek Road, 1.2 miles.		
	702	Glass Road, 0.6 mile.		
	703	"Y" East Drive and Central Vale School section, 1.5 miles. Grade, surface, and oil.....	$ 133,000	'57 & '58
Jackson	273	Gregory Road-Central Point Road, 1.5 miles. Regrade, surface, and pave	$ 70,000	'57 & '58
	274	Jacksonville-North, 2.4 miles. Regrade, surface, and pave.	100,000	'58
	274	Table Rock Road-Crater Lake Highway, 1.5 miles. Regrade, surface, pave.	60,000	'59
		Subtotal, Jackson County.	$ 230,000	
Lake	699	Deep Creek Bridge, structure only.	$ 37,000	'57 & '58
Marion	735	Hopmere Road-McNary "Y", 2.8 miles. Regrade, surface, and pave.	$ 80,000	'57 & '58
	739	Four Corners-Geer Station, 4.2 miles. Regrade, surface, pave.	175,000	'58
	738	Pudding River, Beaver Creek, and Pratum Junction Bridges (3).	60,000	'59
	734	Pudding River Bridge, structure only.	35,000	'59
	742	Browning Avenue-Rosedale, 3 miles. Regrade, surface, and pave.	120,000	'59
		Subtotal, Marion County	$ 470,000	

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ADDITIONAL PROPOSED 1958 AND 1959 COUNTY FAS PROJECTS
(Continued)

County	FAS Hwy. No.	Section & Description	Programed Amount	FAS Fund
Multnomah	638	102nd Avenue-122nd Avenue, 1.2 miles. Grade and pave.	$ 155,000	'57 & '58
	726	Newbury Road Section, 1.1 miles. Grade and pave.	167,000	'58
	727	Airport-Columbia Boulevard, 1.1 miles. Grade and pave.	200,000	'59
	654	Division Street-Powell Valley Road, 1.4 miles. Grade and pave.	100,000	'59
		Subtotal, Multnomah County	$ 622,000	
Polk	560	Airlie-Suver, 4 miles. Grade and surface.	$ 100,000	'57 & '58
Wasco	311	Rock Creek and Gate Creek Sections. Grade and structure	$ 70,000	'57 & '58
		TOTAL.....	$1,842,000	

SUMMARY BY FISCAL YEARS:

	1957 & 1958	1959	Total
Available September, 1956	$4,443,000	$3,800,000	$8,243,000
Previously Approved	1,158,000	--	1,158,000
Unprogramed Balance	$3,285,000	$3,800,000	$7,085,000
Proposed Projects, 10/29/56..	1,267,000	575,000	1,842,000
Unprogramed Balance.....	$2,018,000	$3,225,000	$5,243,000

The Commission considered and, upon recommendation of the Engineer, granted the following extensions of time within which to complete state highway contracts. Reimbursement for engineering expense and other extra expense incurred by the State in connection with the work during the period of these extensions was waived by the Commission:

1. T. W. Thomas, Contract No. 4740, for paving Nachez & "F" Streets in the city of Vale in Malheur County, requested an extension of time from September 15, 1956 to October 15, 1956. Approved to September 21, 1956, the actual completion date of the contract.

2. E. H. Itschner Company, Contract No. 4601, for rock production on the Weston-Elgin Section of the Weston-Elgin Highway in

Umatilla and Union Counties, requested an extension of time from August 15, 1956 to October 31, 1956. Approved to September 25, 1956, the actual completion date of the contract.

3. Harbert Brothers, Contract No. 4662, for slide correction on the Shady-Booth Ranch Section of the Pacific Highway in Douglas County, requested an extension of time from July 31, 1956 to August 30, 1956. Approved as requested.

4. Fred J. Stubbert, Contract No. 4482, for guardrail on the Willamette River-Hayesville Section of the R. H. Baldock Freeway in Marion and Clackamas Counties, requested an extension of time from July 1, 1956 to October 1, 1956. Approved to September 27, 1956, the actual completion date of the contract.

5. Vernie Jarl, Contract No. 4739, for grading and oiling on the Van Sycle-Helix Section of the Helix-Van Sycle Road in Umatilla County, requested an extension of time from August 31, 1956 to October 15, 1956. Approved to September 28, 1956, the actual completion date of the contract.

6. J. N. Conley, Contract No. 4724, for grading on the Humbug Summit Section of the Sunset Highway in Clatsop County, requested an extension of time from August 31, 1956 to October 1, 1956. Approved to Setpember 25, 1956, the actual completion date of the contract.

7. Central Paving Company, Contract No. 4547, for grading and paving the East Unit, Eagle Rock-Post Section of the Paulina Secondary Highway in Crook County, requested an extension of time from August 31, 1956 to October 15, 1956. Approved to September 29, 1956, the actual completion date of the contract.

8. Porter W. Yett, Contract No. 4539, for paving the Fairfield Junction-Hopmere Section of the North River Road in Marion County, has requested an extension of time from July 31, 1956 to October 31, 1956. Approved to October 4, 1956, the actual completion date of the contract.

9. Erickson Paving Company, Contract No. 4133, for grading the Little Creek-Estacada Section of the Woodburn-Estacada Highway in Clackamas County, has requested an extension of time from November 15, 1954 to August 22, 1956. Approved as requested.

10. Porter W. Yett, Contract No. 4559, for grading and paving the Beaverton (Highway Junction-12th Street) Section of the Beaverton-Aurora Highway in Washington County, requested an extension of time from August 31, 1956 to October 31, 1956. Approved to October 3, 1956, the actual completion date of the contract.

11. Pettijohn Engineering Company, Contract No. 4578, for bridge construction on the Nehalem River (Birkenfeld) Bridge Section of the Nehalem Highway in Columbia County, requested an extension of time from October 31, 1956 to November 30, 1956. Approved as requested.

12. Hamilton & Thoms, Contract No. 4556, for construction of the Dayton Bridge over the Yamhill River on the Three Mile Lane Secondary Highway in Yamhill County, requested an extension of time from September 30, 1956 to December 15, 1956. Approved as requested.

13. Cartwright Construction Company, Contract No. 4700, for grading and stone base on the Barnes Butte Road Section of the Barnes Butte County Road in Crook County, requested an extension of time from July 31, 1956 to October 13, 1956. Approved to October 10, 1956, the actual completion date of the contract.

14. Hill A. Lind, Contract No. 4617, for grading the Short Creek Section of the Cape Mears Loop Highway in Tillamook County, requested an extension of time from August 31, 1956 to October 31, 1956. Approved to October 10, 1956, the actual completion date of the contract.

15. United Contracting Company, Contract No. 4696, for paving Winchester Avenue in the city of Reedsport in Douglas County, requested an extension of time from September 30, 1956 to October 10, 1956. Approved to October 6, 1956, the actual completion date of the contract.

16. Umpqua River Navigation Company, Contract No. 4736, for grading and paving Galligher Street in the city of Florence in Lane County, requested an extension of time from September 15, 1956 to October 15, 1956. Approved as requested.

17. Babler Bros., Inc., Contract No. 4707, for reoiling and rock production on the Burns-Crooked Creek-Jordan Valley Section of the I.O.N., Burns-Crane, Crane-Scotts Butte and Jordan Valley Highways in Malheur and Harney Counties, requested an extension of time from August 31, 1956 to October 30, 1956. Approved to October 18, 1956, the actual completion date of the contract.

18. Roger E. Holmes, Contract No. 4693, for construction of the Klaskanine River Bridge on the Youngs River Loop in Clatsop County, requested for an extension of time from September 30, 1956, to November 15, 1956. Approved as requested.

19. Lee Hoffman, Contract No. 4521, for construction of the Siletz River Bridge on the Siletz Highway in Lincoln County, requested a second extension of time from October 31, 1956 to December 15, 1956. Approved as requested.

20. Trowbridge Electric Company, Contract No. 4689, for traffic-signal installation on the Hillsboro Section of the Tualatin Valley Highway in Washington County, requested a second extension of time from September 29, 1956 to November 28, 1956. Approved as requested.

21. The United Contracting Company, Contract No. 4671, for paving Park Street in the city of Rockaway, requested an extension of time from September 15, 1956 to October 5, 1956. Approved to September 26, 1956, the actual completion date of the contract.

22. A. T. Fox, Contract No. 4773, for grading and paving 8th Street-14th Street in the City of Coos Bay on the Empire-Coos Bay Highway in Coos County, requested an extension of time from September 30, 1956 to November 1, 1956. Approved to October 22, 1956, the actual completion date of the contract.

23. Allum Bros., Contract No. 4569, for surfacing and oiling Westside-Dry Creek Section of the Westside Road in Lake County, requested an extension of time from July 31, 1956 to October 9, 1956. Approved as requested.

24. J. C. Compton Company, Contract No. 4598, for grading and paving Basque Maintenance Station-McDermitt Section of the I.O.N. Highway in Malheur County, requested an extension of time from September 1, 1956 to December 1, 1956. Approved to September 14, 1956, the actual completion date of the contract.

25. Allum Bros., Contract No. 4422, for grading and surfacing the S. E. Stark Street-Powell Valley Road Section of the East Burnside Road in Multnomah County, requested an extension of time from September 30, 1955 to October 31, 1956. Approved as requested.

26. Hill A. Lind, Contract 4617, for grading the Short Creek Section of the Cape Mears Loop Highway in Tillamook County, requested an extension of time from August 31, 1956 to October 31, 1956. Approved to October 10, 1956, the actual completion date of the contract.

FOOTNOTE: The action taken by the State Highway Commission upon the extensions of time within which to complete the highway contracts listed above was based upon the recommendation of the Engineer and his reports, which considered but did not necessarily adopt either or any of the reasons given by the contractors in their requests for such extensions of time. For details regarding these extensions of time, see copies of the contractors' requests and the Engineer's recommendations on file in the respective contracts in the Secretary's office.

The Commission also considered and upon recommendation of the Engineer took action on the following requests for increases in the number of work days specified for the completion of certain state highway contracts:

1. Henry H. Miller, Contract No. 4750, for slide correction on the West Unit, Reedsport-Dean Creek Section of the Umpqua Highway in Douglas County, requested an increase of 6 work days from 30 days specified in the contract to 36 days actually required. The Commission approved the request.

2. A. T. Fox, Contract No. 4784, for grading and paving the Broadway-Front Street Connection (Coos Bay) Section of the Oregon Coast Highway in Coos County, requested an increase of 6 work days from the 20 days specified in the contract to 26 days actually used. The Commission denied the request and ordered collection of fixed and liquidated damages as specified in the contract.

3. Babler Bros., Inc., Contract No. 4747, for rock production in Division IV sand and material project on the Ochoco, The Dalles-California, and the Santiam Highways in Crook and Deschutes Counties, requested an increase in the number of work days from 59 days as specified in the contract to 62½ days actually used. The Commission denied the request and ordered collection of fixed and liquidated damages as specified in the contract.

4. C. E. Leseberg, Contract 4794, for grading and paving the Verde-S. W. 11th Street Section in Ontario, Malheur County, requested an increase of 3 work days from 20 days specified in the contract to 23 days actually used. The Commission denied the request and ordered collection of fixed and liquidated damages as specified in the contract.

FOOTNOTE: The action taken by the State Highway Commission upon the requests for increases in number of work days specified for completion of the highway contracts listed above was based upon the recommendation of the Engineer and his reports which considered but did not necessarily adopt either or any of the reasons given by the contractors in their requests. For details regarding these matters, see copies of the contractors' requests and the Engineer's recommendations on file in the respective contracts in the Secretary's office.

The Engineer reported that Contract numbers 4248, 4298, 4422, 4434, 4466, 4482, 4502, 4523, 4539, 4547, 4559, 4568, 4569, 4577, 4582, 4598, 4601, 4607, 4617, 4621, 4624, 4655, 4662, 4670, 4671, 4696, 4697, 4700, 4702, 4717, 4719, 4723, 4724, 4731, 4736, 4739, 4740, 4748, 4753, 4757, 4763, 4764, 4773, 4780, 4784, 4785, 4789, 4791, 4793, 4794, and 4800 for highway construction have been completed according to the requirements of the contracts or modifications thereof and that said contracts are now ready for acceptance by the Commission. After due consideration the Commission accepted said contracts by adopting the attached resolution relative thereto, marked EXHIBIT "D", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The Engineer commented on the prevailing speeds as driven by motorists on the R. H. Baldock Freeway between Barbur Boulevard and Salem. Subsequent to the installation of signs indicating a maximum speed of 70 miles per hour, he said, the maximum recorded speed dropped from 105 to 85 miles per hour, and the average speed is now between 61 and 70 miles per hour.

Consideration was given to a proposed agreement with the U. S. Bureau of Public Roads for center-line painting on the Cascade Lakes Highway. This agreement, the Engineer explained, has been requested by the Bureau as they do not have the necessary equipment. Painting of a center line over approximately 20.69 miles is proposed and the Bureau of Public Roads agrees to pay the entire cost of such painting provided the charge shall not exceed a maximum of $700. The Commission approved the agreement.

The Commission gave attention to a request from Mr. Irvine French, Director, Fish Culture, State Game Commission, for a reduced speed zone on the North Santiam Secondary Highway near Marion Forks. The Engineer reported that the request was carefully investigated and because of the lack of roadside culture and the not excessive prevailing speeds, it is his recommendation that the request be denied. The Commission approved the recommendation.

The Engineer reported that the State Speed Control Board at its meeting September 21, 1956, took action to establish school zone exceptions in the speed zone on the Pacific Highway East in the city of Albany. There is one school crossing at the west city limits and to provide a 20 mile per hour exception for this crossing, it will be necessary to extend the existing speed zone into the rural area. He therefore recommended that a 45 mile per hour speed zone be established between the west city limits of Albany, M.P. 76.20, and a point 0.14 mile west thereof, M. P. 76.34, except that between M.P. 76.20 and M.P. 76.28, the indicated speed shall be 20 miles per hour during the hours of school crossings. The Commission accepted his recommendation by adopting the attached resolution relative thereto, marked EXHIBIT "H-3", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer also reported that on April 6, 1943, a 15 miles per hour speed zone was established on the Woodburn-Estacada Secondary Highway between M.P. 7.61 and M. P. 7.91, near Hamricks Corner. Signs denoting this speed were removed years ago and the existing 85 percentile speeds are near 45 miles per hour. Because of the existing traffic conditions, he recommended that the 15 miles per hour speed zone be rescinded. The Commission accepted his recommendation by adopting the attached resolution relative thereto, marked EXHIBIT "H-4", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Out-of-state travel authorization was requested by the Engineer, and authorized by the Commission, for Mr. Mark Astrup, Landscape Engineer, and G. S. Paxson, Assistant State Highway Engineer, to attend the annual meeting of the Highway Research Board in Washington, D. C., January 7-11, 1957, at an estimated cost of $360 for each person. Upon the recommendation of the Engineer, the Commission also authorized the attendance of Mr. David Schoppert at this same meeting but his expenses are to be paid by the Highway Research Board.

The Engineer reported that a new highway section known as the Elkhead Road-Rice Hill Unit on the Pacific Highway in Douglas County had been completed and opened to public travel. The old section of the road replaced by the new one is no longer required as a part of the highway and he recommended that it be formally abandoned to Douglas County as provided in the terms of an abandonment agreement previously executed with the county. The Commission approved the abandonment by adopting the attached resolution relative thereto, marked EXHIBIT "E", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Attention was given to a request submitted by H. Brelage, North Bend, owner of the Bay Bridge Motel, for modification of a Land Use Permit granted to him by the State to allow establishment of a small restaurant in connection with his motel at the north end of the Coos Bay bridge on the Oregon Coast Highway in Coos County. The Engineer reported that Mr. Brelage has not done as well financially in his new motel as expected, and he wishes to construct a restaurant building on his own land to encourage motel trade. This would involve a change in the Land Use Permit that he now holds from the State, and which at present calls for use of the land for a lawn. Mr. Brelage wishes to make a cut in the curb and would like permission to gravel and blacktop a section to provide parking space. Chairman Chandler commented that in his opinion, the existing lease with Mr. Brelage should be re-examined to see if an equitable solution could be arranged. The Right of Way Engineer was instructed to contact Mr. Brelage.

The Commission discussed with the Engineer bids received at the morning session and at 3:00 P.M. Commissioner McIver announced awards of contracts as follows:

"Grading, paving, and highway illumination on the Cannon Beach Junction Section of the Sunset and Oregon Coast Highways in Clatsop County. The Commission awarded the contract to Eugene Gardens, Eugene, who submitted the low bid at $19,970.10.

"Construction of South Fork Yachats River Bridges No. 1 and 4 on the Yachats River Road in Lincoln County. All bids were referred to Lincoln County for award as this is a county project.

"Construction of latrine in Beverly Beach State Park on the Oregon Coast Highway in Lincoln County. The Commission awarded the contract to Lee-Built Homes & John D. Bachman, Springfield, who submitted the low bid at $6,569.00.

"Construction of a latrine in Fogarty Creek State Park in Lincoln County. The Commission awarded the contract to Lee-Built Homes & John D. Bachman, Springfield, low bidder, at $6,980.00.

"Construction of Newberg-Gerin Corner Structures, including a bridge over the Willamette River, on the Hillsboro-Silverton Highway in Marion and Yamhill Counties. The Commission elects to accept the bid of Manson Construction & Engineering Company, Seattle, low bidder, in the sum of $1,187,980.00 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired.

"Construction of masonry block addition to Maintenance Building in North Portland in Multnomah County. The Commission awarded the contract to H. A. Starr Concrete, Inc., Portland, at their low bid price of $8,610.00.

"Grading and paving on the Hinkle-Bucks Corner Section of the Hermiston Highway in Umatilla County. The Commission elects to accept the bid of L. W. Vale Company, Inc., Pasco, Washington, in the sum of $61,042.50, and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired.

"Grading, paving, and construction of a concrete structure on the Chenoweth Creek-The Dalles Section of the Columbia River Highway in Wasco County. The Commission elects to accept the bid of Roy L. Houck & Sons, Salem, in the sum of $632,586.00, and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Co nstruct a bridge over Mill Creek and a grade separation structure at Sheridan on the Valley Junction-Sheridan Section of the Salmon River Highway in Yamhill County. The Commission awarded the contract to Tom Lillebo Construction Company, Reedsport, who submitted the low bid at $96,533.50.

"Grading and paving the 17th Street-Cozine Creek (Adams Street, McMinnville) Section of the Pacific Highway West (southbound) in McMinnville, in Yamhill County. The Commission elects to accept the bid of Perkins. Bros., Portland, in the sum of $222,778.50, and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

The Commission approved the Secretary's report of papers signed by him in behalf of the Commission during the period of September 25, 1956, to November 8, 1956.

The Commission confirmed Monday and Tuesday, December 17 and 18, 1956, as the date for its next regular meeting and instructed the Secretary to make the usual arrangements for use of the Queens Room in the Imperial Hotel in Portland. The Commission also tentatively set Thursday and Friday, January 24 and 25, 1957, as the date for its next following meeting.

November 8, 1956

Consideration was given to the erection of an historical marker on the South Santiam Highway at Lost Prairie honoring a group of early pioneers who camped there while searching for a cattle trail over the Cascade Mountains. The Engineer advised that the Memorials Committee of the Oregon Historical Society has approved such marker and has prepared a text to be inscribed thereon. He recommended that the text be approved and that he be authorized to erect the text board at a cost of approximately $350. The Commission approved the erection of the text board to contain the following inscription:

"OREGON HISTORY"
Lost Prairie

"LOST PRAIRIE WAS NAMED BY A GROUP OF WILLAMETTE VALLEY SETTLERS WHO CAMPED HERE IN APRIL 1859 WHILE SEARCHING FOR A CATTLE TRAIL OVER THE CASCADE MOUNTAINS TO CENTRAL OREGON PASTURES. THE EXPEDITION WAS LED BY ANDREW WILEY. TO REASSURE LESS STOUT-HEARTED MEMBERS WHO FELT THE PARTY WAS LOST, WILEY CLIMBED A TREE ON A NEARBY MOUNTAIN AND WAS THE FIRST WHITE MAN TO VIEW THE SANTIAM PASS FROM THE WEST SIDE OF THE MOUNTAINS.

WILEY LATER SERVED AS CHIEF LOCATOR FOR THE WILLAMETTE VALLEY AND CASCADE MOUNTAINS ROAD PROJECT IN 1866 AND 1867."

The Engineer brought up for discussion the request from the Lane County Court that the State deed to the County a portion of the Patterson gravel bar between Eugene and Springfield which they want to use as a site for a proposed juvenile home. The Lane County Commissioners, he stated, have now presented an alternate proposal in the form of an exchange of land. The County has secured an option to purchase for $20,000, a 13.5-acre parcel adjoining the State's property, but closer to the Willamette River, and they propose to exchange this 13.5-acre parcel for 15 acres of the Patterson bar land. This exchange, he stated, appears to be fair in that it will not injure the State in any manner and will provide a suitable site for the juvenile home. He recommended that the exchange be made, provided the material contained in the parcel offered by the County is suitable for road-building purposes. The Commission approved the exchange on the conditional basis offered by the Engineer.

A request from Coos Bay longshoremen for measures to protect pedestrians at the Al Pierce Lumber Company on the Oregon Coast Highway between Coos Bay and North Bend was presented by the Engineer. This matter, he stated, has been investigated and it was found that a crosswalk, crosswalk signs, and lights are needed to provide safety for pedestrians. However, the pedestrians are nearly all employees of the Lumber Company and it appears that the Lumber Company should cooperate in the improvement which is estimated to cost $1,000. After some discussion, the Commission agreed to make the installations as mentioned by the Engineer, provided the Al Pierce Lumber Company will contribute $500.00 toward the expense involved.

A request from the town of Fairview was presented by the Engineer concerning their request for a traffic interchange with the Banfield Expressway in Multnomah County. He exhibited a map showing the location of the requested interchange and pointed out the close proximity to the railroad would make the interchange very costly. He recommended that the request be denied and he advised that the Fairview city officials may request an appearance before the Commission at a later date. The Commission took no action on the matter.

Assistant Highway Engineer, Mr. W. W. Stiffler, stated that a trial run had been conducted with 60' truck and trailer equipment over the Albany Airport Highway, No. 214, and it was found that the equipment could negotiate the highway on the proper side of the center line. A request has been received to classify this as a Group I highway, and in view of the results of the test, he stated that such action has been taken under authority previously granted by the Commission. The Commission confirmed the Engineer's action.

The Commission discussed with the Engineer, matters to be presented by delegations on the following day, particularly the Outdoor Advertising Association of Oregon and the Oregon Motor Court Association concerning Miscellaneous Resolution No. 190a pertaining to the acquiring of advertising rights on private property. The Chief Counsel stated that after a careful examination of the statutes it appears that the Commission does not have legal authority to acquire rights on private property which would prohibit outdoor advertising signs. He recalled that at the 1955 session of the Legislature, a bill was introduced which would give the Commission such authority but it failed to pass. The Right of Way Engineer pointed out that under the option forms now in use an attempt is made to get the property owner to agree to voluntarily prohibit advertising on his remaining property. The Engineer called attention to a situation in which a property owner who had voluntarily agreed to prohibit advertising might be placed at a financial disadvantage if his neighbor who had not agreed to prohibit advertising should sell advertising rights. Commissioners Reynolds and McIver both expressed the thought that the Commission should not attempt to assume authority which the Legislature has not seen fit to grant. Commissioner Reynolds thereupon made a motion that Miscellaneous Resolution No. 190, adopted

March 1, 1956, and Resolution No. 190a, adopted July 26, 1956, be rescinded. Commissioner McIver seconded the motion and it was declared unanimous by Chairman Chandler. The attached resolution rescinding both resolutions, marked EXHIBIT "J", which resolution by this reference is made a part hereof with like effect as though extended in full herein, was adopted by the Commission unanimously.

The matter of relocating power and telephone facilities when highway construction is undertaken was also discussed. The Engineer pointed out that under the existing law, power and telephone companies are granted the right to install their facilities on highway right of way but are required to pay the cost to move them when highway reconstruction is undertaken. He stated that as far as he knew, the delegation to appear on the following day would ask the Commission not to resist a change in this law which they plan to sponsor, which would provide that the State pay the cost of moving the power and telephone lines when required by construction. The Chief Counsel pointed out that the only utilities concerned are the power and telephone companies which are allowed use of the right of way by law whereas, other utilities, such as gas and water, are allowed to use the right of way by virtue of permits granted by the Commission. Chairman Chandler and Commissioner Reynolds inquired as to the logic of requiring highway users to pay the moving costs and indicated that the legislation should be opposed. No action was taken at this time pending the appearance of a delegation on the following day. (When the delegation appeared before the Commission they were advised that their request would be given consideration).

Commissioner Reynolds presented a petition signed by eight residents of La Grande requesting the Commission to take such action as it could in conjunction with the Oregon State Police to stop truck drivers from leaving their motors running unattended while they stopped to eat at a restaurant near La Grande. The petitioners, he stated, have requested that signs be erected on the right of way calling attention to the fact that it is unlawful to leave vehicles unattended with the motor running. The Commission instructed the Engineer to investigate the matter and prepare a reply to the petitioners.

The Engineer reported that about six months ago a request had been made by the Johns-Manville Company for access to US97 near Chiloquin. It was found that the requested access is on a section of highway where the right of way was purchased before access control was started. At their request plans were prepared for a traffic-separator facility which would cost approximately $150,000. Mr. R. H. Baldock, former State Highway Engineer, submitted the plan to the Johns-Manville people and told them that if they would agree to pay one-half the cost he would recommend construction of the traffic separator. The Johns-Manville Company, however, have not replied to this offer. The Engineer pointed out that if they do not agree to share in the cost of this facility, the State will be forced to allow them access at grade, which will be hazardous to the traveling public. However, the State should not be required to pay the entire cost of the traffic-separator facility, as the use

of it will be entirely for the benefit of the Company. He stated that an effort would be made to secure a definite reply from the Company prior to the next Commission meeting.

Commissioner McIver stated that Mr. Louis Courtemanche of McMinnville had requested widening of a narrow bridge on US99W over the North Yamhill River near St. Joseph's Cemetery, north of McMinnville. The Engineer replied that the bridge is too narrow but no plans have been drawn for its replacement. The Engineer was instructed to determine the cost of replacing the bridge and present a report, including comments as to how it could be financed. He was also instructed to write Mr. Courtemanche and explain the facts as they exist.

Commissioner Reynolds stated that several people have written to him concerning a proposed route for the Pacific Highway by-passing Medford, known as the Foothills Route. The Engineer stated that this route is longer than other by-pass routes considered, and it appears to be more expensive; however, an estimate of the cost to construct such a route will be prepared and forwarded to the people who have made the inquiry.

The Engineer brought up the matter of changing the wording in several types of resolutions to incorporate the title of the person authorized to sign rather than the person's name. He explained that where the name of the person is designated in the resolution it is necessary for the Commission to adopt a new resolution whenever such personnel is changed, whereas, if the resolution designates the title of the person authorized to sign, a new resolution will not be required. He recommended that such change be made in the following resolutions: (1) Miscellaneous Resolution No. 186, authorizing the State Highway Engineer, the Deputy State Highway Engineer, and the Assistant State Highway Engineers to execute applications submitted to the Federal Communications Co mmission concerning radio station licenses; (2) A resolution dated February 6, 1950, using the titles of persons authorized to sign a permit form for the construction of approach roads; (3) A resolution adopted December 7, 1954, containing rules and regulations for a permit form covering transportation of overwidth loads; (4) A resolution adopted August 6, 1953, providing rules and regulations for a standard permit for the operation of overheight vehicles; (5) Resolutions adopted July 16, 1951, containing rules and regulations pertaining to permit forms for the operation of overlength, overwidth, overweight or overheight vehicles. The Commission approved his recommendation and thereupon adopted the attached resolutions relative thereto, marked EXHIBITS "G-1" through "G-3", which resolutions by this reference are made a part hereof, with like effect as though extended in full herein.

The Commission signed the following agreements and other papers:

"Revocable License" to U. S. Coast Guard covering use of a pipe line and water at Umpqua Lighthouse State Park, Douglas County.

"Quitclaim Deed" to Mertie Conger reconveying property situate on Pacific Highway in Eugene which was previously acquired from her for a borrow area and never used.

"Bargain and Sale Deed" to Max and Alberta Montgomery for property on Crooked River-Terrebonne Section of The Dalles-California Highway, Deschutes County.

"Bargain and Sale Deed" to Bikman Investment Company for land on North Bend Section of Oregon Coast Highway, Coos County.

"Ground Lease" with Grand Island Sand and Gravel Company covering use of their storage yard situate in Yamhill County for stockpiling paving aggregate.

"Trust Agreement" with Bonneville Power Administrator covering rearrangement of a Bonneville transmission line made necessary by construction of Emigrant Hill-Deadmans Pass Section of Old Oregon Trail Highway, Umatilla County.

"Sub-Lease" between U. S. National Bank, Trustee, Irene L. Hamilton, and Standard Oil Company of California covering the leasing of Lot 4, Block 1, Huber Tracts, situate on City Limits-Barbur Boulevard Unit, Harbor Drive-Barbur Blvd. Section of Portland-Salem Expressway, Multnomah County.

"Bargain and Sale Deed" to D. P. and Carolyn W. Schnakenburg for property between old existing highway and relocated Pacific Highway situate on Jump-Off Joe Creek-Grants Pass Section, Josephine County.

"Bargain and Sale Deed" to John E. and Exzina Herman for property, containing a service station and restaurant, on Willamette River Junction-Diamond Lake Junction Section The Dalles-California Highway, Klamath County.

"Indentures of Access" on the following properties:

a. McGlone property on Cascade Locks-Viento Section of Columbia River Highway, Hood River County.

b. Bellevance property on Beaver Marsh Section of The Dalles-California Highway, Klamath County.

c. Gard property on Tigard-Newberg Section of Pacific Highway West, Washington County.

d. Moore property on Moro Grass Valley Section of Sherman Highway, Sherman County.

e. Gouldin property on Sage Hen Hill-Hines Section of Central Oregon Highway, Harney County.

f. Gouldin property on Sage Hen Hill-Hines Section of Central Oregon Highway, Harney County.

"Indentures of Access" - Cont.

g. Hanby property on East Unit, Love Bridge-Black Bridge Section of Baker-Homestead Highway, Baker County.

"Extension of Industrial Lease and Substitution of Parties" with Northwest Technical Institute on former Vanguard property situate on Sullivan Gulch Section of Banfield Expressway, Multnomah County.

"Claims Release Agreement" with Bertyle D. Harris which will release the State from all damage resulting from the drying up of his domestic well during construction of Valley Junction-Sheridan Section of Salmon River Highway.

"Permit Agreement" with Davidson Industries covering construction of a road upon the right of way of the Mapleton-Tiernan Section of Siuslaw Highway, Lane County.

"Agreement" with the U. S. Geological Survey for a one-year continuation of a previous agreement covering the measuring of flood runoff from representative drainage areas in Oregon.

"Signal Installation Agreement" with the City of Reedsport covering signal installation and channelization at the intersection of Winchester Avenue and the Oregon Coast Highway in Reedsport.

"Agreement" with Coos Bay-North Bend Water Board covering cost of the labor to rearrange its facilities in connection with construction of the Virginia Avenue and Broadway project in North Bend.

"Relinquishment of Title" releasing part of the Mascall Overlook Entrance Road on the Fossil Beds Section of the John Day Highway, Grant County, acquired by the Parks Department in 1935. (Authorized 8-16-56)

"Bargain and Sale Deed" to Edna Lee Glines for property on Jump-Off Joe Creek-Grants Pass Section of Pacific Highway, Josephine County. (Authorized 8-16-56)

"Bargain and Sale Deed" to Wilbur L. Jones et al for property on Forest Grove-Hillsboro Section of Tualatin Valley Highway, Washington County. (Authorized 8-16-56)

"Permit" to Lloyd C. Finley and Marian E. Finley for the right to erect and maintain a television mast and antenna and lay underground cable across Boiler Bay State Wayside State Park.

"Agreement" with Wasco County covering the closure of certain county roads; construction of frontage road; and maintenance of section of Old Columbia River Highway.

"Agreement" with City of McMinnville covering the one-way couplet construction on the 17th Street-Cozine Creek Section of the Pacific Highway West in the City of McMinnville.

"Agreement" with U. S. Bureau of Public Roads covering center line painting on the Cascade Lakes Highway. Cost to be paid by Bureau up to $700 maximum.

"Commission Meeting Minutes" for August 16-17, 1956.

"Commission Meeting Minutes" for September 27-28, 1956.

The meeting adjourned at 4:20 p.m., to reconvene at 10:00 a.m. on the following day.

Portland, Oregon
November 9, 1956

The meeting of the State Highway Commission reconvened at 10:00 a.m., in the Queens Room of the Imperial Hotel. The following persons were present:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway Engineer
W. W. Stiffler, Assistant State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
Robert L. May, Jr., Assistant Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

A delegation representing the Highway 99W Alternate Road Association came before the Commission to request improvement of the Tualatin Valley Highway between McMinnville and Forest Grove as a part of the proposed US99W alternate highway. The following people were present: From McMinnville: Cliff Elliott, Manager, Chamber of Commerce; A. W. Youngberg, Yamhill County Commissioner; H. Waynestanard, James E. Craig, Leonard Gillam, Ralph Farnham, all members of Chamber of Commerce; and C. P. Scovell. From Vernonia: Art Ostrander, President, Highway US 99W Alternate Road Association; Mona Gordon, Manager,

Chamber of Commerce; Guy I. Thomas, President, Chamber of Commerce; Mrs. Eugene Drips, Director, Chamber of Commerce; Ed Roediger and Eugene Drips, Roads & Highways Committee of Chamber of Commerce; Lee Wooden, Chamber of Commerce; Mrs. Ed Roediger, Mrs. Art Ostrander, and Mrs. George Biddle, housewives. From Forest Grove: Homer Waltz, Chairman, Roads & Highways Committee of Chamber of Commerce; M. O. Gardner, Chamber of Commerce; John M. Richardson, "News Times". From Gaston: W. M. Heesacker, Mayor; Oliver H. Schrepel, Councilman. From Yamhill: R. L. Wulf, Keith Schrepel, George Zimmerman, A. E. Stovll, all members of the Chamber of Commerce. From Banks: Clarence Sweere, Chamber of Commerce. From Buxton: Frances Pruett and Mrs. Ed Everett, housewives. Mr. Ostrander introduced the members of the delegation. Mr. Elliott, who was principal spokesman, commented that a delegation appeared before the Commission on a previous occasion concerning establishment of an alternate route for US99W from McMinnville through Forest Grove to a connection with the Lower Columbia River Highway at Rainier. He thanked the Commission for engineering assistance that had been given in the form of a reconnaissance survey for this route. The delegation, he said, has three purposes in promoting the US99W alternate route. First, to provide an interstate route north and south, which would bypass the large cities in the northern part of the state; second, to facilitate the economic development of the region traversed by the alternate route; and third, to secure the elimination of the dangers of the existing highway, particularly between McMinnville and Forest Grove. He called attention to the fact that truck haulers with loads originating in the vicinity of Yamhill and Gaston are forced to haul their products north to Portland because of the narrow condition of this highway. He mentioned specifically log and lumber haulers of Scoggins Valley who now have to transport their products north to Portland. The group realizes, he continued, that complete improvement of the proposed highway is a long-term project, so they are limiting their request to the improvement of the bad stretches first, particularly the section from McMinnville to Forest Grove. He urged implementation of the survey and construction at the earliest possible time. Commissioner McIver advised that the funds for highway construction are allocated proportionately in the five highway divisions and there is only so much money for each division. The proposed project, he said, is an expensive one and if undertaken it would mean that other projects would be delayed so it could be financed. Mr. Ostrander thanked the Commission for its attention to their request and left with the Commission a number of brochures in support of their project. Chairman Chandler inquired of the Engineer how much it will cost to improve this highway. The Engineer replied that based on the reconnaisance survey, the improvement will cost about $6,000,000 or $7,000,000.

A group representing the Hood River County Court and the Hood River County Chamber of Commerce came before the Commission to urge widening and straightening of a portion of the Mt. Hood Highway so that logs can be hauled into Hood River from national Forest lands. The following people were present: Percy Bucklin, Chairman, Highway No. 35 Improvement Committee; George Bartch, Manager, Port of Hood River,

and County Chamber of Commerce; Arvo Hukari, County Judge, Hood River County; W. C. Sundby, President, Chamber of Commerce; Charles Howe, Mayor; J. D. Wirrick, Official, Oregon Lumber Company at Dee; Don Emry, Co-owner of Neal Creek Lumber Company. Mr. Bucklin acted as spokesman and introduced the members of the delegation. He stated that the Neal Creek Lumber Company's sawmill recently burned, throwing 200 people out of work, and that the Company is loathe to rebuild the mill unless it can be assured of adequate timber reserves. Their present holdings, he said, will be enough to supply the mill for approximately three years. He pointed out that log hauling has been permitted on the section from Cooper Spur Junction south for 9.7 miles only under a special permit for solo truck movements with a pilot car, because of the extremely narrow and crooked condition of the highway. There is a great deal of government-owned timber which lies back of this section on the east slope of Mt. Hood, which could be hauled to Hood River mills if this section of the Mt. Hood Highway from Cooper Spur Junction south 9.7 miles is reconstructed. He said that this section is vital to their economy and he urged the Commission to improve it at the earliest possible time. Judge Hukari pointed out that taxes are a big problem in Hood River County and if the Lumber Company does not rebuild its mill, the County will lose in excess of $12,000 in taxes per year. He also said that 160 families depend on the operations of this mill for their livelihood and if the mill is not rebuilt they will be forced to move because they cannot be absorbed in the County. He inquired if the Commission could give an estimate as to when improvement of the 9.7 mile section can be undertaken. Mr. Bucklin stated that if the Neal Creek Lumber Company were given assurance that the improvement would be started next year and completed in two years, that would serve their purpose. The Engineer advised that the Bureau of Public Roads is now making a survey of this section and if everything goes according to schedule and if funds are allocated, construction could be started in the fall of 1957, but three or four years would be required to complete the work. Mr. Emry stated that the Company has timber reserves which will last the mill for three years maximum. Commissioner Reynolds stated that, although the Commission fully realized the need for improvement, there remains the question of securing funds to finance construction. The Commission, he said, has a desire to do the job and definitely will ask the Forest Service and Bureau of Public Roads to approve the project for the Forest Highway Program, but it most likely will take at least three years to finance the improvement because there are not enough Forest Highway funds available to complete the project in less time. It was his opinion that this project could be given a high priority rating in the Forest Highway Program. Mr. Bucklin stated their approval of such a program. The Engineer commented that Forest Highway allocations may be made as early as July, 1957, and to construct the 9.7 miles most urgently needed, will require about $500,000 of Forest Highway funds per year for a three or four-year period.

A delegation representing telephone, power and other utilities came before the Commission to request that they be relieved of paying for moving their facilities located on highway right of way when such

moving is required by highway construction. The following people were present: Earl R. Dean, Chairman, Oregon Independent Telephone Association, Hood River; John R. McCullough, Counsel, Public Utilities Commission, Salem; Francis Hill, Attorney, Pacific Power & Light Company and Portland Gas & Coke Company, Portland; Alexander J. Brown, City Attorney, Portland; Larry B. Bauer, Central Lincoln PUD, Newport; Lee Woodin, President, Oregon Electric Cooperative Association, Jewell; Edward Blanchfield, California-Oregon Power Company, Medford; Guy I. Thomas, Manager, West Oregon Electric Cooperative, Inc., Vernonia; John Grenbo, Secretary, Central Lincoln PUD, Waldport; W. A. Cook, Portland Gas & Coke Company, Portland; Carl Lundell, Utilities Engineer, Portland; Robert Short and Alan Fragall, Portland General Electric, Portland; Bruce Pickett, Supervisor of Taxes, Pacific Telephone and Telegraph Company, Salem; and John Geren, Salem Water Department, Salem. Mr. Dean headed the group and expressed appreciation for the opportunity to express their points of view before the Commission. He pointed out that recent federal legislation pertaining to interstate highways provides that cost of moving utilities occupying highway right of way may be considered as a part of the construction cost and, therefore, subject to reimbursement by the Federal Government up to 90 per cent on interstate highways. The delegation, he stated, has four objectives in mind -- 1. To learn more of the Highway Commission's plans; 2. To advise the Commission of the utility companies' problems; 3. To learn what the Commission's policy is in connection with the new program; and 4. To explore avenues that may be open to relieve the utility companies of the financial burden of relocating their facilities because of highway construction. Mr. Dean presented a written brief in support of his oral remarks. Mr. McCullough, speaking for the Public Utilities Commissioner, commented that rates are set by the Public Utilities Commissioner so as to return a fair rate of income on the utility companies' investment. It is the opinion of the Commissioner, he stated, that the cost to move utilities when borne by the utility companies should be passed on to the consumers in higher rates. Mr. Hill reviewed the history of utilities as located on public roads and commented that the present policy had been started at the beginning of this century. At that time roads were not a big problem and it did not make much difference whether necessary moves were paid by users of the utilities or by general taxes. A recent federal law, he said, provides that federal money may be used to move power and phone lines in the same ratio as for construction, provided there is no conflict with state law. He pointed out that, under the present law, a permit is secured to establish a telephone or power line on highway right of way and the utility companies obligate themselves to pay the cost to move their facilities when required to do so. The National Congress apparently has felt that the cost of such moves should be borne by the general tax payers as a defense measure. Forty-two states, he stated, have a problem similar to the one in Oregon. He asked the Commission not to oppose legislation which the utility companies plan to introduce in the legislature revoking that section of Oregon Law which requires the utility companies to pay for the cost of moving their facilities when located on highway rights of way. He also asked the Commission to assign an attorney to work with the utility companies in preparing a suitable bill to present to the Legislature. This same problem,

he stated, has been presented to the Washington Highway Commission but no action has yet been taken on legislation in that state, although two hearings have been held on the subject. Mr. Brown cited an instance which occurred in the City of Nashville, Tennessee, in which the City had to appeal to the Federal Government for help in moving some of its utilities. It was his opinion that the cost of moving utilities should be borne by the state and federal government as a part of the cost of highway construction. Mr. Bauer cited the example of the Central Lincoln Public Utilities District which has an investment of $6,000,000 in its plant and was required to spend $250,000 in a four-year period to relocate its power lines because of highway construction. It was his feeling that tourists in the State of Oregon should be required to pay a part of this cost of relocation through the gas tax. Other public utility districts, he stated, have the same point of view. Mr. Woodin stated that his company feels that they should be reimbursed for moving their facilities. Mr. Branchfield observed that his company had expended a large amount of money for moving power lines and it was his opinion that the utility users should not be required to pay higher rates because of moves which in some instances have to be made two or more times. Mr. Dean observed that the utility companies had not anticipated making the great number of moves which have been required in recent years and which will apparently continue in the years ahead. The utility companies, he continued, have no choice other than to pass the cost of these moves onto the consumer in the form of higher rates. Many of the utility companies are small and the moves present a real financial problem.

Commissioner Reynolds stated that he hoped the delegation appreciates the fact that the Highway Commission represents highway users. Chairman Chandler stated that this is the first time the matter has been presented by the utility companies in this manner. The problem has merit and will be given serious thought. The Commission, he added, will be glad to confer with company representatives if they so wish. The delegation departed at this time. Commissioner Reynolds inquired about the Central Lincoln Public Utilities District being required to expend approximately $250,000 in moving. The Engineer replied that costs of moving are high and frequently amount to $600 per pole. The Chief Counsel pointed out that the State now pays the cost to move utilities when the utilities are located off the right of way. Commissioner Reynolds stated that their request amounts to a reduction in funds actually available for highway construction. Commissioner McIver inquired if the utility companies would actually be hurt on the interstate highway construction program. The Engineer replied that the companies in urban areas, particularly in Portland and other large cities, will be required to expend large sums of money to move their facilities. The Chief Counsel commented that the first law regarding pole lines on roads was enacted in Oregon in 1862 and has been revised at intervals since that time, the last revisions having been made in 1955. He pointed out that power, telephone and telegraph utilities are allowed on highway right of way by virtue of law, whereas other utilities are allowed by permits granted by the Highway Commission. Another angle has now entered the picture, the Chief Counsel stated, in the fact that the power and telephone companies, when they install their

facilities one foot inside the right of way line do have an overhang over private property and in many cases they have secured easements from these property owners. They now claim that the State should pay a part of the overhand easement cost. Commissioner McIver stated that it appears to be a question of either the highway users paying for these moves or the utility consumers paying for them. Chairman Chandler cautioned against making any commitments in this matter and he gave as his feeling that use of highway rights of way by utility facilities has a real value to the utilities.

The meeting recessed at 12:00 noon, and reconvened at 2:00 p. m. with the same persons present and participating.

Mrs. Gertrude G. Jensen, Chairman, and Mr. George D. Ruby, Member, Columbia River Gorge Commission, came before the Highway Commission concerning acquisition of property to preserve the scenery in the Columbia Gorge. Mr. Ruby, who acted as spokesman, thanked the Commission for its past cooperation. In reviewing results of the past year and a half, he stated that the Gorge Commission has recommended purchases amounting to $33,568.50, and actual purchases have been made in the amount of approximately $11,000, although approximately $17,550 has been spent or committed if the Berger property is included. He inquired as to when the $50,000 authorized by the Legislature expires, and he also requested that an additional $50,000 be made available for this purpose during the next two years. He pointed out that the Gorge Commission is handicapped in that it has no funds of its own to finance preliminary investigations and research prior to purchasing. The assignment of a right-of-way agent to this work, he said, has not worked out very satisfactorily from their view point because they have no control over his actions and do not know what he is doing. The National Park Service, he stated, provided the Gorge Commission with limited funds and they hired a Mr. Kenneth Wolfe, a retired employee of that department, who has given very satisfactory service. However, the funds authorized by the Park Service will expire December 31, 1956. He asked the Commission to provide funds to pay for Mr. Wolfe's services until June 30, 1959, $2,000 for the period ending June 30, 1957, and $8,000 for the next biennum. He felt that the procedure of having the State's right-of-way agent report to the Highway Commission concerning acquisition of these properties, with the Gorge Commission then making a recommendation, is not a satisfactory arrangement. It was his opinion that the work could be expedited if the person working on the acquisition made the information available first to the Gorge Commission and then the Gorge Commission, in turn, could recommend to the Highway Commission. He also brought to the Commission's attention the matter of definition of lands suitable for acquisition in the Gorge area. Under the policy now followed only those lands are acquired which are suitable for State park use, which also has been interpreted to mean that the lands must be adjacent to existing State parks. He asked

that the definition of suitable lands as contained in the minutes of the Highway Commission on June 30, 1955 be changed so that such lands need not necessarily adjoin the highway or a State park, but must be in the Columbia River drainage bounded by the water shed line to the south, by Hood River to the east, and by Troutdale to the west. If such a definition is not acceptable, he suggested that the Chief Counsel and the Parks Superintendent might be able to prepare more suitable wording. In connection with the matter of procedure in acquiring the lands, he again emphasized the point that the Gorge Commission would prefer to have the person who is doing the work in connection with acquisition report directly to the Gorge Commission, and the Gorge Commission then make its recommendations to the Highway Commission with a carbon copy to the Parks Superintendent, and the response should be from the Highway Commission rather than the Parks Superintendent on each project. Chairman Chandler stated that the Commission would consider the requests made but it will take some time to prepare a reply. Concerning the $50,000 already allocated to the project, he said that the Commission does not intend to cancel the amounts not already spent, nor to set any particular deadline for the expenditure of this money, but whether or not an additional amount will be allocated to the project will be decided later. Commissioners Reynolds and McIver expressed concurrence in the Chairman's statement. Mrs. Jensen asked the Commission to take early action on their request for an additional appropriation, otherwise, she said, they will have to go to the legislature, which they prefer not to do. She suggested the possibility that the two Commissions could meet sometime to discuss their problems ("and work in lovely harmony"). She also paid a compliment to the Federal Government for their considerable assistance in acquiring in excess of 2,200 acres by trading lands with property owners. The Gorge Commission, she added, has met every two weeks for nearly four yours. Chairman Chandler stated that the Gorge Commission had performed an excellent service to the State and deserves all of the assistance that can be given. (Later in the day the Commission again discussed the expenditure of the $50,000 already allocated for this purpose and decided unanimously not to cancel the unexpended balance. As to an additional appropriation, the Commission decided against it for the time being. Concerning the employment of Mr. Wolfe, the Commission indicated that it would have no objection to the retention of his services provided his salary is paid out of the present $50,000 appropriation. The Engineer was instructed to analyze the whole thing and render a report at the next meeting. See ahead for additional entry.)

Hon. O. E. Effenberger, Tillamook County Judge, came before the Commission concerning riprap work along the Wilson River. He recalled that about three years ago the County had made a request for financial cooperation on a project with the Army Engineers in placing riprap along the Wilson River banks approximately one mile north of Tillamook. This riprap work, he stated, was conducted by the Army Engineers who let the contract for the revetment and dike. The work performed acts as a protection to the state highway bridge on the Oregon Coast Highway, but the project did not extend downstream far enough,

and another 50-foot extension is needed. Colonel Graham of the Army Engineers, he continued, has requested the County for 20 per cent match money on a project estimated to cost $30,000 and has also requested an engineer to look over the proposed work as to its feasibility. The Commission instructed the Engineer to examine the project.

The State Parks Superintendent stated that since reporting on the previous day regarding the Diamond-Crater area in Harney County, he has consulted officials of the Bureau of Land Management who advised that the Bureau of Land Management will control the area by administration, thereby protecting the scenic values, for at least one and a half years, so the State will not need to secure a lease for the protection of this area. (This entry is to confirm the Parks Superintendent's report on the previous day when he was instructed to get definite assurance from the Bureau of Land Management.)

The Parks Superintendent also stated that boating enthusiasts have complained about the shallow channel in the Columbia River at Rooster Rock State Park. He said that the river is now at low stage and it will be relatively easy to dredge a channel 3 1/2 to 4 feet deep to accommodate the considerable number of boats that use this area. He recommended and the Commission granted authority to call bids for dredging to deepen the boat channel, the work to be performed in 1957.

The Chief Counsel requested authority to acquire by condemnation if necessary, the following additional properties that are needed as right of way in connection with various highway improvements or for other purposes, and to tender offers for the same in conformity with instructions given him by the Commission's resolution dated December 20, 1951:

Mosier-The Dalles Section of the Columbia River Highway

R-25812 - Julius L. Keller and Ruth Marie Keller
Right of Way (Wasco County)
0.1 acre

R-25813 - Earl E. Smith and Agnes Smith
Right of Way (Wasco County)
0.1 acre

R-25864 - Harvey Machine Co., Inc.
Easement for Drainage Facility (Wasco County)
0.55 acre

R-25865 - Port of The Dalles
Easement for Drainage Facility (Wasco County)
0.32 acre

R-25811 - Fred Wetle and Nettie Anderson Wetle
Right of Way (Wasco County)
0.86 acre

Hinkle Underpass-Umatilla River Section of the Hermiston Secondary Highway

R-25842 - Woodrow Walker and Edith Walker
(Umatilla County)
Parcel No. 1: 0.2 acre for Right of Way
Parcel No. 2: 0.08 acre for an Easement for Drainage Facility

Willowdale-Lyle Gap Unit, Willowdale-Madras Section of The Dalles-California Highway

R-25853 - J. Lester Horigan and Alma F. Horigan
Right of Way (Jefferson County)
46.32 acres

Myrtle Creek Canyonville Section of the Pacific Highway

R-25810 - L. A. Mathews and Neva B. Mathews
Right of Way (Douglas County)
1.04 acres
Additional land besides that pending in condemnation under L-2579

R-21030 - Ora Weaver Carter and Harlan B. Carter
(Douglas County)
Parcel No. 1: 13.0 acres for Right of Way
Parcel No. 2: 0.2 acre for Drainage Easement
This is amendment of resolution dated September 27, 1956, to increase area of Parcel No. 1, decrease area of Parcel No. 2, and provide for access by approach road

R-21031 - Alton E. Alspaugh and Dorothy M. Alspaugh
(Douglas County)
Parcel No. 1: 1.38 acres for Right of Way
Parcel No. 2: 0.06 acre for Excess Taking
This revises resolution of August 11, 1956, by increasing area in Parcel No. 1 and decreasing area in Parcel No. 2

R-21042 - Agnes A. Riddle and Glen N. Riddle
Right of Way (Douglas County)
5.97 acres
This is a revision of resolution dated August 11, 1955 to increase area in taking

R-23734 - William P. Weaver and Mary H. Weaver
(Douglas County)
Parcel No. 1: 25.5 acres for Right of Way
Parcel No. 2: 0.18 acre for Drainage Easement

Ashland Overcrossing-Helman Street Section of the Pacific Highway

R-25783 - Dewey Van Curler and Ella Van Curler
(Jackson County)
Parcel No. 1: 0.16 acre for Right of Way
Parcel No. 2: 0.02 acre for Slope Easement

R-25785 - Elio N. Torresan and Billie J. Torresan
Right of Way (Jackson County)
0.1 acre

R-25786 - Elio N. Torresan and Billie J. Torresan
(Jackson County)
Parcel No. 1: 0.025 acre for Right of Way
Parcel No. 2: 0.8 acre for Slope Easement

R-25787 - Elio N. Torresan
(Jackson County)
Parcel No. 1: 0.06 acre for Right of Way
Parcel No. 2: 0.28 acre for Slope Easement

Beverly Beach State Park

R-24035 - Oregon Pulp and Paper Company
(Lincoln County)
37.7 acres
Development and Maintenance of Beverly Beach State Park

North Jefferson Junction-Albany Section of Pacific Highway East

R-25060 - Wick Miller and Esther C. Miller
Right of Way (Marion County)
4.7 acres

R-25061 - Daniel M. Ropp and Irva L. Ropp
Right of Way (Marion County)
1.5 acres

Right-of-way maps, construction plans and other data were submitted to the Commission and the Engineer advised that the acquisition of the properties listed is required in order to carry out plans for highway improvements and other projects heretofore authorized by the Commission. After considering the matter in the light of the information and advice submitted, together with the general knowledge of the members of the Commission concerning the various projects and the properties involved, the Commission approved the Chief Counsel's request by adopting the attached resolutions relative thereto, marked EXHIBITS "K-6" through "K-12", which resolutions by this reference are made a part hereof, with like effect as though extended in full herein.

November 9, 1956

Mr. Robert L. May, Jr., Assistant Counsel, extended to the members of the Commission an invitation to be present at a dinner that is to be held in the Marion Hotel, Salem, on Friday evening, November 16, 1956, honoring Mr. C. W. Enfield, Chief Counsel, who has resigned to accept a position as Solicitor for the Bureau of Public Roads in Washington, D. C.

The matter of selling $8,000,000 in highway bonds to facilitate the financing of the new Federal Highway program was discussed. The Engineer stated that he consulted Governor Elmo Smith, who approved the sale. He requested instructions whether or not to present the matter to the Legislative Interim Committee. Chairman Chandler suggested that the matter should first be discussed with Mr. Robert Holmes, Governor-elect. Commissioner McIver stated that he would discuss the matter with Mr. Holmes. In the ensuing discussion, it was decided to request authority to sell $8,000,000 of 10-year bonds without any specified interest rate and with the provision that retirement of the bonds would start in two years. The Engineer and the Counsel were instructed to prepare complete information, including program, maps, etc., and an appropriate bill for submission to the legislature, embodying the points agreed upon.

Commissioner McIver brought up for discussion the appointment of someone to fill the vacancy of Chief Counsel caused by the resignation of Mr. C. W. Enfield. He pointed out that Mr. Enfield's resignation will become effective prior to the next meeting of the Commission so it is necessary to appoint his successor now so as to prevent the office from being vacant for a period of weeks and to insure uninterrupted conduct of the Commission's legal business. Pursuant to the provisions of ORS 366.130, I move that the Commission adopt a resolution appointing Mr. Robert L. May, Jr., as Chief Counsel, subject to the approval of the Attorney General, with such appointment to become effective upon the date of Mr. Enfield's resignation, and that Mr. May be paid a salary of $738.00 per month, together with his actual traveling and other necessary expenses, and that the Attorney General be respectfully requested to approve this appointment. The motion was seconded by Commissioner Reynolds and was declared by Chairman Chandler to have received the unanimous vote of the Commission. The attached resolution relative thereto, marked EXHIBIT "F", which resolution by this reference is made a part hereof, with like effect as though extended in full herein was thereupon adopted by the Commission unanimously. The Commission ordered a copy of the resolution sent to the Attorney General for his approval of the appointment.

Matters presented by the Columbia River Gorge Commission were again discussed, particularly its requests that the original $50,000 appropriation not be cancelled and that the employment of Mr. Kenneth Wolfe as an employee of the Gorge Commission be approved. The Chief Counsel stated that he did not know of any legal method by which the State Highway Commission could give the Gorge Commission funds for Mr. Wolfe's employment. The State Parks Superintendent commented that

Mr. Wolfe has performed good work in negotiating exchanges of land between property owners and the Federal Government. The Commission instructed the Engineer to present a report on the requests and recommendations previously made at this meeting by the Gorge Commission. By unanimous vote the Commission adopted the attached resolution regarding the $50,000 request, marked EXHIBIT "L", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The Engineer reported the unexpected death of Mr. John W. Cattrall, City-County Relations Engineer, on October 16, 1956. He said that Mr. Cattrall joined the State Highway Department on December 27, 1925, and worked with the the Department continuously since then, except for the time that he served in the military forces of the United States during 1941. He spoke very highly of John's service with the Department and expressed regrets that they no longer are to be available. The members of the Commission stated their appreciation for the service rendered by Mr. Cattrall and thereupon signed a letter directed to Mrs. Cattrall extending to her heartfelt sympathy in her loss.

Chairman Chandler reported that it is not possible for him to attend the annual meeting of the American Association of State Highway Officials which is to be held in Atlantic City, New Jersey, during November 26-30. At his suggestion the Commission authorized the Secretary, Mr. H. B. Glaisyer, to represent the Commission on this occasion at state expense.

There being no further business to consider at this time, Chairman Chandler declared the meeting adjourned at 3:15 p.m.

State Highway Enginner

Chairman

Commissioner

Secretary

Commissioner

November 9, 1956

EXHIBITS "A" through "L"

MINUTES

of the

OREGON STATE HIGHWAY COMMISSION MEETING

held on

November 8 and 9, 1956

EXHIBIT "A"

Minutes of November 8 and 9, 1956

R E S O L U T I O N

WHEREAS, in connection with the future improvement of the highway herein designated, and for the convenience and benefit of the public, it is and has been necessary to acquire property for rights of way, quarry sites, gravel or other material sites, sites for the storage of materials, and properties for other purposes authorized by statute as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the following described properties are hereby declared to be necessary for State highway, park, and other uses under the jurisdiction of the Commission, and that the several options or bases of settlement hereinafter enumerated be, and the same hereby are approved and accepted, and that the attorney for the Commission be, and he hereby is, instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon, by and through its State Highway Commission. The said properties hereby ordered and authorized to be acquired are as follows:

INTERSTATE BRIDGE SECTION - PACIFIC HIGHWAY

25847 Portland General Electric Company
Power Line Easement

Power Line Easement across property of Hayden Island Amusement Company $2,185.90

Amount to be paid owners - chrg to Right of Way $2,185.90

Confirmation of phone approval by Mr. McIver
October 2, 1956

UNIT 2 - T. H. BANFIELD EXPRESSWAY

25117 Curtis, M. C. and Cora; Foster & Kleiser Co. (Grant)
Temporary Easement and removal of billboard
Easement signed October 17, 1956

EXHIBIT "A" (Cont)

UNIT 2 - T. H. BANFIELD EXPRESSWAY (Cont)

25117 Curtis, M. C. and Cora; Foster & Kleiser Co. (Cont)

Easement for sho-fly - total possible consideration	$1,070.00	
Amount to be paid Curtis at $50/ mo. to July 31, 1958		$1,070.00
Cost of removal and replacement of bill boards	425.00	
Amount to be paid Foster & Kleiser Co.		425.00
GRAND TOTAL - chrg to Right of Way		$1,495.00

Access not controlled -

FLAVEL ST. - GLENCOE ROAD UNIT, FLAVEL ST. - S.P. OVERCROSSING SECTION - CASCADE HIGHWAY

Foot Path and/or Sidewalk easements (SE 82nd Avenue) as listed below

File No.	Name	Width	Square foot area
25202 Sta. 312+15 - 313+60	George C. Krebs et ux State to remove hedge.	4'	573
25204 Sta. 315+25 - 316+25	Henry Linger et al Width reduced due to 7' cyclone fence.	2 1/2'	250 Gratis
25215 Sta. 337+60 - 338+60	Ella I. Krebs State to move fence and construct new concrete steps	4'	400
25218 Sta. 241+60 - 342+60	R. J. Strasser et ux State to remove hedge as required.	4'	400
25268 Sta. 353+00 - 355+00	Filomena Elardo Width reduced due to cyclone fence.	2'	380 Gratis
25275	George R. Burton et al No State obligation.	4'	552 Gratis

EXHIBIT "A" (Cont)

EAST END-EAST BURNSIDE EXTENSION CONNECTION SECTION - MT. HOOD HIGHWAY

24668 Portland General Electric Company (Stuntz)
Right of Way, Intersection of E. Burnside Conn., Powell Valley Rd. and Mt. Hood Hwy.
Quit Claim Deed signed October 12, 1956

0.04 acre, Quite Claim Deed	$ 10.00	
Cost of moving 6 poles	2,075.73	
Multnomah County's share	1,037.87	
Net State Share		$1,047.87

Access not controlled -

WEST UNIT-SANDY-FOREST BOUNDARY SECTION - MT. HOOD HIGHWAY

25571 Bakke, Marlin E. and Marilyn (Stuntz)
Right of Way
Option expires March 20, 1957

0.56 acre, lump sum	$500.00	
Amount to be paid owners - chrg to Right of Way		$500.00

Grantor to vacate 30 days from notice.

Access controlled -

25572 Caswell, LeRoy R. and Marie (Stuntz)
Right of Way
Option expires March 24, 1957

0.532 acre (0.252 acre Excess) at $1,000 per acre	$532.00	
Allow. for moving outbuildings	100.00	
Damage	245.00	
Amount to be paid owners - chrg to Right of Way		$877.00

Grantor to move outbuildings 30 days from notice of acceptance or they become property of State.

Access controlled - none allowed -

25539 Parry, James Clarence and Florence Elizabeth (Stuntz)
Right of Way
Option expires April 1, 1957

EXHIBIT "A" (Cont)

WEST UNIT-SANDY-FOREST BOUNDARY SECTION - MT. HOOD HIGHWAY (Cont)

25539 Parry, James Clarence and Florence Elizabeth (Cont)

0.002 acre, lump sum	$1.00	
Amount to be paid owners - chrg to Right of Way		$1.00

THINGS TO BE DONE BY THE STATE

Construct approach road to connect with existing road at Sta. 138+60.
Access: 138+60, S. side hwy. for residential, farming, and harvesting and transportation of forest products.

Access controlled -

25542 McLaughlin, John P. and Catherine C. (Stuntz)
Right of Way
Option expires April 2, 1957

0.4 acre at $350+ per acre	$150.00	
Amount to be paid owners - chrg to Right of Way		$150.00

THINGS TO BE DONE BY THE STATE

Construct frontage road and connect Grantors' existing driveway and surface same with gravel.
Access: 150+00, S., residential and farming.

Access controlled -

25404 Lewis, Clyde W. et al (Young)
Right of Way
Option expires March 17, 1957

0.16 acre at $1,500 per acre	$240.00	
Damage	510.00	
Amount to be paid owners - chrg to Right of Way		$750.00

Access controlled - none allowed

25538 Robinson, Jack and Caroline (Stuntz)
Right of Way
Option expires March 24, 1957

EXHIBIT "A" (Cont)

WEST UNIT-SANDY-FOREST BOUNDARY SECTION - MT. HOOD HIGHWAY (Cont)

25538 Robinson, Jack and Caroline (Cont)

0.156 acre (0.076 A. Excess), lump sum	$ 200.00	
Living quarters, shop and shed	1,800.00	
Amount to be paid owners - chrg to Right of Way		$2,000.00

Grantor to vacate 60 days from notice or 5 days after receipt of payment or enter into rental agreement.

Entire taking -

25540 Goff, Raymond L. and Fern J. (Stuntz)
Right of Way
Option expires March 24, 1957

0.27 acre, lump sum	$100.00	
Amount to be paid owners - chrg to Right of Way		$100.00

THINGS TO BE DONE BY THE STATE

Construct appr. rd. to r/w line at Sta. 142+17, not to meet the existing bridge, as near E. lot line as feasible.
Access: 142+17, S., unrestricted.

Access controlled -

25570 Ray, Robert H.; Bakke, Marvin et al (Stuntz)
Right of Way
Option expires March 20, 1957

0.6 acre, lump sum	$550.00	
Amount to be paid owners Ray		$310.00
Amount to be paid Bakke		240.00
GRAND TOTAL - chrg to Right of Way		$550.00

Entire taking -

25428 Tupper, Roy B. and Ada L. (Young)
Right of Way
Option expires March 25, 1957

0.01 acre, lump sum	$50.00

EXHIBIT "A" (Cont)

WEST UNIT-SANDY-FOREST BOUNDARY SECTION - MT. HOOD HIGHWAY (Cont)

25428 Tupper, Roy B. and Ada L. (Cont)

Amount to be paid owners - chrg to Right of Way $50.00

Access: 83+35 and 83+85, N., unrestricted.

Access controlled -

25405 Meeker, George M. and Iva Mae (Young)
Right of Way
Option expires March 23, 1957

0.05 acre at $1,500 per acre	$ 75.00
Loss of parking area	800.00
Damage	625.00

Amount to be paid owners - chrg to Right of Way $1,500.00

Access: 15+10 and 16+00, N., unrestricted.

Access controlled -

25407 Arnspiger, Stella M. (Young)
Right of Way
Option expires March 23, 1957

0.02 acre, lump sum $100.00

Amount to be paid owner - chrg to Right of Way $100.00

THINGS TO BE DONE BY THE STATE

Connect approach to Grantor's existing driveway, approx. 25' wide, wearing surface to r/w line 16'.
Access: 17+20, N., residential.

Access controlled -

25420 Bartsch, August R. and Lyda (Young)
Right of Way
Option expires March 31, 1957

0.06 acre, lump sum	$100.00
Allow. for removing gas tank	50.00

Amount to be paid owners - chrg to Right of Way $150.00

EXHIBIT "A" (Cont)

WEST UNIT-SANDY-FOREST BOUNDARY SECTION - MT. HOOD HIGHWAY (Cont)

25420 Bartsch, August R. and Lyda (Cont)

Grantor to remove gas tank 30 days after acceptance.

THINGS TO BE DONE BY THE STATE

Connect approach to Grantors' existing driveway, wearing surface 16' wide to r/w line.
Access: 69+50, S., residential.

Access controlled -

25427 Henneman, Bonnie M. and John (Young)
Right of Way
Option expires April 8, 1957

0.01 acre	$ 50.00
Allow. for moving electric sign	166.80
Amount to be paid owners - chrg to Right of Way	$216.80

Access: 82+30 and 82+90, N., 40', unrestricted.

Access controlled -

25421 Holmes, J. Floyd et al (Young)
Right of Way
Option expires April 8, 1957

0.17 acre including two rows of strawberries	$150.00
2 trees	50.00
Amount to be paid owners - chrg to Right of Way	$200.00

THINGS TO BE DONE BY THE STATE

Connect approach to existing driveway, paving 16' wide.
Access: 70+50, N., farming and residential.

Access controlled -

25426 Kokich, Maryan B. and Maria (Young)
Right of Way
Option expires April 9, 1957

EXHIBIT "A" (Cont)

WEST UNIT-SANDY-FOREST BOUNDARY SECTION - MT. HOOD HIGHWAY (Cont)

25426 Kokich, Maryan B. and Maria (Cont)

0.01 acre, lump sum	$ 50.00
Relocating Neon sign	152.00
Damage	50.00

Amount to be paid owners - chrg to Right of Way $252.00

Grantor to move sign 30 days after notice.

Access: 81+30 and 81+90, N., private residential and operation of existing restaurant activity.

Access controlled -

25429 Jacobs, Mary Blowers et al (Young)
Right of Way
Option expires April 10, 1957

0.31 acre at $1,000 per acre	$ 310.00
Loss of lawn, trees and garden area	240.00
Re-establishing fences	100.00
Encroachment damage	550.00

Amount to be paid owners - chrg to Right of Way $1,200.00

Access: 81+60, 82+70, 84+00, S., residential. STATE to pave approaches 16' wide to r/w line, and pave driveway Nos. 2 & 3 16' wide. Driveway No. 1 to be rocked.

Access controlled -

25543 Meeker, George M. and Iva Mae (Stuntz)
Right of Way
Option expires March 25, 1957

0.51 acre at $350- per acre	$175.00
Allow. for moving 17 rods fencing	85.00
Allow. for trans. and possible loss of bushes	40.00

Amount to be paid owners - chrg to Right of Way $300.00

THINGS TO BE DONE BY THE STATE

Construct frontage road, and construct a road approach to connect with existing driveway at Sta. 153+30, with approx. level portion of at least 20' where it connects with frontage road.

EXHIBIT "A" (Cont)

WEST UNIT-SANDY FOREST BOUNDARY SECTION - MT. HOOD HIGHWAY (Cont)

25543 Meeker, George M. and Iva Mae (Cont)

Access controlled -

25545 Houston, Raymond R. and Anna V. (Stuntz)
Right of Way
Option expires April 2, 1957

0.67 acre at $300- per acre	$200.00	
Amount to be paid owners - chrg to Right of Way		$200.00

THINGS TO BE DONE BY THE STATE

Construct approach road to connect with existing driveway at Sta. 153+30.
Access: 153+30, N., for residential and farming.

Access controlled -

25406 Johnson, Selma (Young)
Right of Way
Option expires March 24, 1957

0.03 acre, lump sum	$ 100.00	
Encroachment damage	1,150.00	
Amount to be paid owner - chrg to Right of Way		$1,250.00

Access: 16+40, N., residential use, approach 25' wide, paved to r/w line 16' wide.

Access controlled -

25424 Hachler, Fritz and Helen (Young)
Right of Way
Option expires March 26, 1957

0.01 acre, lump sum	$50.00	
Amount to be paid owners - chrg to Right of Way		$50.00

Access: 80+90, N., unrestricted.

Access controlled -

EXHIBIT "A" (Cont)

WEST UNIT-SANDY-FOREST BOUNDARY SECTION - MT. HOOD HIGHWAY (Cont)

25565 Anderson, Olrik T. and Alice M. (Stuntz)
Right of Way
Option expires April 9, 1957

0.25 acre at $1,000 per acre	$ 250.00
3 holly trees at $25 per tree	75.00
Lawn and driveways	280.00
Timber	80.00
Allow. for moving neon sign	125.00
Severance damage to bldgs.	3,500.00

Amount to be paid owners - chrg to Right of Way $4,310.00

THINGS TO BE DONE BY THE STATE

Construct approach roads to existing driveways at Stas. 230+20, 231+70 and 233+05.
Access: 230+20, 231+70 and 233+05, S. for residential and motel use.

Access controlled -

25432 Bennett, Clarence G. and Lois C. (Young)
Right of Way
Option expires April 15, 1957

0.03 acre, lump sum $100.00

Amount to be paid owners - chrg to Right of Way $100.00

Access: 86+00 and 87+00, N., residential.

Access controlled -

25554 Wilson, Milton S. and Dollie P. (Stuntz)
Right of Way
Option expires April 17, 1957

0.43 acre at $1,000 per acre	$ 430.00
0.60 acre Excess at $1,000 per acre	600.00
House, 780 sq. ft. at $6 per sq. ft.	4,680.00
Barn, 676 sq. ft. at $0.50 per sq. ft.	338.00
Chicken house, 320 sq. ft. at $1 per sq. ft.	320.00
Brooder house, 96 sq. ft. at $1.37+ per sq. ft.	132.00

Amount to be paid owners - chrg to Right of Way $6,500.00

EXHIBIT "A" (Cont)

WEST UNIT-SANDY-FOREST BOUNDARY SECTION - MT. HOOD HIGHWAY (Cont)

25554 Wilson, Milton S. and Dollie P. (Cont)

State to assume 1956-57 taxes. Estimate $ 65.00

GRAND TOTAL (Estimate) - chrg to Right of Way $6,565.00

Grantor to vacate 30 days from notice or 5 days after receipt of payment or enter into rental agreement with State.

Entire taking -

25723 Cole, Hazel L. (Stuntz)
Right of Way
Option expires April 14, 1957

0.33 acre (0.04 acre, Excess), lump sum	$ 600.00
Cabin, 784 sq. ft. at $4.65+ per sq. ft.	3,650.00

Amount to be paid owner - chrg to Right of Way $4,250.00

Entire taking -

25563 Henselman, Harry G. and Anna G. (Stuntz)
Right of Way
Option expires April 16, 1957

0.97 acre, lump sum	$ 1,020.00
Bldg., containing gr.st., tav., cafe and liv. quarters	12,713.00
Severance Damage	1,000.00

Amount to be paid owners - chrg to Right of Way $14,733.00

Grantors to vacate 60 days from notice but may have until May 1, 1957 to remove timber from r/w, or it becomes property of State.

THINGS TO BE DONE BY THE STATE

Construct road approaches at Stas. 228+00, 25' wide, 230+00 40' wide, instead of existing ones, and will not construct one reserved at Sta. 232+00.
Access: 228+00 and 232+00, 25' wide, and 230+00, 40' wide, N. side of hwy, unrestricted.

Access controlled -

EXHIBIT "A" (Cont)

WEST UNIT-SANDY-FOREST BOUNDARY SECTION - MT. HOOD HIGHWAY (Cont)

25562 Meyer, Arthur W. and Mary A. (Stunts)
Right of Way
Option expires April 21, 1957

0.2 acre at $1,000+ per acre	$ 230.00
Fruit stand	300.00
Timber	46.00
Encroachment damage	2,500.00

Amount to be paid owners - chrg to Right of Way $3,076.00

THINGS TO BE DONE BY THE STATE

Construct approach road at Sta. 227+25 but will not construct one at 223+88.
Access: 227+25 and 223+88, N., residential and farming.

Access controlled -

25696 Shrawder, C. E. et al (Black)
Right of Way
Option expires April 24, 1957

0.22 acre at $500 per acre	$ 110.00
Garage bldg., 1,800 sq. ft. at $0.42 per sq.ft.	756.00
Damage	234.00

Amount to be paid owners - chrg to Right of Way $1,100.00

THINGS TO BE DONE BY THE STATE

Construct frontage road and construct approach to same at northeast corner of property.

Access controlled - none allowed -

TROUTDALE-MULTNOMAH FALLS SECTION - COLUMBIA RIVER HIGHWAY

1860 Nevens, Stanley C. and Mary (Grant)
Quitclaim Deed
Quitclaim Deed signed October 16, 1956

Quitclaim for access right to Columbia River Hwy.	$600.00

Amount to be paid owners - chrg to Right of Way $600.00

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - H. H. BALDOCK FREEWAY

21004 Teeple, Hilda et al (Grant)
Right of Way, 10903 SW 53rd Ave.
Option expires April 11, 1957

15,000 sq.ft. (6,250 sq.ft. Excess) at $0.15/sq.ft.	$ 2,250.00	
Building, 1,704 sq.ft. at $11.50/sq.ft.	19,596.00	
Yard improvements	654.00	
Amount to be paid owners - chrg to Right of Way		$22,500.00

Entire taking -

22550 Christoffersen, Kathleen Williamson and Holger (Stuntz)
Right of Way, 3235 SW Macadam St.
Option expires March 31, 1957

10,000 sq.ft. at $0.50 per sq.ft.	$ 5,000.00	
House, 896 sq.ft. at $5.25+ per sq.ft.	4,725.00	
Garage, 360 sq.ft. at $0.76+ per sq.ft.	275.00	
Amount to be paid owners - chrg to Right of Way		$10,000.00
State to assume 1956-57 taxes. Estimate		200.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$10,200.00

Grantor to vacate 30 days from notice.

Entire taking -

25027 Wiley, John S. and Grace Popejoy (Stuntz)
Right of Way
Option expires April 14, 1957

26,652 sq.ft. at $0.07- per sq.ft.	$ 1,850.00	
34,123 sq.ft. at $0.128+ per sq.ft.	4,400.00	
24,805 sq.ft. at $0.05- per sq.ft. (Excess)	1,150.00	
House, 841 sq.ft. at $5.35+ per sq.ft.	4,500.00	
Cellar, 160 sq.ft. at $2.50 per sq.ft.	400.00	
Garage, 387 sq.ft. at $1.29+ per sq.ft.	500.00	
Grape arbor	100.00	
Amount to be paid owners - chrg to Right of Way		$12,900.00
State to assume 1956-57 taxes. Estimate		260.00

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - R. H. BALDOCK FREEWAY (Cont)

25027 Wiley, John S. and Grace Popejoy (Cont)

GRAND TOTAL (Estimate) - chrg to Right of Way $13,160.00

Grantors to vacate 30 days from notice or 5 days after receipt of payment.

Entire taking -

21162 Johnson, R. Walter and Anna M. (Smith)
Right of Way, 4910 SW Taylors Ferry Rd.
Option expires March 24, 1957

0.092 acre, 4,000 sq.ft. at $0.10 per sq.ft. $400.00

Amount to be paid owners - chrg to Right of Way $400.00

THINGS TO BE DONE BY THE STATE

Provide frontage road.

Access controlled - none allowed - Sign rights not acquired -

24244 Colistro, Mary (Smith)
Right of Way, Terwilliger and Barbur Blvd.
Option expires March 25, 1957

0.22 acre, lump sum $22,500.00

Amount to be paid owner - chrg to Right of Way $22,500.00

State to assume 1956-57 taxes. Estimate 450.00

GRAND TOTAL (Estimate) - chrg to Right of Way $22,950.00

Entire taking -

24645 Wiley, John Sullivan and Grace Popejoy (Stuntz)
Right of Way
Option expires April 14, 1957

15,246 sq.ft. at $0.10+ per sq.ft. $1,525.00
Severance Damages 575.00

Amount to be paid owners - chrg to Right of Way $2,100.00

State to assume 1956-57 taxes. Estimate 45.00

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - R. H. BALDOCK FREEWAY (Cont)

24645 Wiley, John Sullivan and Grace Popejoy (Cont)

GRAND TOTAL (Estimate) - chrg to Right of Way $2,145.00

Grantor to vacate 30 days after notice or 5 days after receipt of payment.

Access controlled - none allowed - Sign rights not acquired -

25866 Hillman, Etta Frances (Grant)
Easement for fill
Easement expires December 31, 1956

Easement Gratis

25742 Standard Oil Co. dba Signal Oil Co. (Smith)
Lease - Temporary Right of Way, S.W. Barbur & Capitol Hwy.
Lease to run until completion of structure or Dec. 31, 1958

Lease:	(0.1 acre) 1st year	$1,500.00
	1st yr., Payment for things to be done by Signal Oil Company	580.00
	2nd year at $375 per quarter	1,500.00

Amount to be paid owners - chrg to Right of Way $3,580.00

THINGS TO BE DONE BY THE STATE

Upon termination of lease, Lessee agrees to restore driveways and concrete area to the condition of property immediately prior to exercise of lease.

24828 Murray, Matilda J. (Stuntz)
Right of Way
Option expires April 19, 1957

56,423 sq.ft. (14,358 sq.ft. Excess) at $0.06-/sq.ft. $3,310.00

Amount to be paid owner - chrg to Right of Way $3,310.00

State to assume 1956-57 taxes. Estimate 68.00

GRAND TOTAL (Estimate) - chrg to Right of Way $3,378.00

Entire taking -

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - R. H. BALDOCK FREEWAY (Cont)

25000 Scorcio, Joseph and Mary (Grant)
Right of Way, 3128 SW Macadam St.
Option expires March 31, 1957

10,000 sq.ft. (8,500 sq.ft. Excess) at $0.35/ sq.ft.	$3,500.00	
Residence and yard improvements, 1,076 sq.ft. at $1.70+ per sq.ft.	1,835.00	
Garage, 230 sq.ft. at $0.71+ per sq.ft.	165.00	
Amount to be paid owners - chrg to Right of Way		$5,500.00

Entire taking -

22714 Dunn, Hallie E. (Smith)
Right of Way, 3813 SW Evelyn St.
Option expires April 25, 1957

9,464 sq.ft. at $0.15 per sq.ft.	$ 1,419.60	
House, 840 sq.ft.	10,673.00	
Garage, 378 sq.ft.	1,208.70	
Amount to be paid owner - chrg to Right of Way		$13,301.30
State to assume last half of 1956-57 taxes. Estimate		68.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$13,369.30

Provided payment made by Dec. 15, 1956 Grantor to vacate by Jan. 1, 1957, if made by later date, 15 days after payment.
STATE to deduct and pay Mult. Bank unpaid balance on heating system.

Entire taking -

22555 United States National Bank of Portland (Smith)
Right of Way, Barbur and SW Capitol Hwy.
Option expires November 17, 1956

14,700 sq.ft. at $2.35- per sq.ft.	$34,500.00
Service Sta. Bldg.	6,000.00
Store bldg. and Apartment	10,000.00
Service Station equipment (owned by tenant)	750.00
Service Station equipment (owned by Hamilton)	3,550.00
Grocery Store equipment	3,150.00
Apartment equipment	50.00

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - R. H. BALDOCK FREEWAY (Cont)

22555 United States National Bank of Portland (Cont)

Amount to be paid owners - chrg to Right of Way $55,000.00

Amount to be paid Ed Eidenschink - chrg to Right of Way 3,000.00

GRAND TOTAL $58,000.00

Property to be vacated by December 31, 1956 and all personal property not included in purchase to be removed by said date or it becomes property of State. Grantor to notify Standard Oil Company to remove signs.

Entire taking -

CORNELIUS-HILLSBORO UNIT-FOREST GROVE-HILLSBORO SECTION - TUALATIN VALLEY HIGHWAY

24382 Hundley, Robert L. and Bertha M. SUPPLEMENTAL REPORT (Smith)
Right of Way
Option expires March 31, 1957

950 sq.ft., land not shown by original stakes $125.00

Amount additional to be paid owners - chrg to Right of Way $125.00

Previous March 2-3, 1956 approval for $267.00, already paid.

Access not controlled -

NEWBERG-GEARIN CORNER SECTION - HILLSBORO-SILVERTON HIGHWAY

25343 Burnett, H arvey and Alta M. (Gemmell)
Right of Way
Option expires April 1, 1957

0.5 acre at $300 per acre	$ 150.00
3.31 acres at $800 per acre	2,648.00
1.20 acres at $100 per acre	120.00
Timber, Merriam cruise	500.00
Damage	2,082.00

Amount to be paid owners - chrg to Right of Way $5,500.00

THINGS TO BE DONE BY THE STATE

EXHIBIT "A" (Cont)

NEWBERG-GEARIN CORNER SECTION - HILLSBORO-SILVERTON HIGHWAY (Cont)

25343 Burnett, Harvey and Alta M. (Cont)

Fence W. right of way between approx. Stas. 122+00 and 123+00 to inclose Grantors' field and reconstruct approaches where designated. Access: Stas. 82+90 and 88+10, E. and 108+40, W. for farming and private residential use.

Access controlled -

LANCASTER RD-SILVER CR. FALLS HWY. JCT. UNIT-AIRPORT RD.-STOUT CR. SECT. - N. SANTIAM HWY.

25616 Cherry, H arold A. and Jerimina (Gemmell)
Right of Way
Option expires April 15, 1957

0.8 acre at $600 per acre $480.00

Amount to be paid owners - chrg to Right of Way $480.00

THINGS TO BE DONE BY THE STATE

Fence right of way.

Access controlled - none allowed -

25618 Knower, Nellie Alma and William E. (Gemmell)
Right of Way
Option expires April 15, 1957

0.08 acre, lump sum $100.00

Amount to be paid owners - chrg to Right of Way $100.00

THINGS TO BE DONE BY THE STATE

Fence right of way.

Access controlled - none allowed -

SALEM BY-PASS-JEFFERSON JUNCTION SECTION - PACIFIC HIGHWAY

24032 Eoff, Asel C. and Mary Jane (Benner)
Right of Way
Option expires April 3, 1957

EXHIBIT "A" (Cont)

SALEM BY-PASS-JEFFERSON JUNCTION SECTION - PACIFIC HIGHWAY (Cont)

24032 Koff, Asel C. and Mary Jane (Cont)

0.81 acre at $100 per acre	$ 81.00	
All. for replacement, 87 rods deer-proof fencing at $15 per rod on r/w line, Sta. 436+00	1,305.00	
Damage	202.50	
Amount to be paid owners - chrg to Right of Way		$1,588.50

Grantor to remove timber by December 1, 1956 or it becomes property of State.

THINGS TO BE DONE BY THE STATE

Provide frontage road and re-establish entrance to same at Sta. 436+00, and replace cattel guard if disturbed by construction on W. side of hwy.

Access controlled - none allowed - Sign right not acquired -

24317 Hochspeier, Carrie M. (Benner)
Right of Way
Option expires March 19, 1957

3.33 acres at $500 per acre	$1,665.00	
Allow. for loss of direct access to main hwy.	500.00	
Allow. to improve 750 ft. of rd. connection to Jeff. hwy.	375.00	
Amount to be paid owner - chrg to Right of Way		$2,540.00

THINGS TO BE DONE BY THE STATE

Provide frontage road and re-establish entrance, W. side at Sta. 508+08.38.

Access controlled - none allowed - Sign rights acquired -

25395 McNally, J. and Fern (Benner)
Right of Way - Ch. Change
Option expires April 10, 1957

0.13 acre, lump sum	$ 200.00
Allow. in lieu of moving house, garage and replacing septic system	2,800.00

EXHIBIT "A" (Cont)

SALEM BY-PASS-JEFFERSON JUNCTION SECTION - PACIFIC HIGHWAY (Cont)

25395 McNally, J. and Fern (Cont)

Amount to be paid owners - chrg to Right of Way $3,000.00

Grantors allowed to build foot bridge near Sta. 62+50.

THINGS TO BE DONE BY THE STATE

Construct E. frontage road, and re-establish entrance to same at 60+40, 20' wide, E.

Access controlled - none allowed - Sign rights acquired - Confirmation of phone approval by Mr. McIver October 22, 1956.

SALEM BY-PASS-JEFFERSON JUNCTION - PACIFIC HIGHWAY

24318 Finden, Martin O. and Mildred SUPPLEMENTAL REPORT (Benner)
Right of Way

Pay to P.G.E., for taking down poles and line $128.50

Amount to be paid P.G.E. - chrg to Right of Way $128.50

Previous approval 8-16-56, $300.00, for land and fencing, only.

Confirmation of phone approval by Mr. McIver October 29, 1956.

MARION COUNTY LINE-ALBANY UNIT-N . JEFFERSON JUNCTION-ALBANY SECTION - PACIFIC HIGHWAY

25075 Bowman, O. L. and Jewel (Hart)
Right of Way and Ch. Easement
Option expires April 17, 1957

0.333 acre vacant State land in exchange for 0.795 acre of Bowman property. Exchange

Premises to be vacated by December 1, 1956.

State to convey to Grantors 0.333 acre acquired from S. L. Lamunyon, as an exchange part of the settlement upon the grounds and for the reason that the said property, in the opinion of the commission, is no longer needed, required, or

EXHIBIT "A" (Cont)

MARION COUNTY LINE-ALBANY UNIT-N. JEFFERSON JUNCTION-ALBANY SECTION - PACIFIC HIGHWAY (Cont)

25075 Bowman, O. L. and Jewel (Cont)

useful for highway purposes, and the value of the property to be acquired by the State is not less than the value of the property to be relinquished by the State.

Access controlled - none allowed - Sign rights not acquired -

25086 Seipp, Cora Lee (Friess)
Right of Way
Option expires April 16, 1957

0.07 acre, lump sum	$425.00	
Amount to be paid owner - chrg to Right of Way		$425.00

Grantor to remove 2 trees.

THINGS TO BE DONE BY THE STATE

Construct frontage road.

Access controlled - none allowed - Sign rights acquired -

25084 Rothrock, Henry E. and Nellie L. (Friess)
Right of Way, 1197 N. Pac. Hwy., Albany
Option expires April 25, 1957

0.11 acre, lump sum	$400.00	
Relocating 110' picket fencing, 2 entrance lights, corner concrete post, neon sign ($200)	510.00	
Re-establishing drain field tile at ditch	50.00	
Amount to be paid owners - chrg to Right of Way		$960.00

THINGS TO BE DONE BY THE STATE

Re-locate 2 approaches 50' wide at Stas. 1028+10 and 1028+80, and one 18' wide at Sta. 1029+50 to frontage road, and construct frontage road.

Access controlled - none allowed - Sign rights acquired -

EXHIBIT "A" (Cont)

MARION COUNTY LINE-ALBANY UNIT-N. JEFFERSON JUNCTION-ALBANY SECTION - PACIFIC HIGHWAY (Cont)

25072 Case, S. D. and Beatrice V. (Hart)
Right of Way
Option expires April 8, 1957

0.125 acre at $2,500- per acre	$310.00
Loss of direct hwy. access and other damage	240.00

Amount to be paid owners - chrg to Right of Way $550.00

Grantor to vacate by December 1, 1956

THINGS TO BE DONE BY THE STATE

Provide frontage road and re-establish approach to property in same location as at present; new c/l Sta. 1004+00, approx., E.

Access controlled - none allowed - Sign rights acquired -

25803 Kennel, Isaac et al (Hart)
Right of Way
Option expires April 2, 1957

0.25 acre at $2,500 per acre	$ 625.00
Three cabins plus a three-plex-Drc	8,625.00
Two septic tanks	1,000.00
Advertising sign	500.00
Furnishings	750.00
Damage	2,000.00

Amount to be paid owners - chrg to Right of Way $13,500.00

Grantor to vacate and remove picket fencing before December 1, 1956 or 5 days after receipt of payment.
Grantor to relinquish ownership of personal property as listed, and reserves well pump, pressure tank and Century water softener.

THINGS TO BE DONE BY THE STATE

Build approach to rem. property from Old Pac. Hwy., opposite Station 996+50, 30 feet in width at right of way line.
Guarantee against well contamination.

Access controlled - none allowed - Sign rights acquired -

EXHIBIT "A" (Cont)

MARION COUNTY LINE-ALBANY UNIT-E, JEFFERSON JUNCTION-ALBANY SECTION - PACIFIC HIGHWAY (Cont)

25068 Kennel, Isaac and Matilda (Hart)
Right of Way and Easement
Option expires April 9, 1957

0.34 acre at $1,100 per acre	$374.00	
0.07 acre (easement) at $1,100 per acre	76.00	
Amount to be paid owners - chrg to Right of Way		$450.00

Grantors to vacate by December 1, 1956.

Access controlled - none allowed - Sign rights acquired -

25076 George N. Jimerfield Estate (Hart)
Right of Way
Option expires March 26, 1957

0.12 acre at $1,000- per acre	$100.00	
Damage	150.00	
Amount to be paid owners - chrg to Right of Way		$250.00

Grantor to have one sign to advertise business within premises.

THINGS TO BE DONE BY THE STATE

Provide frontage road and construct approach road to W. boundary of rem. property between Stas. 1014+00 and 1015+50, approximately.

Access controlled - none allowed - Sign rights acquired -

25104 Bonney, Paul K. and Irene B. (Friess)
Right of Way, 3470 Dunlap, Albany
Option expires March 31, 1957

0.41 acre, lump sum	$1,000.00	
House, 1,100 sq.ft. at $7.50 per sq.ft.	8,250.00	
Garage, 400 sq.ft. at $1.40- per sq.ft.	550.00	
Amount to be paid owners - chrg to Right of Way		$9,800.00
Taxes to be pro-rated. Estimate		75.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$9,875.00

EXHIBIT "A" (Cont)

MARION COUNTY LINE-ALBANY UNIT-N. JEFFERSON JUNCTION-ALBANY SECTION - PACIFIC HIGHWAY (Cont.)

2510\ Bonney, Paul K. and Irene B. (Cont)

Grantors to vacate by December 15, 1956, or 15 days after receipt of payment.

Entire taking -

25740 Sapp, J. E. and Esther (Hart)
Right of Way
Option expires April 1, 1957

0.43 acre at $1,000 per acre	$430.00
Fencing	160.00
Damage	160.00

Amount to be paid owners - chrg to Right of Way $750.00

Grantors to remove existing fencing and vacate by December 1, 1956.

THINGS TO BE DONE BY THE STATE

Provide frontage road and construct two approaches to rem. property, one opp. 986+00 and one opp. 989+00, approx.

Access controlled - none allowed - Sign rights acquired -

TOLEDO-SILETZ SECTION - SILETZ HIGHWAY

25831 Logan, John et al (Benner)
Ditch Easement
Option expires April 15, 1957

0.22 acre, easement only	$100.00
39 rods fencing at $4 per rod	156.00

Amount to be paid owners - chrg to Right of Way $256.00

Compensation to be withheld till Grantor re-establishes fence.

Access not controlled -

EXHIBIT "A" (Cont)

TOLEDO-SILETZ SECTION - SILETZ HIGHWAY (Cont)

23818 Samuels, Cora and Whitney (Benner)
Right of Way
Quit Claim Deed signed October 26, 1956

0.27 acre, quit claim, lump sum	$25.00	
Amount to be paid owners - chrg to Right of Way		$25.00

LINN COUNTY LINE-JUDKINS POINT UNIT-ALBANY-JUDKINS POINT SECTION - PACIFIC HIGHWAY

25192 Woodruff, Harold E. and Edna May (Curfman)
Right of Way, Irr. Ditch and Dike Ease.
Option expires February 27, 1957

0.87 acre at $150- per acre	$130.00	
0.60 acre at $100 per acre	60.00	
0.07 acre at $150- per acre	10.00	
Irr. ditch easement, 0.79 acre	50.00	
Dike Ease., 0.26 acre	50.00	
Amount to be paid owners - chrg to Right of Way		$300.00

THINGS TO BE DONE BY THE STATE

Construct dike for use by car or truck and use same for crossing irrigation ditch. Dirt from ditch to be placed on W. side and leveled. Install fence before existing fences are open.

Access controlled - none allowed - Sign rights acquired -

25300 Howard, Helen N. (Holt)
Right of Way and Park
Option expires March 16, 1957

11.93 acres (6.82 A. Excess) at $500+ per acre	$6,015.00	
House, 952 sq.ft. at $4- per sq.ft.	3,608.00	
Pavillion, 3,520 sq.ft. at $0.50 per sq.ft.	1,760.00	
Concession bldg., 512 sq.ft. at $1 per sq.ft.	512.00	
Rest rooms, 288 sq.ft. at $3 per sq.ft.	864.00	
Standpipes, fireplaces, wiring	241.00	
Amount to be paid owner		$13,000.00
State to assume 1956-57 taxes. Estimate		130.00

EXHIBIT "A" (Cont)

LINN COUNTY LINE-JUDKINS POINT UNIT-ALBANY-JUDKINS POINT SECTION - PACIFIC HIGHWAY (Cont)

25300 Howard, Helen N. (Cont)

GRAND TOTAL (Estimate) - chrg to R/W and Parks, Est. 50% each $13,130.00

Entire taking -

25303 Johnson, Vernon S. and Doris (Allen)
Right of Way
Option expires February 21, 1957

2.18 acres at $600 per acre	$1,300.00
Rem. house, within 60 days after acceptance	225.00
Damage	425.00

Amount to be paid owners - chrg to Right of Way $1,950.00

THINGS TO BE DONE BY THE STATE

Fence right of way. Reconstruct approach at Sta. 2+00 "I" line N., and construct approach at 4+00 "I" line, N.

Access controlled - none allowed - Sign rights acquired -

25313 Mowen, Harry E. and Agnes A. (Allen)
Right of Way
Option expires February 20, 1957

0.48 acre, lump sum	$1,000.00
Damage	700.00

Amount to be paid owners - chrg to Right of Way $1,700.00

Access not controlled - Sign rights acquired -

FERRY STREET BRIDGE-MOHAWK ROAD SECTION - EUGENE-SPRINGFIELD HIGHWAY

23527 Cott, Jesse A. and Enid (Curfman)
Right of Way
Option expires April 11, 1957

6 acres at $1,650 per acre	$9,900.00
1.06 acres at $600- per acre	600.00

Amount to be paid owners - chrg to Right of Way $10,500.00

EXHIBIT "A" (Cont)

PERRY STREET BRIDGE-MOHAWK ROAD SECTION - EUGENE-SPRINGFIELD HIGHWAY (Cont)

23527 Cott, Jesse A. and Enid (Cont)

State to assume 1956-57 taxes. Estimate	$ 105.00
GRAND TOTAL (Estimate) - chrg to Right of Way	$10,605.00

Entire taking -

WALTON-NOTI SECTION - RICHARDSON EUGENE HIGHWAY

25331 Long Bell Lumber Company (Morgan)
Right of Way
Option expires March 6, 1957

2.60 acres at $100 per acre	$260.00	
Amount to be paid owner - chrg to Right of Way		$260.00
State to assume 1956-57 taxes. Estimate		3.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$263.00

Grantor reserves mineral rights.

Access not controlled -
Confirmation of phone approval by Mr. McIver October 5, 1956.

SIUSLAW HIGHWAY-ALPHA SECTION - ALSEA-DEADWOOD HIGHWAY

9661 School District #112, Deadwood, Oregon (Holt)
Stockpile Site
Option expires March 22, 1957

1.12 acres, lump sum	$500.00	
Amount to be paid owner - chrg to Stockpile Site		$500.00

School District giving quitclaim deed for overlap of State owned stockpile site.

DAVIS SLOUGH-BANDON SECTION - OREGON COAST HIGHWAY

25753 Roberts, L. J. (Curfman)
Easement for Temporary Hauling Road
Option expires March 31, 1957

0.2 acre	$10.00

EXHIBIT "A" (Cont)

DAVIS SLOUGH-BANDON SECTION - OREGON COAST HIGHWAY (Cont)

25753 Roberts, L. J. (Cont)

Amount to be paid owner - chrg to Quarry Site $10.00

THINGS TO BE DONE BY THE STATE

Road to be left in as good condition as present.

25752 Ray, Winifred G. et al (Curfman)
Exploratory for Quarry
Option expires April 3, 1957

9 acres at $150 per acre $1,350.00

Amount to be paid owners - chrg to Quarry Site $1,350.00

Exploratory option to be accepted if material found satisfactory.

RINEHART CREEK-FRANKPORT SECTION - OREGON COAST HIGHWAY

24632 Nash, Norman J. (Morgan)
Release for Claim for Damages
Release signed September 27, 1956

Damages to approx. 7 1/2 acres at $200 per acre $1,500.00

Amount to be paid owner - chrg to Right of Way $1,500.00

Access controlled -

BPR PROJECT

GREGGS CREEK-WEDDERBURN SECTION - OREGON COAST HIGHWAY

23717 Knox, Robert M. and Dorothy D. (Morgan)
Right of Way
Option expires March 26, 1957

Two, 1 acre homesites at $1,500 per acre $3,000.00

Amount to be paid owners - chrg to Right of Way $3,000.00

THINGS TO BE DONE BY THE STATE

Fence new right of way.

Access controlled -

EXHIBIT "A" (Cont)

GOLD BEACH-HUNTER CREEK UNIT-GOLD BEACH-CAPE SEBASTIAN SECTION - OREGON COAST HIGHWAY

25358 Youngquist, Henry S. and Mabel B. (Riley)
Right of Way and Easement
Option expires March 9, 1957

2,178 sq.ft. at $0.50 per sq.ft.	$1,089.00	
Easement, .03 acre, lump sum	11.00	
Amount to be paid owners - chrg to Right of Way		$1,100.00

THINGS TO BE DONE BY THE STATE

Extend 18" concrete pipe beyond grantors' property line.

Access controlled -

25400 Smedberg, Mary et al (Riley)
Right of Way and Easement
Option expires March 25, 1957

3,920 sq.ft. at $0.50 per sq.ft.	$1,960.00	
Easement, .07 acre	40.00	
Amount to be paid owners - chrg to Right of Way		$2,000.00

Grantor to notify owners to remove signs 30 days after acceptance.

THINGS TO BE DONE BY THE STATE

Construct road approaches near N. and S. property lines at approx. Stas. 58+35 and 59+98. Sidewalk and curb to be extended to Sta. 60+00. Access: Stas. 58+35 and 59+98, W., unrestricted.

Access controlled -

25509 Kerber, Archie E. and Margaret E. (Riley)
Right of Way
Option expires February 26, 1957

3,920 sq.ft. at $0.50 per sq.ft.	$1,960.00	
Amount to be paid owners - chrg to Right of Way		$1,960.00

THINGS TO BE DONE BY THE STATE

EXHIBIT "A" (Cont)

GOLD BEACH-HUNTER CREEK UNIT-GOLD BEACH-CAPE SEBASTIAN SECTION - OREGON COAST HIGHWAY (Cont)

25509 Kerber, Archie E. and Margaret E. (Cont)

Reconstruct road approaches at N. and S. lines of property.
Access: Stas 48+10, 48+85 and 49+50, W., unrestricted.

Access controlled -

25514 Smedberg, Mary J. (Riley)
Right of Way and Easement
Option expires March 4, 1957

3,920 sq.ft. at $0.50 per sq.ft.	$1,960.00	
Easement, 0.07 acre	10.00	
Amount to be paid owner - chrg to Right of Way		$1,970.00

Grantor to notify owners to move sign within 30 days of acceptance.
Access: Sta. 56+85, W., unrestricted.

Access controlled -

25760 Shields, Charles G. et al (Riley)
Slope Easement
Option expires March 12, 1957

1,070 sq.ft., lump sum	$25.00	
Amount to be paid owners - chrg to Right of Way		$25.00

THINGS TO BE DONE BY THE STATE

Replace existing fence.
Access: Sta. 19+20, W., unrestricted.

Access controlled -

25497 Prince, Amelia (Riley)
Right of Way
Option expires March 23, 1957

7,875 sq.ft. (5,775 sq.ft. Excess) at $0.50 per sq.ft.	$3,937.50

EXHIBIT "A" (Cont)

GOLD BEACH-HUNTER CREEK UNIT-GOLD BEACH-CAPE SEBASTIAN SECTION - OREGON COAST HIGHWAY (Cont)

25497 Prince, Amelia (Cont)

Dwelling, 828 sq.ft., garage, 160 sq.ft.	$4,000.00	
Improvements	62.50	
Amount to be paid owner - chrg to Right of Way		$8,000.00

Grantor to notify tenant to vacate 30 days after acceptance.

Entire taking -

25516 Brooks, Charles M. et al (Riley)
Right of Way
Option expires March 3, 1957

3,050 sq.ft. at $50 per sq.ft.	$1,525.00	
Amount to be paid owners - chrg to Right of Way		$1,525.00

THINGS TO BE DONE BY THE STATE

Fifty foot access to be located at time of construction.
Access: 69+70 W., unrestricted.

Access controlled -

25498 Grimes, L. C. and Louise M. CORRECTION REPORT (Riley)
Right of Way and S. Easement
Option expires April 14, 1957

436 sq.ft. at $0.50+ per sq.ft.	$220.00	
.016 acre, sl. easement	65.00	
Amount to be paid owners - chrg to Right of Way		$285.00

THINGS TO BE DONE BY THE STATE

Reconstruct road approach.
Access: Sta. 25+70, E., unrestricted.

This supersedes and cancels 8-22-56 $275 option approved 9-27-56

Access controlled -

EXHIBIT "A" (Cont)

GOLD BEACH-HUNTER CREEK UNIT-GOLD BEACH-CAPE SEBASTIAN SECTION - OREGON COAST HIGHWAY (Cont)

9046 Veteran's Memorial Association of Gold Beach (Riley)
Right of Way
Option expires January 24, 1957

1,039 sq.ft. at $0.50 per sq.ft.	$ 519.50
Remove approx. 20 feet of front of bldg., construct new front, relocate rest rooms and check room	4,500.00

Amount to be paid owners - chrg to Right of Way $5,019.50

Grantors to remove portion of bldg. to clear r/w within 120 days after acceptance.

Access controlled -

25494 Metzgus, Fred and Byrdie (Riley)
Right of Way
Option expires March 24, 1957

1,800 sq.ft. at $0.50 per sq.ft.		$ 900.00
Lawn, shrubs		25.00
Plus moving 2 houses	Not over	4,950.00

Amount to be paid owners - chrg to Right of Way Not over $5,875.00

Access controlled -

25512 Sibley, W. D. and Louise M. (Riley)
Right of Way and Sl. Easement
Option expires April 15, 1957

2,178 sq.ft. at $0.50 per sq.ft.		$1,089.00
0.04 acre sl. easement		11.00
Plus moving store bldg. (Hodney bid)	Not over	9,250.00

Amount to be paid owners - chrg to Right of Way Not over $10,350.00

THINGS TO BE DONE BY THE STATE

Reconstruct existing driveway at Sta. 53+16.
Access: Stas. 53+16, 54+5, W. side, unrestricted.

Access controlled -

EXHIBIT "A" (Cont)

CHINA GULCH-COPPER ROAD SECTION - MEDFORD-PROVOLT HIGHWAY

25759 Vessel, Elizabeth K. (Allen)
Right of Way
Option expires March 10, 1957

0.3 acres, lump sum $125.00

Amount to be paid owner - chrg to Right of Way $125.00

Access not controlled -

SHADY-CANYONVILLE SECTION - PACIFIC HIGHWAY

25675 Holmgren, Joseph W. and Ruth E. (Morgan)
Right of Way
Option expires April 7, 1957

1.8 acres at $150 per acre $270.00

Amount to be paid owners - chrg to Right of Way $270.00

THINGS TO BE DONE BY THE STATE

Fence new right of way line.

Access controlled - none allowed - Sign rights not acquired -

MYRTLE CREEK-UMPQUA BEND UNIT-MYRTLE CREEK-CANYONVILLE SECTION - PACIFIC HIGHWAY

21013 Weaver, Adeline (Byrum)
Right of Way
Option expires April 2, 1957

8.58 acres (0.34 acre Excess) at $700- per acre $5,957.00
Damages 420.00

Amount to be paid owner - chrg to Right of Way $6,377.00

State to assume 1956-57 taxes. Estimate 65.00

GRAND TOTAL (Estimate) - chrg to Right of Way $6,442.00

Grantor has right to use pipe line for running water line through same.

THINGS TO BE DONE BY THE STATE

EXHIBIT "A" (Cont)

MYRTLE CREEK-UMPQUA BEND UNIT-MYRTLE CREEK-CANYONVILLE SECTION - PACIFIC HIGHWAY (Cont)

21013 Weaver, Adeline (Cont)

Construct E. frontage road and road approach to same at Sta. 76+50.
Install 8" pipe line under Co. Rd. connection at Sta. A6+02.
Fence right of way.

Access controlled - none allowed - Sign rights not acquired -

21027 Lewis, Mabel (Holt)
Right of Way
Option expires April 18, 1957

13.0 acres at $700 per acre	$ 9,100.00
3.92 acres at $500 per acre	1,960.00
Severance damage	8,940.00

Amount to be paid owner - chrg to Right of Way $20,000.00

THINGS TO BE DONE BY THE STATE

Provide a 16' roadway underneath bridge near Sta. 153.
Install an 18" pipe beneath hwy. at Sta. 177+50.
Construct within r/w W. side 2'-bottom drainage ditch from Sta. 167+00 N. to Sta. 160+00 and a 10'-bottom drainage ditch from 160+00 N. to Umpqua River.
Fence right of way.

Access controlled - none allowed - Sign rights not acquired -

21014 Weaver, Orval H. and Laura M. (Byrum)
Right of Way
Option expires March 28, 1957

6.27 acres at $700 per acre	$4,389.00
Damage	525.00

Amount to be paid owners - chrg to Right of Way $4,914.00

State to assume 1956-57 taxes. Estimate 50.00

GRAND TOTAL (Estimate) - chrg to Right of Way $4,964.00

EXHIBIT "A" (Cont)

MYRTLE CREEK-UMPQUA BEND UNIT-MYRTLE CREEK-CANYONVILLE SECTION - PACIFIC HIGHWAY (Cont)

21014 Weaver, Orval H. and Laura M. (Cont)

THINGS TO BE DONE BY THE STATE

Fence right of way. Provide frontage road E. & construct road appr. 14' wide at Sta. 84+20.

Access controlled - none allowed - Sign rights not acquired -

21015 Jones, Eleanor (Byrum)
Right of Way
Option expires March 27, 1957

4.59 acres at $700 per acre	$3,213.00	
Damage	735.00	
Amount to be paid owner - chrg to Right of Way		$3,948.00
State to assume 1956-57 taxes. Estimate		40.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$3,988.00

THINGS TO BE DONE BY THE STATE

Fence right of way. Provide E. frontage road and construct road approach 14' wide at Sta. 87+30.

Access controlled - none allowed - Sign rights not acquired -

21016 Briggs, Bess W. and Ermel (Byrum)
Right of Way
Option expires March 27, 1957

3.50 acres at $700 per acre	$2,450.00	
Damage	1,008.00	
Amount to be paid owners - chrg to Right of Way		$3,458.00
State to assume 1956-57 taxes. Estimate		35.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$3,493.00

THINGS TO BE DONE BY THE STATE

Fence right of way. Provide E. frontage road and construct 14' wide road approach at Sta. 90+35.

EXHIBIT "A" (Cont)

MYRTLE CREEK-UMPQUA RIVER UNIT-MYRTLE CREEK-CANYONVILLE SECTION - PACIFIC HIGHWAY (Cont)

21016 Briggs, Bess W. and Ermel (Cont)

Access controlled - none allowed - Sign rights not acquired -

21017 Weaver, William P. and Mary H. (Byrum)
Right of Way
Option expires March 27, 1957

2.54 acres at $700 per acre	$1,778.00	
Damages	1,024.84	
Amount to be paid owners - chrg to Right of Way		$2,802.84
State to assume 1956-57 taxes. Extimate		30.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$2,832.84

Grantor to have right to use pipe line for water line under hwy.

THINGS TO BE DONE BY THE STATE

Fence right of way. Install 8" pipe line under hwy. at Sta. 93+00. Provide E. frontage road and construct 14' wide road approach at Sta. 92+50.

Access controlled - none allowed - Sign rights not acquired -

21018 Weaver, C. R. and William P. (Byrum)
Right of Way
Option expires March 27, 1957

2.31 acres at $700 per acre	$1,617.00	
Damage	1,312.50	
Amount to be paid owners - chrg to Right of Way		$2,929.50
State to assume 1956-57 taxes. Estimate		30.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$2,959.50

Grantor to have right to use pipe line for water line under hwy.

THINGS TO BE DONE BY THE STATE

EXHIBIT "A" (Cont)

MYRTLE CREEK-UMPQUA BEND UNIT-MYRTLE CREEK-CANYONVILLE SECTION - PACIFIC HIGHWAY (Cont)

21018 Weaver, C. R. and William P. (Cont)

Fence right of way. Install 8" pipe line under hwy. at Sta. 93+00. Provide E. frontage road and construct 14' wide road approach at Sta. 94+00.

Access controlled - none allowed - Sign rights not acquired -

21019 Weaver, C. R. (Byrum)
Right of Way
Option expires March 27, 1957

4.47 acres at $700 per acre	$3,129.00	
Damage	2,556.75	
Amount to be paid owner - chrg to Right of Way		$5,685.75
State to assume 1956-57 taxes. Estimate		60.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$5,745.75

Grantor to have right to use pipe line for water line under hwy.

THINGS TO BE DONE BY THE STATE

Fence right of way. Install 8" pipe line under hwy. at Sta. 97+80 and 102+40. Provide E. frontage road and construct 14' wide road approach at Sta. 96+50 and 101+00.

Access controlled - none allowed - Sign rights not acquired -

21020 Weaver, Lela Mae (Byrum)
Right of Way
Option expires March 27, 1957

2.25 acres at $700 per acre	$1,575.00	
Damage	1,216.25	
Amount to be paid owner - chrg to Right of Way		$2,791.25
State to assume 1956-57 taxes. Estimate		30.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$2,821.25

EXHIBIT "A" (Cont)

MYRTLE CREEK-UMPQUA BEND UNIT-MYRTLE CREEK-CANYONVILLE SECTION - PACIFIC HIGHWAY (Cont)

21020 Weaver, Lela Mae (Cont)

Grantor to have right to use pipe line for water line under hwy.

THINGS TO BE DONE BY THE STATE

Fence right of way. Install 8" pipe line under hwy. at Sta. 97+80. Provide E. frontage road and construct 14' wide road approach at Sta. 99+00.

Access controlled - none allowed - Sign rights not acquired -

21022 Carter, Harlan B. and Ora W. (Byrum)
Right of Way
Option expires April 1, 1957

2.16 acres at $700 per acre	$1,512.00
Damage	1,214.50

Amount to be paid owners - chrg to Right of Way $2,726.50

Grantor to have right to use pipe line for water line under hwy.

THINGS TO BE DONE BY THE STATE

Fence right of way. Install 8" pipe line under hwy. at Sta. 102+40. Provide E. frontage road and construct 14' wide road approach at Sta. 103+50.

Access controlled - none allowed - Sign rights not acquired -

21023 Schmoll, Henry and Susan W. (Byrum)
Right of Way
Option expires April 7, 1957

2.28 acres at $700 per acre	$1,596.00
Damage	1,558.20

Amount to be paid owners - chrg to Right of Way $3,154.20

State to assume 1956-57 taxes. Estimate 35.00

GRAND TOTAL (Estimate) - chrg to Right of Way $3,189.20

EXHIBIT "A" (Cont)

MYRTLE CREEK-UMPQUA BEND UNIT-MYRTLE CREEK-CANYONVILLE SECTION - PACIFIC HIGHWAY (Cont)

21023 Schmoll, Henry and Susan W. (Cont)

Grantor to have right to use pipe line for running water line under hwy.

THINGS TO BE DONE BY THE STATE

Install 8" pipe line under hwy. at Sta. 107+00. Fence r/w line. Construct frontage road and approach road 14' wide at Sta. 106+00.

Access controlled - none allowed - Sign rights not acquired -

WOLF CREEK-SEXTON MOUNTAIN SECTION - PACIFIC HIGHWAY

25845 Williams, Annie (Morgan)
Property because of Flood Damage
Option expires March 31, 1957

1.03 acres at $500 per acre	$ 515.00
House, 720 sq.ft. at $4 per sq.ft.	2,880.00
House, 800 sq.ft. at $4.50- per sq.ft.	3,500.00
Shop, 605 sq.ft. at $1 per sq.ft.	605.00

Amount to be paid owner - chrg to Right of Way $7,500.00

Taxes to be pro-rated. Estimate 100.00

GRAND TOTAL (Estimate) - chrg to Right of Way $7,600.00

Rentors to be notified 5 days after Grantor receives payment that they are renting from State.

Entire taking -

JUMP OFF JOE CREEK-GRANTS PASS SECTION - PACIFIC HIGHWAY

24503 Mooney, Howard E. and Nora G. SUPPLEMENTAL REPORT (Morgan)
Right of Way, Mining claim interest
Quit Claim Deed signed October 3, 1956

7.25 acres, lump sum $200.00

Amount to be paid owners - chrg to Right of Way $200.00

Access controlled - none allowed -

EXHIBIT "A" (Cont)

JUMP OFF JOE CREEK-GRANTS PASS SECTION - PACIFIC HIGHWAY (Cont)

24503 Mooney, Robert L.; Mooney, Hazel SUPPLEMENTAL REPORT (Morgan)
Right of Way, Mining claim interest
Quite Claim Deed signed October 3, 1956

7.94 acres, lump sum $200.00

Amount to be paid owners - chrg to Right of Way $200.00

Access controlled - none allowed -

25589 Bjorge, Dewey et al CORRECTION REPORT (Morgan)
Right of Way
Option expires March 31, 1957

2.09 acres at $200 per acre $418.00

Amount to be paid owners - chrg to Right of Way $418.00

Supersedes and cancels previous September 27-28 approval of $228.00, for 1.14 acres.

Access controlled - none allowed - Sign r ights acquired -

25833 Chancellor, O. E. and Marie (Morgan)
Easement for Haul Road
Option expires March 31, 1957

3.36 acres easement $75.00

Amount to be paid owners - chrg to Quarry Site $75.00

THINGS TO BE DONE BY THE STATE

Leave road graded and in good condition.

25834 Wright, Earl L. and Mary E. (Morgan)
Easement for Haul Road
Option expires April 2, 1957

1 acre easement $130.00

Amount to be paid owners - chrg to Quarry Site

Grantors to have use of road at all times.

THINGS TO BE DONE BY THE STATE

Leave road graded and in good condition.

EXHIBIT "A" (Cont)

JUMP OFF JOE CREEK-GRANTS PASS SECTION - PACIFIC HIGHWAY (Cont)

25835 Chancellor, Roy D. et al (Morgan)
Haul Road Easement
Option expires April 18, 1957

0.54 acre, easement $200.00

Amount to be paid owners - chrg to Quarry Site $200.00

THINGS TO BE DONE BY THE STATE

Leave road graded and in good condition.
If Grantor fences adjoining property before release of easement, State to furnish 2 metal gates.

JOSEPHINE COUNTY LINE-ROGUE RIVER ROAD SECTION - PACIFIC HIGHWAY

25626 Doty, C. L.; Billings, Beulah (Curfman)
Right of Way
Option expires April 21, 1957

250 sq.ft. at $0.10 per sq.ft. $25.00

Amount to be paid owners - chrg to Right of Way $25.00

Access not controlled -

ASHLAND UNDERCROSSING-HELMAN STREET SECTION - PACIFIC HIGHWAY

25795 Reece, Walter and Candace (Curfman)
Slope Easement
Easement signed October 17, 1956

440 sq.ft. at $0.09+ per sq.ft., sl. easement $40.00

Amount to be paid owners - chrg to Right of Way $40.00

Access not controlled -

25797 Thompson, Arthur H. et al (Curfman)
Slope Easement
Easement signed October 16, 1956

1,600 sq.ft. at $0.10 per sq.ft., sl. easement $160.00
Cost of moving fence plus one tree 40.00

EXHIBIT "A" (Cont)

ASHLAND UNDERCROSSING-HELMAN STREET SECTION - PACIFIC HIGHWAY (Cont)

25797 Thompson, Arthur H. et al (Cont)

Amount to be paid owners - chrg to Right of Way $200.00

Access not controlled -

25798 Laurent, Elnora (Allen)
Slope Easement
Easement signed October 16, 1956

1,000 sq.ft. sl. easement at $0.10 per sq.ft. $100.00
Allow. for replacing sidewalk 15.00

Amount to be paid owner - chrg to Right of Way $115.00

Access not controlled -

25799 O'Harra, Milo P. and Carrie M. (Curfman)
Slope Easement
Easement signed October 18, 1956

415 sq.ft. at $0.10 per sq.ft., sl. easement $41.50

Amount to be paid owners - chrg to Right of Way $41.50

Access not controlled -

25789 Ashland Company of Jehovah's Witnesses (Allen)
Slope Easement
Easement signed October 22, 1956

500 sq.ft. easement at $0.10 per sq.ft. $50.00

Amount to be paid owners - chrg to Right of Way $50.00

Access not controlled -

25790 Gandee, Ada A. (Allen)
Slope Easement
Easement signed October 17, 1956

1,125 sq.ft. sl. easement, lump sum $115.00

Amount to be paid owner - chrg to Right of Way $115.00

Access not controlled -

EXHIBIT "A" (Cont)

ASHLAND UNDERCROSSING-HELMAN STREET SECTION - PACIFIC HIGHWAY (Cont)

25781 Blume, Peter and Lillian (Curfman)
Right of Way
Option expires April 18, 1957

2,178 sq.ft. at $0.10 per sq.ft.	$217.80	
Improvements	132.20	
Amount to be paid owners - chrg to Right of Way		$350.00
Estimated cost of steps and wall		180.00
GRAND TOTAL (Estimate)		$530.00

THINGS TO BE DONE BY THE STATE

Replace steps at approx. Sta. 84+50. Rock wall to be replaced withcement wall if disturbed.

Access not controlled -

25784 Jones, R. E. and Hope O. (Allen)
Right of Way and Sl. Easement
Option expires April 15, 1957

0.01 acre, lump sum	$120.00	
0.02 acre, sl. easement	86.00	
Damage	100.00	
Amount to be paid owners - chrg to Right of Way		$306.00

Access not controlled -

25792 Garrett, Rodney and Clarice A. (Allen)
Slope Easement
Easement signed October 16, 1956

1,190 sq.ft. sl. easement	$150.00	
Amount to be paid owners - chrg to Right of Way		$150.00

Access not controlled -

25794 Jewett, Jay; Stack, Zelda (Allen)
Slope Easement
Easement signed October 16, 1956

250 sq.ft. sl. easement at $0.10 per sq.ft. $25.00

EXHIBIT "A" (Cont)

ASHLAND UNDERCROSSING-HELMAN STREET SECTION - PACIFIC HIGHWAY (Cont)

25794 Jewett, Jay; Stack, Zelda (Cont)

Amount to be paid owners - chrg to Right of Way $25.00

Access not controlled -

25796 Van Prooyen, Henry (Allen)
Slope Easement
Easement signed October 16, 1956

250 sq.ft. sl. easement at $0.10 per sq.ft. $25.00

Amount to be paid owner - chrg to Right of Way $25.00

Access not controlled -

25800 Hadfield, Mary F. (Allen)
Slope Easement
Easement signed October 16, 1956

300 sq.ft. sl. easement at $0.10 per sq.ft. $30.00

Amount to be paid owner - chrg to Right of Way $30.00

Access not controlled -

25890 Hawley, L. R. (Allen)
Slope Easement
Easement signed October 23, 1956

200 sq.ft. sl. easement at $0.10 per sq.ft. $20.00

Amount to be paid owner - chrg to Right of Way $20.00

Access not controlled -

25793 Millett, Harvey U. et al (Curfman)
Slope Easement
Easement signed October 16, 1956

400 sq.ft. easement at $0.10 per sq.ft. $40.00

Amount to be paid owners - chrg to Right of Way $40.00

Access not controlled -

EXHIBIT "A" (Cont)

NORTH BOUND ROUTE-ASHLAND SECTION - PACIFIC HIGHWAY

23839 Southern Pacific Company
Right of Way
Deed signed August 13, 1956

0.089 acre	$892.00	
Amount to be paid owners - chrg to Right of Way		$892.00

ROWENA-THE DALLES UNIT-MOSIER-THE DALLES SECTION - COLUMBIA RIVER HIGHWAY

25814 Mid-Columbia Livestock Show Association (Bucknum)
Right of Way
Option expires April 15, 1957

0.1 acre	$500.00	
Amount to be paid owners - chrg to Right of Way		$500.00

Access controlled - none allowed - Sign rights acquired -

WILLOWDALE-LYLE GAP UNIT-WILLOWDALE-MADRAS SECTION - THE DALLES-CALIFORNIA HIGHWAY

25519 Shafer, Roy E. and Norma E. (Bucknum)
Right of Way
Option expires March 25, 1957

7.11 acres at $300 per acre	$2,133.00	
Easement for water line, 0.64 acre at $300/acre	192.00	
Easement for water line & canal purposes, 0.32 acre at $300 per acre	96.00	
Relocation of corral and loading chute	376.00	
Moving garage	200.00	
Fencing, 393 rods at $3.50 per rod	1,375.00	
Amount to be paid owners - chrg to Right of Way		$4,372.50

THINGS TO BE DONE BY THE STATE

Permit encroachment of concrete cellar on r/w on SW side opp. Sta. 486+00 and protect cellar. Protect water line crossing hwy. approx. Stas. 496+00 and 485+65.

Access: NW side, 25', at Stas. 468+75, 485+00 and 486+36, and on SE side at 470+00, 486+36 and 496+03 for farming and private residential use.

27377

EXHIBIT "A" (Cont)

WILLOWDALE-LYLE GAP UNIT-WILLOWDALE-MADRAS SECTION - THE DALLES- CALIFORNIA HIGHWAY (Cont)

25519 Shafer, Roy E. and Norma E. (Cont)

Access controlled -

25523 Kennedy, Chester M. (English)
Right of Way
Option expires March 27, 1957

11.98 acres at $15 per acre	$179.70
Fencing, 255 rods at $3 per rod	765.00
Amount to be paid owner - chrg to Right of Way	$944.70

Access controlled - none allowed -

25521 Horigan, J. Lester and Alma F. (English)
Right of Way and Quarry
Option expires April 10, 1957

6.14 acres at $70 per acre	$ 429.80	
5.30 acres at $40 per acre	212.00	
14.34 acres at $25 per acre	358.50	
51.91 acres at $15 per acre	778.60	
Fencing, 722 rods at $3 per rod	2,166.00	
Severance damage (17.5 acres Excess)	241.40	
Amount to be paid owners - chrg to Quarry		$ 500.00
Amount to be paid owners - chrg to Right of Way		3,686.30
GRAND TOTAL		$4,186.30

Grantors' fence may encroach 20' inside of r/w between Stas. 675+00 and 676+19.23, N.

Access: 40' at Sta. 717+00, S. and Sta. 733+00, N. for farming.

Access controlled -

EAST UNIT-EAGLE ROCK POST SECTION - PAULINA SECONDARY HIGHWAY

24729 Hudspeth Land and Livestock Company (Bucknum)
Slope Easement
Easement signed October 22, 1956

EXHIBIT "A" (Cont)

EAST UNIT-EAGLE ROCK-POST SECTION - PAULINA SECONDARY HIGHWAY (Cont)

24729 Hudspeth Land and Livestock Company (Cont)

0.69 acres easement	$50.00	
Amount to be paid owner - chrg to Right of Way		$50.00

Access not controlled -

MARKS CREEK SECTION - OCHOCO HIGHWAY

25621 Hudspeth Land and Livestock Company (Bucknum)
Slope and Drainage Easement
Easement signed October 22, 1956

.16 acre, sl. ease. and 4.0 acres dr. ease.	$50.00	
Amount to be paid owner - chrg to Right of Way		$50.00

Access not controlled -

DAYVILLE-MT. VERNON SECTION - JOHN DAY HIGHWAY

25891 Shank, Isaac (Cozad)
Right of Way for Channel Ch.
Option expires April 18, 1957

.06 acre	$100.00	
.005 acre	25.00	
Amount to be paid owner - chrg to Right of Way		$125.00

Access not controlled -

SPRAY-KIMBERLY SECTION - JOHN DAY HIGHWAY

23024 McCarty, C. A. (Cozad)
Damage
Agreement signed October 16, 1956

Release of damage to pumping system	$750.00	
Amount to be paid owner - chrg to Right of Way		$750.00

EMIGRANT HILL-DEADMANS PASS SECTION - OLD OREGON TRAIL HIGHWAY

20250 Bureau of Indian Affairs (Brainerd)
Elimination of Access and Sign restrictions
Special Warranty Deeds

EXHIBIT "A" (Cont)

EMIGRANT HILL-DEADMANS PASS SECTION - OLD OREGON TRAIL HIGHWAY (Cont)

20250 Bureau of Indian Affairs (Cont)

D-32 Crawford et ux	Sign restriction plus elimination of 2 points of access		$50.00
D-33 Abraham, a widow	"	"	50.00
D-35 Alexander et al	"	"	50.00
D-36 Alexander et al	"	"	50.00
D-37 Shippentower, et ux	"	"	50.00
D-38 Minthorne et al	"	"	100.00
D-40 Hayes et al	Elimination of all access plus sign restriction		50.00
E-42 Mann et ux	"	"	50.00
E-43 Kash Kash et ux	"	"	50.00
E-44 Williams et ux	"	"	50.00
E-45 Kash Kash et al	"	"	50.00

Amount to be paid Indian Affairs - chrg to Right of Way $600.00

Access controlled - none allowed within limits of project -

B.P.R. PROJECT

SOUTH UNIT-FOREST BOUNDARY BURNS SECTION - JOHN DAY-BURNS HIGHWAY

25841 Brown, Alfred (Bucknum)
Quarry Lease for duration of B.P.R. cont.
Proposed Lease signed October 4, 1956

Lease, 9.87 acres, lump sum $1,700.00

Amount to be paid owner - chrg to Quarry Site $1,700.00

Grantor permitted to remove excess road materials over 65,000 yards; first 65,000 yards property of State.

THINGS TO BE DONE BY THE STATE

EXHIBIT "A" (Cont)

SOUTH UNIT-FOREST BOUNDARY BURNS SECTION - JOHN DAY-BURNS HIGHWAY (Cont)

25841 Brown, Alfred (Cont)

Leave cattle guard in place now located W. of 286+29.
Access: 286+29, W., 30' wide for residential, farming and removing quarry material.

Confirmation of phone approval by Mr. Reynolds October 5, 1956

MARION COUNTY LINE-ALBANY UNIT-N. JEFFERSON JCT.-ALBANY SECTION - PACIFIC HIGHWAY

25079 Boock, John A. et al (Hart)
Right of Way
Option expires April 30, 1957

0.10 acre at $2,500 per acre	$250.00
Damage	400.00

Amount to be paid owners - chrg to Right of Way $650.00

Grantors to vacate by December 1, 1956.

Access controlled - none allowed - Sign rights not acquired.

25482 Burkhart, John G. et al (Hart)
Right of Way
Option expires May 1, 1957

16.72 acres at $1,250 per acre	$20,900.00
Damage	5,500.00

Amount to be paid owners - chrg to Right of Way $26,400.00

Grantor allowed to harvest crop prior to and if it does not interfere with hwy. construction work, otherwise Grantor will be re-imbursed for seeding 16.72 acres 200.00
Grantor to vacate by December 1, 1956 or within 5 days of receipt of payment, except for crop.

THINGS TO BE DONE BY THE STATE

Construct two approach roads.

Access controlled - none allowed - Sign rights acquired -

EXHIBIT "A" (Cont)

SILVER CREEK FALLS HWY. JCT.-SUBLIMITY GUN CLUB U.-AIRPORT ROAD-STOUT CR. SECT.-N. SANTIAM HWY.

22588 Gardner, Joseph E. and Pearl A. (Norlin)
Right of Way
Option expires May 4, 1957

28.06 acres at $90+ per acre (23.34 A. Excess)	$2,550.00	
Timber and cordwood	450.00	
Damage	1,500.00	
Amount to be paid owners - chrg to Right of Way		$4,500.00

THINGS TO BE DONE BY THE STATE

Fence r/w on S. side of hwy.

Access controlled - none allowed -

CANNON BEACH JUNCTION SECTION - SUNSET HIGHWAY

25661 Crown Zellerbach Corp. (Friess)
Right of Way
Option expires April 30, 1957

.041 acre, lump sum	$40.00	
Amount to be paid owners - chrg to Right of Way		$40.00

THINGS TO BE DONE BY THE STATE

Re-establish an approach road near Sta. 186+00, 40'.
Grantor reserves right of access to Sunset Hwy. near Sta. 186+00.

Access controlled -

BURNS-LAWEN SECTION - BURNS-CRANE HIGHWAY

12413 Beebe Pete Heirs (U. S. Bureau of Indian Affairs)
Right of Way

2.1 acres at $5 per acre	$10.50	
Amount to be paid owners - chrg to Right of Way		$10.50

THINGS TO BE DONE BY THE STATE

EXHIBIT "A" (Cont)

BURNS-LAWEN SECTION - BURNS-CRANE HIGHWAY (Cont)

12413 Beebe Pete Heirs (U. S. Bureau of Indian Affairs) (Cont)

1946 negotiations said State to rebuild fences.

Access not controlled -

FERRY STREET BRIDGE-MOHAWK ROAD SECTION - EUGENE-SPRINGFIELD HIGHWAY

23525 Purigreski, Lazar and Rosa E. (Curfman)
Right of Way, 480 Sunshine Acres Dr., Eugene
Option expires April 30, 1957

10,018 sq.ft. at $0.10- per sq.ft.	$1,000.00
Septic tank, drainfield	200.00
Sidewalk, lawn and shrubs	100.00
Amount to be paid owners - chrg to Right of Way	$1,300.00

Access controlled - none allowed - Sign rights acquired -

ASHLAND UNDERCROSSING-HELMAN STREET SECTION - PACIFIC HIGHWAY

25782 Hart, Ery and Cora E. (Allen)
Right of Way
Option expires April 25, 1957

2,616 sq.ft. at $0.10- per sq.ft.	$250.00
Damage	250.00
Amount to be paid owners - chrg to Right of Way	$500.00

Access not controlled -

ADAMS STREET-MC MINNVILLE SECTION - PACIFIC HIGHWAY WEST

22193 Steinbruck, Allie O. and Fred V. (Benner)
Right of Way, 117 Fifth St.
Optionexpires March 23, 1957

13,300 sq.ft. (4,710 sq.ft. Excess) at $0.13 1/2+ per sq.ft.	$1,800.00
Amount to be paid owners - chrg to Right of Way	$1,800.00

THINGS TO BE DONE BY THE STATE

EXHIBIT "A" (Cont)

ADAMS STREET-MC MINNVILLE SECTION - PACIFIC HIGHWAY WEST (Cont)

22193 Steinbruck, Allie O. and Fred V. (Cont)

Construct entrances 25' in width at Stas. 116+00, 116+70 and 117+30 on E. side of hwy.

Access controlled -

DAVIS SLOUGH-BANDON SECTION - OREGON COAST HIGHWAY

25751 Gouvian, R. J. and Ines Ida (Curfman)
Quarry
Option expires April 1, 1957

9.5 acres at $100 per acre	$950.00	
.3 acre haul road easement	50.00	
Amount to be paid owners-chrg to Quarry Site		$1,000.00
State to assume 1956-57 taxes. Estimate		10.00
GRAND TOTAL		$1,010.00

Exploratory option to be accepted if material found satisfactory.

CEDAR POINT-COQUILLE SECTION - OREGON COAST HIGHWAY

25826 Campbell & McLean Inc. (Morgan)
Right of Way
Optionexpires April 29, 1957

0.26 acre at $1,000 per acre	$260.00	
348 feet fencing at $0.24 per ft.	83.52	
Amount to be paid owners - chrg to Right of Way		$343.52

Access controlled by previous taking -

EUGENE SECTION - WEST 7TH - 11TH STREETS HIGHWAY

8787 Larsen, Albert and Katie (Haskin)
Waiver
Waiver signed October 22, 1956

Waiver of abutters rights to proposed W. 7th - 11th Sts.	$50.00	
Amount to be paid owners - chrg to Right of Way		$50.00

EXHIBIT "A" (Cont)

RIVER BANKS FARM SECTION - ROGUE RIVER LOOP HIGHWAY

25166 Turnidge, David E. et al (Byrum)
Right of Way and Drainage Ditch Easement
Option expires April 14, 1957

12 acres at $650 per acre	$ 7,800.00
7 acres at $150 per acre	1,050.00
Timber	1,400.00
Fence	2,488.00
Damage	11,846.00
Plus Drainage Ditch Easement	
Amount to be paid owners - chrg to Right of Way	$24,584.00

THINGS TO BE DONE BY THE STATE

Construct approaches to access roads at Stas. 2700, 3700, 5000, and 6500. Provide for two conduit sleeves for existing main line irrigation pipes where they pass under new hwy. Vacate existing hwy. to abutting owner from State Hwy. stock pile site in N'westerly direction to Jct. of Macy Loop Rd. and Robertson Bridge Road. Within a period of 3 years, State to deed to Grantor existing stock pile site located adjacent to River Loop Road, and a stock pile site located on banks of Applegate River as an exchange part of the settlement upon the grounds and for the reason that the said property, in the opinion of the commission, is no longer needed, required, or useful for highway purposes, and the value of the property to be acquired by the State is not less than the value of the property to be relinquished by the State, and the cash to be paid by the State.
Grantor to deed an equal area in the vicinity of the Jct. of Macy Loop Road and Robertson Bridge Road. The site to be deeded must be first approved as to location by the State Hwy. Commission. Upon the acceptance of deeds the State Hwy. Commission will then vacate that portion of the existing road between said stock pile site and the Rawls property.
Access: Stas. 27+00, 37+00, 50+00 and 65+00, unrestricted.

Access controlled -

EXHIBIT "A" (Cont)

GOLD BEACH-HUNTERS CREEK UNIT-GOLD BEACH-CAPE SEBASTIAN SECTION - OREGON COAST HIGHWAY

25506 Alcorn, Donald M. et al CORRECTION REPORT (Riley)
Right of Way and Sl. Easement
Option expires April 14, 1957

3,300 sq.ft. at $0.50 per sq.ft.	$1,650.00
.005 acre sl. easement	10.00

Amount to be paid owners - chrg to Right of Way $1,660.00

Grantor to remove gravel stockpiles 30 days after option is exercised.

THINGS TO BE DONE BY THE STATE

Reconstruct driveway at Sta. 46+10.
Access: Stas. 46+10 and 46+75, W., unrestricted.

Previous 9-27-56 approval for $1,650 did not include slope easement.

Access controlled -

O'BRIEN-CAVE JUNCTION SECTION - REDWOOD HIGHWAY

24637 Bureau of Land Management
Permit for Dike

Application for dike permit to Land Office June 11, 1956.

For timber to be cut:

1 M at $32.30 per M	$32.30
4 M at $18.75 per M	75.00

Amount to be paid owners - chrg to Right of Way $107.30

Access not controlled -

EXHIBIT "A" (Cont)

LANCASTER ROAD-SILVER CR. FALLS HWY. JCT. UNIT-AIRPORT RD.-STOUT CR. SECT. - N. SANTIAM HIGHWAY

25617 Archibald, Raymond and Gertrude G. (Gemmell)
Right of Way
Option expires April 28, 1957

0.71 acre at $500 per acre	$355.00	
Amount to be paid owners - chrg to Right of Way		$355.00

THINGS TO BE DONE BY THE STATE

Fence right of way.

Access controlled - none allowed -

WEST UNIT-SANDY-FOREST BOUNDARY SECTION - MT. HOOD HIGHWAY

25587 Ford, Hazel I. and James H. (Stunts)
Right of Way
Option expires May 4, 1957

2.99 acres at $300 per acre	$ 897.00	
0.62 acre, Excess at $300 per acre	186.00	
Allow. for loss of water supply	750.00	
Severance damage	250.00	
Amount to be paid owners - chrg to Right of Way		$2,083.00

Grantor to remove pump and pressure tank from right of way.
Grantor may remove timber 60 days from notice.

Access controlled - none allowed -

EXHIBIT "A" (Cont)

TROUTDALE-BRIDAL VEIL SECTION - CROWN POINT HIGHWAY

25893 Peterson, Ernest and Alberta (Landon)
Parks
Option expires May 6, 1957

4 acres, including timber, at $450 per acre	$1,800.00	
Amount to be paid owners - chrg to Parks		$1,800.00

HINKLE UNDERPASS-UMATILLA RIVER SECTION - HERMISTON HIGHWAY

25842 Walker, Woodrow and Edith (Brainerd)
Right of Way and Ditch Easement
Option expires May 4, 1957

0.2 acre	$150.00	
0.08 acre, ditch easement	Gratis	
24 rods fencing at $3 per rod	72.00	
Damages	250.00	
Amount to be paid owners - chrg to Right of Way		$472.00

THINGS TO BE DONE BY THE STATE

Re-establish any irrigation ditches disburbed by taking.

Access: 65+00, N., farming and private residential.

Access controlled -

HARBOR DRIVE-BARBUR BOULEVARD SECTION - R. H. BALDOCK FREEWAY

22730 Miller, John C. and Florence (Black)
Right of Way, 3127 SW Taylor's Ferry Rd.
Option expires May 7, 1957

7,840 sq.ft. at $0.12 per sq.ft.	$ 940.00	
House, 768 sq.ft. at $11 per sq.ft.	8,448.00	
Garage, 250 sq.ft. at $2 per sq.ft.	500.00	
Yard improvements	362.00	
Amount to be paid owners - chrg to Right of Way		$10,250.00

Grantor to vacate 15 days after notice.

Entire taking -

EXHIBIT "B-1"

Minutes of November 8 and 9, 1956

R E S O L U T I O N

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in Blackwell Hill-7 Oaks Section of the Pacific Highway described as follows:

> A parcel of land lying in the Southwest quarter of the Northeast quarter of Section 29, Township 36 South, Range 2 West, W.M., Jackson County, Oregon, and being those tracts of land described in that deed to Cyrus A. Justesen and Lola Justesen, recorded in Book 353, Page 263, and in that deed to E. B. McCall et ux, recorded in Book 352, Page 309, of Jackson County Deed Records. Except that portion of said property previously conveyed to the State of Oregon, by deeds recorded in Book 388, Page 143, and in Book 388, Page 146, of Jackson County Deed Records, containing 1.45 acres.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $1500.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission, be and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et Seq. The conveyance of such property shall provide that there is reserved to the State, and waived and relinquished by the purchaser, all rights of ingress and egress to, from and between said real property and the right of way of the Pacific Highway.

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 16 be entered in the minutes and records of the Commission as of the 8th day of November, 1956.

27383

EXHIBIT "B-2"

Minutes of November 8 and 9, 1956

R E S O L U T I O N

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in Washington County Line-Hillsdale Section of the Beaverton-Hillsdale Highway described as follows:

A parcel of land lying in Lot 4, Block 2, Rose Arbor, situated in the Northeast quarter of Section 18, Township 1 South, Range 1 East, W.M., Multnomah County, Oregon, the said parcel being that portion of said Lot 4 lying Northerly of a line which is parallel to and 55 feet Northerly of the center line of the Beaverton-Hillsdale Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 98+00, said Station being 1265 feet North and 466 feet East of the center of said Section 18; thence South 89° 34' 50" East 600 feet to Station 92+00; the South line of said parcel crosses the West and East lines of said Lot 4 approximately opposite Stations 94+10 and 93+30 respectively.

The parcel of land to which this description applies contains 0.42 acre.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $7725.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission, be and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et Seq.

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 17 be entered in the minutes and records of the Commission as of the 8th day of November, 1956.

EXHIBIT "B-3"

Minutes of November 8 and 9, 1956

R E S O L U T I O N

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in Chenoweth Park-Deady Section of the Pacific Highway described as follows:

A parcel of land lying in the Joseph Holman D.L.C. No. 37 and situated in the South half of Section 19, Township 25 South, Range 5 West, W.M., Douglas County, Oregon, and being a portion of that property conveyed by that deed to State of Oregon by and through its State Highway Commission, recorded in Book 213, Page 76, of Douglas County Records of Deeds. The said parcel being that portion of said property lying Easterly of a line which is parallel to and 125 feet Easterly of the center line of the relocated Pacific highway, which center line is described as follows:

Beginning at Engineer's center line Station 1808+88.85, said Station being 56.7 feet South and 148.5 feet East of a one and one half inch iron pipe marking the Northwest corner of the Gleason Home Tracts and the Southwest corner of 2nd Gleason Home Tract, being subdivisions of Plat L Sutherlin Land and Water Co.; thence on a spiral curve left (the long chord of which bears South 5° 49' 06" West) 560 feet; thence on a 4092.56 foot radius curve left (the long chord of which bears South 11° 27' 30" East) 2094.76 feet to Station 1835+43.61, said parallel line crossing the North and South lines of said property approximately opposite Stations 1821+85 and 1825+50 respectively.

The parcel of land to which this description applies contains 0.56 acre.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $3500.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission, be and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et Seq. The conveyance of such property shall provide that there is reserved

to the State, and waived and relinquished by the purchaser, all rights of ingress and egress to,from and between said real property and the right of way of the Pacific Highway.

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 18 be entered in the minutes and records of the Commission as of the 8th day of November, 1956.

EXHIBIT "B-4"

Minutes of November 8 and 9, 1956

R E S O L U T I O N

WHEREAS, the STATE OF OREGON, by and through its State Highway Commission, is the owner of a parcel of land in Salem-Stout Creek Section of the North Santiam Highway described as follows:

> A parcel of land lying in Section 16, Township 9 South, Range 1 East, W. M., Marion County, Oregon, and being a portion of that property described in that deed to the State of Oregon, by and through its State Highway Commission, recorded in Book 470, page 494, of Marion County Records of Deeds; the said parcel being that portion of said property lying Northerly of a line which is parallel to and 140 feet Northerly of the center line of the North Santiam Highway as said highway has been relocated, which center line is described in said State of Oregon deed.
>
> The parcel of land to which this description applies contains 9.21 acres.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $7,500.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission, be and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et Seq. They conveyance of said property shall provide that there is reserved to the State, and waived and relinquished by the purchaser, all rights of ingress and egress to, from and between the said real property and the relocated North Santiam Highway.

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 19 be entered in the minutes and records of the Commission as of the 8th day of November, 1956.

27393

EXHIBIT "B-5"

Minutes of November 8 and 9, 1956

R E S O L U T I O N

WHEREAS, the STATE OF OREGON, by and through its State Highway Commission, is the owner of a parcel of land in Salem By-Pass Section of the Pacific East Highway described as follows:

A parcel of land lying in the Northwest Quarter (NW 1/4) of the Northwest Quarter (NW 1/4) of Section 7, Township 8 South, Range 2 West, Willamette Meridian, Marion County, Oregon, and being a portion of that property described in that deed to the State of Oregon, by and through its State Highway Commission, recorded in Book 439, Page 515, of Marion County Records of Deeds; the said parcel being that portion of said property lying Southeasterly of a line which is parallel to and 100 feet Southeasterly of the center line of the Salem By-Pass Section of the Pacific Highway East as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 344+13.05, said Station being 2131 feet North and 1231 feet East of the Northwest corner of said Section 7; thence on a spiral curve right (the long chord of which bears South 10° 56' East) 400 feet; thence on a 3274.05 foot radius curve right (the long chord of which bears South 20° 27' 30" West) 3320.95 feet to Station 381+34.

The parcel of land to which this description applies contains 3.8 acres.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $3,500.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission, be and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et Seq. The conveyance of said property shall provide that there is reserved to the State, and waived and relinquished by the purchaser, all rights of ingress and egress to, from and between the said real property and the relocated Pacific East Highway.

EXHIBIT "B-5" (Cont)

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 20 be entered in the minutes and records of the Commission as of the 8th day of November, 1956.

27395

EXHIBIT "B-6"

Minutes of November 8 and 9, 1956

R E S O L U T I O N

WHEREAS, the STATE OF OREGON, by and through its State Highway Commission, is the owner of a parcel of land in Willamette River-Hayesville Section of the Portland-Salem Expressway, described as follows:

A parcel of land lying in the John P. Poujade Donation Land Claim #45, Township 5 South, Range 2 West, Willamette Meridian, Marion County, Oregon, and being a portion of that property described in that deed to the State of Oregon, by and through its State Highway Commission, recorded in Book 460, Page 606, of Marion County Records of Deeds; the said parcel being that portion of said property lying Southeasterly of a line which is parallel to and 100 feet Southeasterly of the center line of the Portland-Salem Expressway as said highway has been located, which center line is described as follows:

Beginning at Engineer's center line Station L4E 1370+00, said Station being 2267.24 feet North and 1934.44 feet East of the Southwest corner of said Poujade Donation Land Claim #45; thence South 37° 28' West 3000 feet to Station 1400+00, the Northwesterly line of said parcel crossing the East line of said property approximately opposite center line Station 1385+40.

Except that portion of said parcel lying within the following described tract:

Beginning at the intersection of the center line of County Road #524 with the center line of the Portland-Salem Expressway, as described above, at Station 1399+18.39; thence South 72° 51' 15" East along said County Road center line 600 feet; thence North 17° 08' 45" East at right angles 75 feet; thence North 72° 51' 15" West 575 feet; more or less, to the center line of said Portland-Salem Expressway; thence South 37° 28' West along said center line to the point of beginning.

Bearings used herein are based upon the Oregon Coordinate System, North zone.

EXHIBIT "B-6" (Cont)

The parcel of land to which this description applies contains 9.05 acres.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $3,000.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission, be and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et Seq. The conveyance of said property shall provide that there is reserved to the State, and waived and relinquished by the purchaser, all rights of ingress and egress to, from and between the said real property and the Portland-Salem Expressway.

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 21 be entered in the minutes and records of the Commission as of the 8th day of November, 1956.

27397

EXHIBIT "B-7"

Minutes of November 8 and 9, 1956

R E S O L U T I O N

WHEREAS, the STATE OF OREGON, by and through its State Highway Commission, is the owner of a parcel of land in the North Bend-Marshfield Section of the Oregon Coast Highway described as follows:

> West 51 feet of Lots 3, 4, 5, 6, 7, 8, 9, Block 29, Coos Bay Plat "B" Addition to North Bend, Coos County, Oregon, containing 8772 square feet.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found to be the estimated sum of $7,100.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission, be, and he hereby is, authorized and instructed to advertise said property for sale, in accordance with the terms and provisions of ORS 273.060 Et Seq. The conveyance of said property shall provide that there is reserved to the State, and waived and relinquished by the purchaser, all rights of ingress and egress to and from and between the said real property and the relocated Oregon Coast Highway, except there will be granted two 25 feet points of access.

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 22 be entered in the minutes and records of the Commission as of the 8th day of November, 1956.

EXHIBIT "C"

Minutes of November 8 and 9, 1956

R E S O L U T I O N

WHEREAS, on May 11, 1954, the State Highway Commission adopted a Miscellaneous Resolution No. 111 authorizing the issuance of permits pursuant to the provisions of ORS 483.528, for the movement of any vehicle or combination of vehicles, article, property or thing having any gross weight or dimension, or of a description not otherwise permitted to move over state highways; and

WHEREAS, based upon investigations and studies made by the State Highway Engineer and his recommendations to the Commission, it is the opinion of the Commission that Paragraph 4 of said resolution of May 11, 1954, should be amended in certain particulars; and

WHEREAS, the Commission believes that the best public interest will be served by amending said Paragraph 4 of said resolution of May 11, 1954, in the manner hereinafter set forth.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED AND ORDERED by the Commission, as follows:

1. That Paragraph 4 of the said resolution adopted by the State Highway Commission on May 11, 1954, is hereby amended to read as follows:

> Paragraph 4. That when either the State Highway Engineer, Deputy State Highway Engineer, any Assistant State Highway Engineer, Director of Permits, Transportation Permit Supervisor, or the personnel hereinafter designated in Paragraphs 10 and 11, find that the proposed movement is to be made over a highway classified as either a group 1 or group 2 highway as set forth in resolution of the Commission, dated December 19, 1955, pertaining to issuance of permits pursuant to the provisions of ORS 483.525, and all amendments and supplements thereto that have been or may thereafter be adopted, they are authorized to issue a permit for such movement, subject to the limitations hereinafter stated, having gross weights not in excess of the following, to-wit:
>
> Maximum gross weight of any vehicle or combination of vehicles, 96,000 pounds.
>
> Maximum gross weight of any axle 21,500 pounds.
>
> Maximum gross weight of any tandem axle 43,000 pounds.

EXHIBIT "C" (Cont)

Maximum gross weight in pounds of any group of axles spaced more than 18 feet apart is determined by the formula W = 1200 x (L + 40).

Maximum gross weight in pounds of any group of axles spaced 18 feet or less apart is determined by the formula W = 1000 x (L + 40).

In addition, permits may be issued for the movement of unladen construction equipment having a maximum gross weight of any single axle exceeding 21,500 pounds, when such single axle is equipped with low-pressure tires operated at a pressure of not more than 25 pounds per square inch in accordance with the following minimum tire sizes and maximum weights.

Minimum tire width		Maximum Axle weight
No.	Cross Section Diameter	
2	21-inch (or equivalent)	26,000 pounds
2	24-inch (or equivalent)	34,000 pounds
2	27-inch or larger	36,000 pounds

2. That paragraph 10 of the said resolution adopted by the State Highway Commission on May 11, 1954, is hereby amended to read as follows:

Paragraph 10. Under the direction of the State Highway Engineer, and subject to the conditions in this resolution set forth, the Resident Engineers and the officemen in the Resident Engineer's office at Medford, Gold Beach and Newport, Oregon, and the Maintenance Superintendents of the following districts, and in their absence, District Maintenance officemen in the District, hereby are authorized to issue permits for movement over Group I and Group II Highways, only within the limits of their respective districts, and not otherwise.

2-A Astoria
2-C Corvallis
2-D Tillamook
3-A Eugene
3-B Coquille
3-C Grants Pass
4-A The Dalles
4-B Redmond
4-C Klamath Falls
5-A John Day
5-B Pendleton
5-C Baker
5-D Burns

In addition to the above listed personnel, the Director of Permits, with the written approval of the State Highway Engineer, is authorized to designate qualified persons in any field office to sign and issue permits pursuant to the provisions of ORS 483.528, the resolution adopted by the Commission on May 11, 1954, and this amendment.

EXHIBIT "C" (Cont)

3. That paragraph 12 of the said resolution adopted by the State Highway Commission on May 11, 1954, is hereby amended to read as follows:

Paragraph 12. The maximum gross weights and dimensions that may be authorized in permits issued by persons designated in paragraphs 10 and 11 above are as follows:

a. Weight: Maximum weights shall be subject to the limitations set forth in paragraph 4 of this resolution.

b. Overheight: No permit shall be issued in excess of the clearance limits allowable for all structures as shown on "vertical clearance map" of the state highway system; provided, however, that no permit shall be issued for a height in excess of six inches less than the minimum vertical clearance on the route over which a movement is to be made.

c. Overwidth: No permit shall be issued permitting a width in excess of eleven feet six inches.

d. Overlength: No permit shall be issued permitting a movement having an overall length of more than sixty feet on Group I Highways, or more than fifty-five feet on Group II Highways.

4. That this resolution be entered in the minutes and records of the Commission as of the 8th day of November, 1956, as Miscellaneous Resolution No. 111a, and that the original of this resolution be filed in the office of the Secretary of the State Highway Commission, and that a copy of this resolution be furnished to each the Superintendent of State Police, the Public Utilities Commissioner and the Secretary of State.

EXHIBIT "D"

Minutes of November 8 and 9, 1956

R E S O L U T I O N

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of State Highway projects have been completed according to the terms and provisions of said contracts and that said jobs are now ready for acceptance:

"Contract No. 4248 with Newport Construction Company for paving on the Willamette River-Crosby Road Unit of the Willamette River-Hayesville Section of the Portland-Salem Expressway (R. H. Baldock Freeway) in Marion County, completed August 8, 1956.

"Contract No. 4298 with Kuckenberg Construction Company, Inc. for grading and oil mat surfacing on the Booth Ranch-Myrtle Creek Unit, Shady-Canyonville Section of the Pacific Highway in Douglas County, completed on July 21, 1956.

"Contract No. 4422 with Allum Bros. for grading and surfacing on the S. E. Stark St.-Powell Valley Road Section of the East Burnside County Road in Multnomah County, completed October 31, 1956.

"Contract No. 4434 with F. L. Somers for stone base and oiling on the Valley Falls and Salt Creek-Lakeview Section of the Fremont Highway in Lake County, completed November 4, 1955.

"Contract No. 4466 with Manson Construction & Engineering Co. for construction of the Ross Island Bridge Ramp on the Mt. Hood Highway in Multnomah County, completed October 25, 1956.

"Contract No. 4482 with Fred Stubbert for constructing guard rail on the Willamette River-Hayesville Section of the Portland-Salem Expressway (R. H. Baldock Freeway) in Marion and Clackamas Counties, completed September 27, 1956.

"Contract No. 4502 with Hamilton & Thoms for constructing a bridge and overcrossing on the Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County, completed October 5, 1956.

"Contract No. 4523 with Warren Northwest, Inc., for grading and paving on the 122nd Ave. Ramp Unit, 92nd Avenue-Fairview Section of the T. H. Banfield Expressway in Multnomah County, completed July 20, 1956.

"Contract No. 4539 with Porter W. Yett for paving on the Fairfield Junction-Hopmere Section of the North River Road in Marion County, completed October 4, 1956.

"Contract No. 4547 with Central Paving Company for grading and paving on the East Unit, Eagle Rock-Post Section of the Paulina Highway in Crook County, completed September 29, 1956.

EXHIBIT "D" (Cont)

"Contract No. 4559 with Porter W. Yett for grading and paving on the Beaverton (Highway Jct.-12th St.) Section of the Beaverton-Aurora Highway in Washington County, completed October 3, 1956.

"Contract No. 4568 with Babler Bros., Inc. for grading on the Dolph Corner-Rickreall Section of the Willamina-Salem Highway in Polk County, completed August 30, 1956.

"Contract No. 4569 with Allum Bros. for surfacing and oiling on the Westside-Dry Creek Section of the Westside Road in Lake County, completed October 9, 1956.

"Contract No. 4577 with Durbin Bros. for grading on the Sublimity Gun Club-Stout Creek Section of the North Santiam Highway in Marion County, completed October 31, 1956.

"Contract No. 4582 with Steeck Electric Co. for illumination installation at the junction of The Dalles-California and Willamette Highways in Klamath County, completed August 30, 1956.

"Contract No. 4598 with J. C. Compton Company for grading and paving on the Basque Maintenance Station-McDermitt Section of the I.O.N. Highway in Malheur County, completed September 14, 1956.

"Contract No. 4601 with E. H. Itschner Company for furnishing crushed material in stockpiles on the Weston-Elgin Section of the Weston-Elgin Highway in Umatilla and Union Counties, completed September 25, 1956.

"Contract No. 4607 with Orlando C. Bennard for construction of the Ashland Creek Structures on the Helman St.-Third St. Section of the Pacific Highway in Jackson County, completed September 30, 1956.

"Contract No. 4617 with Hill A. Lind for grading on the Short Creek Section of the Cape Meares Loop Road in Tillamook County, completed October 10, 1956.

"Contract No. 4621 with Jackson & Ray for constructing Weaver Bridge over the Wallowa River on the Werst Corner-Wallowa Section of the Werst Corner County Road, completed October 30, 1956.

"Contract No. 4624 with Birkemeier Construction Co. for constructing the N. E. 21st Avenue Undercrossing on the T. H. Banfield Expressway in Multnomah County, completed September 28, 1956.

"Contract No. 4655 with George E. Berry for constructing an overcrossing, grading and oiling on the Hinkle-Bucks Corner Section of the Hermiston Highway in Umatilla County, completed September 28, 1956.

"Contract No. 4662 with Harbert Bros. for slide correction on the Shady-Booth Ranch Section of the Pacific Highway in Douglas County, completed August 30, 1956.

EXHIBIT "D" (Cont)

"Contract No. 4670 with Central Paving Company for oiling, Division No. 2 Oiling Project in Marion, Lincoln, Linn and Benton Counties, completed August 31, 1956.

"Contract No. 4671 with The United Contracting Company for paving on the Rockaway (Park St.) City Street Section in Tillamook County, completed September 26, 1956.

"Contract No. 4696 with The United Contracting Company for paving on the Reedsport (Winchester Ave.) City Street Section in Douglas County, completed October 6, 1956.

"Contract No. 4697 with Porter W. Yett for paving on the Empire (Michigan Ave. & Morrison St.) City Street Section in Coos County, completed August 17, 1956.

"Contract No. 4700 with Cartwright Construction Co. for grading and stone base on the Barnes Butte County Road Section in Crook County, completed October 10, 1956.

"Contract No. 4702 with George A. Macon Painting Co. for painting the Coos Bay Area Bridges on the Oregon Coast and Powers Highway in Coos and Lane Counties, completed September 30, 1956.

"Contract No. 4717 with Babler Bros., Inc. for stone base and oiling on the Juniper Ridge-Wagontire Section of the Lakeview-Burns Highway in Harney County, completed September 19, 1956.

"Contract No. 4719 with Trowbridge Electric Co. for installing the Newport Traffic Signals on the Oregon Coast Highway in Lincoln County, completed October 19, 1956.

"Contract No. 4723 with Warren Northwest, Inc. for grading and paving on the Union St.-Bellevue St. (Salem) Section of the Silver Creek Falls Highway in Marion County, completed October 12, 1956.

"Contract No. 4724 with J. N. Conley for grading on the Humbug Summit Section of the Sunset Highway in Clatsop County, completed September 25, 1956.

"Contract No. 4731 with K. L. Clark for constructing a dwelling at Austin on the John Day Highway in Grant County, completed September 28, 1956.

"Contract No. 4736 with Umpqua River Navigation Company for grading and paving on the Florence (Gallagher St.) City Street Section in Lane County, completed October 15, 1956.

"Contract No. 4739 with Vernie Jarl for grading and oiling on the Van Sycle-Helix Section of the Helix-Van Sycle Road in Umatilla County, completed September 28, 1956.

EXHIBIT "D" (Cont)

"Contract No. 4740 with T. W. Thomas for paving on the Vale (Natchez and "F" St.) City Street Section in Malheur County, completed September 21, 1956.

"Contract No. 4748 with R. H. Jones for constructing a sand shed at Bend in Deschutes County, completed October 26, 1956.

"Contract No. 4753 with Bechtel Brothers for constructing a sand shed at Mission Road Junction on the Old Oregon Trail Highway in Umatilla County, completed October 1, 1956.

"Contract No. 4757 with Kelly Construction Company for slide correction on the Ruthton Hill Section of the Columbia River Highway in Hood River County, completed September 17, 1956.

"Contract No. 4763 with Phoenix Sand and Gravel for embankment repair on the Torrent Creek Section of the Pacific Highway in Jackson County, completed October 8, 1956.

"Contract No. 4764 with Vernie Jarl for furnishing crushed material in stockpiles on the Deschutes River-Quinton Section of the Columbia River and Sherman Highways in Sherman and Gilliam Counties, completed October 10, 1956.

"Contract No. 4773 with A. T. Fox for grading and paving on the 8th St.-14th St. (Coos Bay) Section of the Empire-Coos Bay Highway in Coos County, completed October 22, 1956.

"Contract No. 4780 with Umpqua River Navigation Company for grading and pavement widening on the Glenada Section of the Oregon Coast Highway in Lane County, completed October 19, 1956.

"Contract No. 4784 with A. T. Fox for grading and paving on the Broadway-Front St. Connection (Coos Bay) Section of the Oregon Coast Highway in Coos County, completed October 17, 1956.

"Contract No. 4785 with Rupert and Fish for embankment repair on the Milo-Corn Creek Section of the Tiller-Trail Highway in Douglas County, completed September 20, 1956.

"Contract No. 4789 with C. C. Meisel for furnishing crushed material in stockpile on the Santiam Jct. Section of the Santiam and North Santiam Highways, in Lane and Jefferson Counties, completed October 12, 1956.

"Contract No. 4791 with Fred J. Stubbert for drainage improvement on the Sherman St.-Pine St. (Sutherlin) Section of the Elkton-Sutherlin Highway in Douglas County, completed October 19, 1956.

"Contract No. 4793 with Eugene Gardens for grading, pavement widening, and illumination of the Lookout Point Lake Park Interchange Section of the Willamette Highway in Lane County, completed October 17, 1956.

EXHIBIT "D" (Cont)

"Contract No. 4794 with C. E. Leseberg for grading and paving of the Verde Drive - S. W. 11th Street (Ontario) Section of the Old Oregon Trail Highway in Malheur County, completed October 4, 1956.

"Contract No. 4800 with Inland Construction Company for grading and paving of the 2nd St.-5th St. (S. Milwaukie) Section of the 7th Avenue (County Road) in Clackamas County, completed October 3, 1956"

THEREFORE BE IT RESOLVED that the work covered by State Highway Contracts for the construction of said State Highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

BE IT FURTHER RESOLVED that this Contracts Completed Resolution No. 56 shall be entered in the minutes and records of the Commission as of the 8th day of November, 1956.

EXHIBIT "E"

Minutes of November 8 and 9, 1956

R E S O L U T I O N

WHEREAS, the relocated Elkhead Road-Rice Hill Unit, Divide-Rice Hill Section of the Pacific Primary Highway No. 1, located in Douglas County, the northerly terminus of which is at Highway Engineer's Survey Station 685+48 and the southerly terminus of which is at Highway Engineer's Survey Station 1050+27.4 on the relocated highway, has been completed and is now open for public travel; and

WHEREAS, due to the relocation of the aforesaid section, a portion of the old right of way is no longer needed for state highway purposes and may be eliminated from the boundaries of the relocated highway; and

WHEREAS, Douglas County and the State Highway Commission entered into a throughway agreement on the 22nd day of October, 1956, relating to the disposition to be made of the portion that may be eliminated, therein and hereinafter referred to as Unit "A"; and

WHEREAS, said agreement provided that Unit "A" would be abandoned, to the County by the State Highway Commission, as part of the Pacific Highway; and that Unit "A" would be maintained thereafter by the County as part of the county road system as long as needed for the service of persons living thereon or for a community served thereby; and

WHEREAS, it is the judgment of the Highway Commission that certain portions of the former right of way of the Elkhead Road-Rice Hill Unit, Divide-Rice Hill Section of the Pacific Highway, together with other real property acquired by the State for roadway right of way and other public purposes, is needed and valuable for right of way and public use; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon its records the disposition made of the portion or unit of the former right of way of said highway referred to herein as Unit "A" as well as all the property affected by reason of said relocation;

NOW, THEREFORE, based upon the power and authority vested in this Commission by the State of Oregon, IT IS HEREBY ORDERED AND RESOLVED that:

1. The portion of the former right of way, which by reason of the relocation of the Elkhead Road-Rice Hill Unit, Divide-Rice Hill Section of the Pacific Highway is no longer within the boundaries of the new right of way, is identified as Unit "A" and described as follows:

Unit "A"

All the land situated within the right of way boundaries

EXHIBIT "E" (Cont)

of the Pacific Highway as formerly routed, beginning at the easterly right of way line of said highway as relocated at Highway Engineer's Survey Station 1075+25 of said highway as formerly routed in the northeast quarter of the northwest quarter (NE 1/4-NW 1/4), Section 22, Township 23 South, Range 5 West, W.M.; thence southerly via said former highway to State Highway Engineer's Survey Station 1170+60 of said former highway at the easterly right of way line of said relocated highway in the southeast quarter of the southeast quarter (SE 1/4-SE 1/4), Section 28, Township 23 South, Range 5 West, W.M.

2. Pursuant to the aforesaid agreement entered into with Douglas County on the 22nd day of October, 1956, Unit "A" is hereby duly abandoned as part of the Pacific Highway and the state highway system; and all right, title, and interest which the State has in the right of way of Unit "A" herein described hereby passes to and vests in the said Douglas County. Unit "A" is shown on the map attached hereto, marked Exhibit "A", and by this reference made a part hereof.

3. The right of way of the former and of the relocated Elkhead Road-Rice Hill Unit, Divide-Rice Hill Section of the Pacific Highway, together with the real property acquired by the State for roadway right of way and other public purposes, as indicated on Exhibit "A" attached hereto shall be retained and held by the State.

4. This Abandonment and Retention Resolution No. 321 be entered in the minutes and records of the Oregon State Highway Commission as of the 8th day of November, 1956, and the Secretary is ordered to mail a certified copy hereof to the Douglas County Court.

EXHIBIT "F"

Minutes of November 8 and 9, 1956

R E S O L U T I O N

WHEREAS, ORS 366.130 authorizes and requires the State Highway Commission, with the approval of the Attorney General, to appoint a Chief Counsel; and

WHEREAS, Mr. Clifton W. Enfield, presently Chief Counsel, has submitted his resignation, effective December 1, 1956, for the purpose of accepting an appointment as Solicitor for the Bureau of Public Roads; and

WHEREAS, Mr. Clifton W. Enfield's resignation as Chief Counsel will become effective prior to the next meeting of this Commission, and it is therefore necessary to appoint his successor at the present time in order to prevent the office of Chief Counsel from being vacant, and to insure uninterrupted conduct of the legal business of the Highway Commission; and

WHEREAS, Mr. Robert L. May, Jr., is an attorney and a member in good standing of the Oregon State Bar, and is admitted to practice before all of the courts of the State of Oregon and before the United States District Court for the District of Oregon, and is qualified to discharge the duties of Chief Counsel for the Commission;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively, as follows:

1. That subject to the approval of the Attorney General of the State of Oregon, Mr. Robert L. May, Jr., is hereby appointed as Chief Counsel for the Highway Commission, to serve in such capacity for a term of four years, said appointment to become effective and said term of four years to commence upon December 1, 1956.

2. That the salary to be paid to Mr. Robert L. May, Jr., is hereby fixed by the Commission in the sum of $738 per month.

3. That, in addition to the salary which shall be paid to Mr. Robert L. May, Jr., he shall be entitled to and shall be paid his actual traveling and other expenses as may be incurred in the performance of his official duties.

4. That a duly certified copy of this resolution be delivered to the Attorney General of the State of Oregon, and that he be respectfully requested to approve the appointment of Mr. Robert L. May, Jr., as Chief Counsel for the State Highway Commission.

5. This this resolution be entered into the minutes and records of the Commission as Miscellaneous Resolution No. 201 this 9th day of November, 1956.

27409

EXHIBIT "G-1"

Minutes of November 8 and 9, 1956

R E S O L U T I O N

WHEREAS, under the provisions of ORS 374.310, the State Highway Commission, with respect to state highways and sections of state highways which are not access controlled highways, is authorized and directed to adopt reasonable rules and regulations pertaining to and issue permits for the construction of any approach road, facility, thing or appurtenance upon the right of way of any state highway, and

WHEREAS, on February 6, 1950, the State Highway Commission did adopt a certain resolution together with the standard permit form for the construction of approach roads on the rights of way of state highways, and

WHEREAS, the said resolution did authorize certain officers and personnel of the State Highway Department to sign the said permits in the name of and for the State Highway Commission, and

WHEREAS, certain changes in the officers and personnel of the State Highway Department have made it necessary that the said resolution be amended in respect to those persons authorized to sign permits in the name of and for the State Highway Commission, and

WHEREAS, since the adoption of the said resolution, the legislature did amend ORS 374.310 by Chapter 424, Subsection II, Oregon Laws 1955, and

WHEREAS, it is proper that this commission re-examine its resolution in respect to the legislative amendment hereinabove referred to.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission that:

1. That certain resolution dated February 6, 1950 providing for rules and regulations and a standard permit form for the construction of approach roads on the rights of way of state highways upon due consideration is hereby approved as of this date.

2. Paragraph 5 of the said resolution is hereby amended to read as follows: Whenever a permit is issued pursuant to this resolution and within the meaning and reach of ORS 374.310, such permit may, whenever convenient, be signed by the members of the Highway Commission or by a majority of the members of the commission or may be signed for the commission by any one of the following persons: The State Highway Engineer, the Deputy State Highway Engineer, any Assistant State Highway Engineer, the Director of Permits or the Assistant Director of Permits, and when so signed, such permit shall be deemed in full force and effect until the same is changed, modified, amended, or terminated by the official action of this commission.

EXHIBIT "G-1" (Cont)

3. This resolution be entered in the minutes and records of the Highway Commission as of this 8th day of November, 1956, as Special Matters Resolution No. 38a.

27411

EXHIBIT "G-2"

Minutes of November 8 and 9, 1956

R E S O L U T I O N

WHEREAS, the State Highway Commission adopted a resolution entitled "Miscellaneous Resolution No. 186" authorizing R. H. Baldock, State Highway Engineer, W. C. Williams, Deputy Highway Engineer, and G. S. Paxson, Assistant Highway Engineer, and W. W. Stiffler, Assistant Highway Engineer, to sign and execute for and on behalf of the State Highway Commission applications submitted to the Federal Communications Commission, Washington, D. C., for renewal of existing radio station licenses or for any change made at licensed stations or for any new stations put into operation, and

WHEREAS, certain changes in the officers of the State Highway Department have made it necessary that said resolution be amended in respect to those persons authorized to sign said applications.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. Paragraph 1 of that certain resolution adopted March 1, 1956 and entitled "Miscellaneous Resolution No. 186" is hereby amended to read as follows: The following persons are hereby authorized to sign and execute for and on behalf of the State Highway Commission any applications submitted to the Federal Communications Commission, Washington, D. C., for renewal of existing radio station licenses or for any change made at license stations or for any new stations put in operation: The State Highway Engineer, the Deputy State Highway Engineer or any Assistant State Highway Engineer.

2. That this resolution be entered in the minutes of the Oregon State Highway Commission as of this 8th day of November, 1956, as Miscellaneous Resolution No. 186a.

EXHIBIT "G-3"

Minutes of November 8 and 9, 1956

R E S O L U T I O N

WHEREAS, under the provisions of ORS 483.520, 483.522, 483.524, and 483.525, the State Highway Commission did adopt by diverse resolutions certain rules and regulations and standard permit forms as authorized by the said statute, which resolutions were as follows:

a. A standard permit form for the continuous operation of overwidth loads — forest products — adopted December 7, 1954.

b. A standard permit form for the continuous operation of overheight vehicles (temporary), adopted August 6, 1953.

c. A standard permit form for the continuous operation of overlength or overweight vehicles, group 1 or 2 highways (temporary), adopted July 16, 1951.

d. A standard permit form for excess length or weight, logs, poles, or piling (six wheeler), adopted July 16, 1951.

e. A standard permit form for excess length, logs, poles, or piling (four wheeler), adopted July 16, 1951.

WHEREAS, the said resolutions hereinabove referred to provided that certain officers and personnel of the State Highway Commission should sign said permits in the name of and for the State Highway Commission, and

WHEREAS, certain changes in the officers and the personnel in the State Highway Department have made it necessary that said resolutions be amended in respect to those persons authorized to sign in the name of and for the State Highway Commission.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission:

1. That certain resolution adopted December 7, 1954, providing for rules and regulations for and a standard permit form for the transportation of overwidth loads, forest products, is hereby amended so as to provide that said permits shall be valid when bearing the facsimile signature of the State Highway Engineer and bearing the signature of any of the following persons: The State Highway Engineer, the Deputy State Highway Engineer, any Assistant State Highway Engineer, the Director of Permits or the Transportation Permits Supervisor.

EXHIBIT "G-3" (Cont)

2. That certain resolution adopted August 6, 1953, providing for rules and regulations for and a standard permit form for the operation of overheight vehicles (temporary), is hereby amended so as to provide that said permits shall be valid when bearing the facsimile signature of the State Highway Engineer and bearing the signature of any of the following persons: The State Highway Engineer, the Deputy State Highway Engineer, any Assistant State Highway Engineer, the Director of Permits or the Transportation Permits Supervisor.

3. Those certain resolutions adopted July 16, 1951, providing for rules and regulations for and standard permit forms for the operation of overlength or overweight vehicles, group 1 or 2 highways (temporary), the transportation of excess length or weight, logs, poles, or piling (six wheeler), and the transportation of excess length or weight, logs, poles, or piling (four wheeler), is hereby amended so as to provide that said permits shall be valid when bearing the facsimile signature of the State Highway Engineer and bearing the signature of any of the following persons: The State Highway Engineer, the Deputy State Highway Engineer, any Assistant State Highway Engineer, the Director of Permits or the Transportation Permits Supervisor, and

4. That this resolution be entered in the minutes and records of this Commission as of this 8th day of November, 1956, as Miscellaneous Resolution No. 95a, and that the copy hereof be mailed to each of the following: The Secretary of State, the Superintendent of the State Police, and the Public Utilities Commissioner.

EXHIBIT "H-1"

Minutes of November 8 and 9, 1956

R E S O L U T I O N

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Cascade Secondary Highway

Highway number 160 Route number Oregon 213

Location of Termini			Established Speed
M.P. 25.42 (250 ft. north of the north end of Milk Creek Bridge)	to M.P.	25.82 (0.11 mile south of Passmore Road)	35 M.P.H.

except that from M.P. 25.57 to M.P. 25.77 the indicated speed shall be 20 miles per hour during the hours of school crossings as required by law.

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 236 be entered in the minutes and records of the Commission as of the 8th day of November, 1956.

27416

EXHIBIT "H-2"

Minutes of November 8 and 9, 1956

R E S O L U T I O N

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Clackamas Secondary Highway

Highway number 171 Route number Oregon 212

Location of Termini		Established Speed
M.P. 5.04 (Cascade Highway intersection)	to M.P. 6.04 (1 mile east of Cascade Highway intersection)	45 M.P.H.

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

EXHIBIT "H-2" (Cont)

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annuled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 237 be entered in the minutes and records of the Commission as of the 8th day of November, 1956.

EXHIBIT "H-3"

Minutes of November 8 and 9, 1956

R E S O L U T I O N

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Pacific Highway East

Highway number 1-E Route number US99E

Location of Termini			Established Speed
M.P. 76.20 (West City Limits of Albany)	to M.P.	76.34 (0.14 mile South and West of the West City Limits of Albany)	45 M.P.H.

except that between M.P. 76.20 and M.P. 76.28 the indicated speed shall be 20 miles per hour during the hours of school crossings as provided by law.

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 234 be entered in the minutes and records of the Commission as of the 8th day of November, 1956.

EXHIBIT "H-4"

Minutes of November 8 and 9, 1956

R E S O L U T I O N

WHEREAS, the Highway Commission on April 6, 1943 adopted a resolution designating a reduced speed zone of 15 miles per hour between M.P. 7.61 and M.P. 7.91 on the Woodburn-Sandy Secondary Highway No. 161 at Hamrick's Corner, (now known as the Woodburn-Estacada Secondary Highway), to provide safety for the traveling public; and

WHEREAS, traffic conditions have changed at said location and an engineering investigation has disclosed that said speed zone is no longer required; and

WHEREAS, said investigation further disclosed that signs denoting a speed of 15 miles per hour have long since been removed; and that the existing 85 percentile speeds are approximately 45 miles per hour.

NOW, THEREFORE BE IT, AND IT HEREBY IS RESOLVED by the State Highway Commission, all members being present and affirmatively voting as follows:

1. The Commission does hereby find and declare, based upon investigations, reports and recommendations of the members or its staff, that because of changed traffic conditions a reduced speed zone is no longer required on said Woodburn-Estacada Secondary Highway between M.P. 7.61 and M.P. 7.91.

2. That this Commission does hereby declare and order that said resolution of April 6, 1943, establishing a speed zone of 15 miles per hour on the Woodburn-Estacada Secondary Highway between M.P. 7.61 and M.P. 7.91, hereby is rescinded.

3. That this speed zone resolution No. 235 be entered in the records of the State Highway Commission as of the eighth day of November, 1956.

4. That the Secretary be and he hereby is instructed to send a certified copy of this resolution to the Superintendent of State Police.

27421

EXHIBIT "I"

Minutes of November 8 and 9, 1956

R E S O L U T I O N

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Ashland Undercrossing-Helman Street (Ashland) Section of the Pacific Highway in Jackson County, and in connection therewith to prepare a map showing the route and location of said section and to file said map, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said survey and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That the survey of the Ashland Undercrossing-Helman Street (Ashland) Section of the Pacific Highway, beginning at Highway Engineer's Station 79+89, a short distance south of the Southern Pacific Undercrossing near the northerly city limits of Ashland, and extending in a southerly direction to Highway Engineer's Station 141+00 at Helman Street in the city of Ashland, together with the map, which for identification purposes bears Map File No. 8B-3-17 and the date of August, 1956 (Drawing No. 1R-5-936), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That when said highway section is permanently constructed, the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That the approval and adoption of said survey shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the construction, reconstruction, or improvement of the highway along and over said survey. Said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right of Way Department to proceed promptly with the acquisition of rights of way pursuant to the normal and approved method.

EXHIBIT "I" (Cont)

4. That heretofore by resolution of this Commission dated November 3, 1948, said section of the Pacific Highway has been designated as a throughway within the meaning and purpose of ORS 374.005, commonly known as the "Throughway Law", and, for the reasons stated therein, the above-named section of said highway should be and it is hereby directed that the construction of the same shall be accomplished pursuant to and within the meaning and scope of said law except any portion of said section which had more than ten commercial businesses abutting thereon catering to the motoring public in any one mile as of the date said section of highway was designated as a throughway.

5. That this resolution be entered in the minutes and records of the Commission as of the eighth day of November, 1956 as Survey Resolution No. 146.

27423

EXHIBIT "J"

Minutes of November 8 and 9, 1956

R E S O L U T I O N

WHEREAS, the State Highway Commission in order to provide for the safe and efficient use and the orderly appearance of public highways adopted Miscellaneous Resolution No. 190, on the 1st day of March, 1956, which provided for the inclusion of a clause in all deeds conveying properties abutting upon the rights of way of any state highway, restrictions upon the use of said property for the display of any advertising sign, bill or poster within view of the adjoining highway; and

WHEREAS, the State Highway Commission in order to provide for the safe and efficient use and the orderly appearance of public highways adopted Miscellaneous Resolution No. 190a., on the 26th day of July, 1956, which provided that there be a serious attempt in negotiations for rights of way for the "Interstate System" to agree with owners of such lands to include in those instruments of conveyance restrictions upon the use of the owner's remaining land within view of the public highway, that such land would not be used for display of any advertising sign, bill or poster, except for purposes connected with the owner's use thereof; and

WHEREAS, the State Highway Commission has considered all aspects of the matter, and is of the opinion that restrictions on the display of advertising on the remaining land of owners from whom conveyances of rights of way are acquired, or in conveyances of state property abutting state highways, is not at the present time in the best interests of the State of Oregon.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Highway Commission:

1. That Miscellaneous Resolution No. 190 adopted by the Commission on the 1st day of March, 1956, and Miscellaneous Resolution No. 190a., adopted by the Commission on the 26th day of July, 1956, in all particulars be and the same are hereby rescinded.

2. That this resolution be entered in the minutes and records of the State Highway Commission as of the 8th day of November, 1956 as Miscellaneous Resoltuion No. 190b.

EXHIBIT "K-1"

Minutes of November 8 and 9, 1956

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the eliminaton or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and purposes to relocate, construct, improve and maintain the Newberg-Gerin Corner Section of the Hillsboro-Silverton Highway; and

WHEREAS, under the provisions of Oregon Revised Statutes 374.405, no rights in or to any state highway, including what is known as right of access, shall accrue to any real property abutting upon any portion of any state highway constructed, relocated or reconstructed after May 12, 1951, upon right of way, no part of the width of which was acquired prior to May 12, 1951, for public use as a highway, by reason of the real property abutting upon the state highway; and

WHEREAS, under the provisions of Oregon Revised Statutes 374.410, the State Highway Commission shall, in connection with any acquisition of real property for right of way for any state highway, prescribe and define the location, width, nature and extent of any right of access that may be permitted by the Commission to pertain to real property described in Oregon Revised Statutes 374.405; and

WHEREAS, portions of the Newberg-Gerin Corner Section of the Hillsboro-Silverton Highway will be relocated, constructed or reconstructed upon right of way, no part of the width of which was acquired prior to May 12, 1951; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway

travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that the rights of access that may be permitted should be defined;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the Newberg-Gerin Corner Section of the Hillsboro-Silverton Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full."

2. That it is necessary that the rights of access that may be permitted pursuant to Oregon Revised Statutes 374.410 between the right of way of the said relocated Newberg-Gerin Corner Section of the Hillsboro-Silverton Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property be defined as to location, width, nature and extent. The rights of access which shall be granted unto the respective owners, their heirs and assigns, for service of the said remaining land are noted as to each parcel, or parcels, no part of the width of which was acquired for right of way prior to May 12, 1951.

3. That the relocation, construction, improvement and maintenance of the said Newberg-Gerin Corner Section of the Hillsboro-Silverton Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to the said parcels of real property, or interest therein.

EXHIBIT "K-1" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 8th day of November, 1956, as Condemnation Resolution No. 684.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 684, under the heading "Real Property Condemnation Resolutions", and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

27427

EXHIBIT "K-2"

Minutes of November 8 and 9, 1956

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to locate, construct, improve and maintain the Harbor Drive- Barbur Boulevard Section of the Portland-Salem Expressway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be located, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion,

EXHIBIT "K-2" (Cont)

acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the location, construction, improvement and maintenance of the said Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said Portland-Salem Expressway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property.

3. That the location, construction, improvement and maintenance of the said Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

EXHIBIT "K-2" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 8th day of November, 1956, as Condemnation Resolution No. 685.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 685, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "K-3"

Minutes of November 8 and 9, 1956

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to locate, construct, improve and maintain the Harbor Drive- Barbur Boulevard Section of the Portland-Salem Expressway; and

WHEREAS, the Highway Commission has be a resolution ordered and declared that said section of said highway shall be located, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above

purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of locating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the location, construction, improvement and maintenance of the said Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said Portland-Salem Expressway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A".*

3. That the location, construction, improvement and maintenance of the said Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and

EXHIBIT "K-3" (Cont)

in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 8th day of November, 1956, as Condemnation Resolution No. 686.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 686, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

27433

EXHIBIT "K-4"

Minutes of November 8 and 9, 1956

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Willowdale-Lyle Gap Unit, Willowdale-Madras Section of The Dalles-California Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above

EXHIBIT "K-4" (Cont)

purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Willowdale-Lyle Gap Unit, Willowdale-Madras Section of The Dalles-California Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated The Dalles-California Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A".*

3. That the relocation, construction, improvement and maintenance of the said Willowdale-Lyle Gap Unit, Willowdale-Madras Section of The Dalles-California Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels

of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this eighth day of November, 1956, as Condemnation Resolution No. 687.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 687, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "K-5"

Minutes of November 8 and 9, 1956

R E S O L U T I O N

WHEREAS, the State Highway Commission, on the 1st day of March, 1956, adopted Condemnation Resolution No. 586, declaring the necessity of acquiring certain parcels of property situated in Washington County, Oregon, for right of way purposes for the widening in part, relocating in part, construction, improvement and maintenance of the Cornelius-Hillsboro Unit of the Forest Grove-Hillsboro Section of the Tualatin Valley Highway; and

WHEREAS, the State Highway Commission on the 26th day of April, 1956, adopted a resolution amending the above-mentioned condemnation resolution No. 586; and

WHEREAS, the State Highway Commission after further investigation has found that the best interests of the State and the property owners concerned require that certain changes be made in the Exhibit "A" incorporated into said resolution, said changes being necessary to reflect the location of access reservations;*

WHEREAS, the State Highway Commission, after further investigation has found that the best interests of the State and the property owners concerned require that certain changes be made in the Exhibit "A" incorporated into said resolution, said changes being necessary to reflect the correct amount of property necessary to be acquired, the description of the property, or the number and/or location of access reservations;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That page 26 of Exhibit "A" of said Condemnation Resolution No. 586 be, and the same hereby is, amended as shown on the attached list paginated to correspond with the page of said Exhibit "A" herein amended, which attached list is marked Exhibit "A" and by this reference made a part hereof.*

2. That this resolution be entered in full in the minutes and records of this Commission this 8th day of November, 1956.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway

Commission, Salem, being Resolution No. 586, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "K-6"

Minutes of November 8 and 9, 1956

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right of interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Mosier-The Dalles Section of the Columbia River Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter

described are necessary, and that access to and from the said highway should be controlled.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Mosier-The Dalles Section of the Columbia River Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Columbia River Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property.

3. That the relocation, construction, improvement and maintenance of the said Mosier-The Dalles Section of the Columbia River Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

EXHIBIT "K-6" (Cont)

6. That this resolution be entered in full in the minutes and records of the Commission this 9th day of November, 1956, as Condemnation Resolution No. 688.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 688, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

27441

EXHIBIT "K-7"

Minutes of November 8 and 9, 1956

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Willowdale-Lyle Gap Unit, Willowdale-Madras Section of The Dalles-California Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire

an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Willowdale-Lyle Gap Unit, Willowdale-Madras Section of The Dalles-California Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated The Dalles-California Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A".*

3. That the relocation, construction, improvement and maintenance of the said Willowdale-Lyle Gap Unit, Willowdale-Madras Section of The Dalles-California Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

EXHIBIT "K-7" (Cont)

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this ninth day of November, 1956, as Condemnation Resolution No. 689.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 689, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "K-8"

Minutes of November 8 and 9, 1956

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road, or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of road building materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate, and maintain highways to be known as throughways and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light, and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve, and maintain the Myrtle Creek-Canyonville Section of the Pacific Highway; and

WHEREAS the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved, and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement, and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block, or tract of land, part of which is necessary

for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving, and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary and that access to and from the said highway should be controlled.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required for the construction, improvement, betterment, and maintenance of highways of the state highway system and the relocation, construction, improvement, and maintenance of the said Myrtle Creek-Canyonville Section of the Pacific Highway as a throughway certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list marked Exhibit A under the name of the record owner or reputed owner, and the Commission's respective file number; and said Exhibit A is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property, except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit A.*

3. That the relocation, construction, improvement, and maintenance of the said Myrtle Creek-Canyonville Section of the Pacific Highway and the highway facilities for which each of the said parcel of property, or interest therein, is required and is being taken is necessary in the public interest; and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking; and in the event that no satisfactory agreement can be reached, then the Chief

EXHIBIT "K-8" (Cont)

Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 9th day of November, 1956, as Condemnation Resolution No. 690.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 690, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

27447

EXHIBIT "K-9"

Minutes of November 8 and 9, 1956

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Pacific Highway; and

WHEREAS, for the purpose of widening, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said Pacific Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

EXHIBIT "K-10"

Minutes of November 8 and 9, 1956

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, or donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the State Highway Commission necessary for the preservation of scenic places and other objects of attraction or scenic value adjacent to or along, or in close proximity to, state highways, or which may be conveniently reached from or by a public highway; and the Highway Commission is also authorized and empowered to acquire land and ground necessary for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development. recreational grounds, or resorts, forest or timbered areas, or other places of attraction and scenic value which, in the judgment of the Commission, are necessary for the convenience of the public and which will contribute to the general welfare and pleasure of the motoring public or road users; and

WHEREAS the Beverly Beach State Park has been established by and is under the jurisdiction and control of the State Highway Commission; and

WHEREAS the State Highway Commission plans and proposes to enlarge, develop, and maintain the Beverly Beach State Park for public park and recreational purposes and for the convenience of the public and general welfare and pleasure of the motoring public using the highways of the State of Oregon and for such purposes and in connection therewith the real property hereinafter described is necessary;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required for public park and recreational purposes for use in the enlargement, development, and maintenance of the Beverly Beach State Park fee simple title to a parcel of real property located in Lincoln County, Oregon and described as follows, to wit:

A parcel of land lying in the North half of the Southeast quarter (N 1/2 SE 1/4) of Section 5 and the West half of the Southwest quarter (W 1/2 SW 1/4) of Section 4, Township 10 South, Range 11 West, Willamette Meridian, Lincoln County, Oregon, more particularly described as follows:

Beginning at the intersection of the easterly right of way line of the abandoned Oregon Coast Highway and the South line of said

EXHIBIT "K-9" (Cont)

2. That the widening, improvement and maintenance of the said Pacific Highway and the highway facilities for which each of the said parcel of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcel of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 9th day of November, 1956, as Condemnation Resolution No. 691.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 691, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "K-10" (Cont)

North half of the Southeast quarter (N 1/2 SE 1/4) of Section 5; thence northeasterly along the said easterly right of way line of the abandoned Oregon Coast Highway 985 feet, more or less, to the southerly line of an existing logging road; thence approximately along the southerly line of said logging road as follows: South 24° 42' East 255 feet; South 87° 38' East 147.3 feet; South 37° 44' East 144.4 feet; South 65° 30' East 120.9 feet; South 48° 47' East 274.4 feet; North 86° 15' East 152 feet; North 76° 22' East 270.3 feet; North 85° 13' East 364.1 feet; North 38° 32' East 198.4 feet; North 88° 30' East 190.3 feet; South 57° 40' East 209.2 feet; South 84° 20' East 164.6 feet; thence leaving the southerly line of said road East 396 feet, more or less, to the East line of said West half of the Southwest quarter (W 1/2 SW 1/4) of Section 4; thence South along said East line 895 feet, more or less, to a point which is 450 feet South of the Northeast corner of the Southwest quarter of the Southwest quarter (SW 1/4 SW 1/4) of said Section 4; thence West parallel to the North line of said Southwest quarter of the Southwest quarter (SW 1/4 SW 1/4) of Section 4, a distance of 660 feet, more or less, to the East line of the Northwest quarter of the Southwest quarter of the Southwest quarter (NW 1/4 SW 1/4 SW 1/4) of said Section 4; thence North along said East line 450 feet to the North line of the Southwest quarter of the Southwest quarter (SW 1/4 SW 1/4) of said Section 4; thence West along said North line of the Southwest quarter of the Southwest quarter (SW 1/4 SW 1/4) of said Section 4 and the North line of the South half of the Southeast quarter (S 1/2 SE 1/4) of said Section 5 to point of beginning, containing 37.7 acres, more or less.

2. That the above-described real property and the park and recreational purposes for which it is being acquired is necessary for the convenience of the public and will contribute to the general welfare and pleasure of the motoring public or road user.

3. That the park and recreational facilities for which the aforesaid real property is required and is being taken have been planned, designed, located, and will be constructed, developed, and maintained in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

EXHIBIT "K-10" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 9th day of November, 1956, as Condemnation Resolution No. 692.

EXHIBIT "K-11"

Minutes of November 8 and 9, 1956

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part and relocate in part, construct, improve and maintain the North Jefferson Junction-Albany Section of the Pacific Highway East; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened in part and relocated in part, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, for the purpose of widening in part and relocating in part, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary and that access

to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening in part and relocation in part, construction, improvement and maintenance of the said North Jefferson Junction-Albany Section of the Pacific Highway East, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said widened and relocated Pacific Highway East and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A".*

3. That the widening in part and relocation in part, construction, improvement and maintenance of the said North Jefferson Junction-Albany Section of the Pacific Highway East and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is

EXHIBIT "K-11" (Cont)

authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 9th day of November, 1956, as Condemnation Resolution No. 771.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 771, under the heading "Real Property Condemnation Resolutions", and said description, map and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

27455

EXHIBIT "K-12"

Minutes of November 8 and 9, 1956

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; of for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels or for the elimination or prevention of hazardous points of entry from adjacent property to state highways or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate in part, widen, construct, improve and maintain the North Jefferson Junction-Albany Section of the Pacific Highway East; and

WHEREAS, the Highway Commission has, by a resolution, ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above

EXHIBIT "K-12" (Cont)

purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating in part, widening, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation in part, widening, construction, improvement and maintenance of the siad North Jefferson Junction-Albany Section of the Pacific Highway East, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the state and the owners should be acquired are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said widened and relocated Pacific Highway East and all of the contiguous real property of the owners remaining after the appropriation of the said real property; except, that there shall be reserved unto the owners, their heirs and assigns, for service of their remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A".*

3. That the relocation in part, widening, construction, improvement and maintenance of the said North Jefferson Junction-Albany Section of the Pacific Highway East and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken, is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and

EXHIBIT "K-12" (Cont)

in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 9th day of November, 1956, as Condemnation Resolution No. 800.

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*FOOTNOTE:

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 800 under the heading "Real Property Condemnation Resolutions", and said description, map and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "L"

Minutes of November 9, 1956

R E S O L U T I O N

The Legislative Assembly of the State of Oregon by Chapter 475, Oregon Laws 1953, created the Columbia River Gorge Commission for the purpose of preserving, developing and protecting the recreation, scenic and historic areas of the Columbia River Gorge without, however, appropriating any funds to carry out the said purposes.

The plans and purposes of the Columbia River Gorge Commission of preserving, developing and protecting the recreation, scenic and historic areas of the Columbia River Gorge in certain respects are likewise considered by the Highway Commission to be desirable and to fit in with plans and purposes for the culture of trees, preservation of scenic places adjacent to state highways, and for the development of parks and roadside development which will contribute to the convenience of the public and the general welfare and pleasure of the motoring public.

The Highway Commission has heretofore determined that it would, within the limits of its legal authority and resources and bearing in mind its responsibilities to the general public in the construction of highways and development of parks presently within its state park system, cooperate with the Columbia River Gorge Commission in accomplishing the aforementioned purposes.

To further the cooperation with the Columbia River Gorge Commission the Highway Commission heretofore set apart $50,000.00 for the purchase of property recommended by the Columbia River Gorge Commission, and which were found by the State Highway Commission to be desirable and to fit in with its plans and purposes.

At present date only a portion of the said $50,000.00 has been expended, and the Columbia River Gorge Commission has requested that the unexpended balance be continued for said purpose.

NOW, THEREFORE, BE IT AND IT IS HEREBY RESOLVED:

1. That the Highway Commission continue to cooperate with the Columbia River Gorge Commission by the purchase of real property recommended by said Commission when, in the opinion of the Highway Commission, the said real property is deemed necessary for the culture of trees and the preservation of scenic places and other objects of attraction or scenic value adjacent to, along or in close proximity to state highways, or which may be conveniently reached from or by a public highway, or when said real property is found necessary for the development and maintenance of parks, parking places, auto camps, campsites, roadside development, recreational grounds or resorts, forest or timbered areas, or other places of attraction and scenic value, and which are necessary to the convenience

EXHIBIT "L" (Cont)

of the public, and which will contribute to the general welfare and pleasure of the motoring public or road user.

2. That the fund consisting of the unexpended balance of the $50,000.00 heretofore set apart for the aforementioned purpose be held available for the purchase of real property when recommended by the Columbia River Gorge Commission and approved by the Highway Commission.

3. That this Resolution be entered in the minutes and records of this Commission as of the 9th day of November, 1956, as State Parks Resolution No. 8.

Portland, Oregon
December 17, 1956

The Oregon State Highway Commission met in regular session at 10:00 a.m. in the Queens Room of the Imperial Hotel. Present were:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway Engineer
W. W. Stiffler, Assistant State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
Robert L. May, Jr., Acting Chief Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

Bids as follows were opened and read aloud by the Secretary who announced that the Commission would award contracts in the same room at 3:00 p.m.

DOUGLAS COUNTY
GRADING MYRTLE CREEK-MISSOURI BOTTOM UNIT, MYRTLE CREEK-CANYONVILLE SECTION OF THE PACIFIC HIGHWAY

C. R. O'Neil, Creswell	$1,246,997.00
Kuckenberg Construction Co., Portland	1,304,280.00
Gibbons and Reed Co., Portland	1,790,500.00
Fred H. Slate Co. and E. C. Hall Co., Portland	1,816,532.50

JACKSON COUNTY
GRADING AND PAVING ASHLAND UNDERCROSSING-HELMAN STREET (ASHLAND) SECTION OF THE PACIFIC HIGHWAY, AT ASHLAND

J. C. Compton Co., McMinnville	$ 165,648.50
Hughes & Dodd Co. and True Mix Equipment Co., Medford	171,225.00
M. C. Lininger & Sons, Medford	173,565.00
R & M Construction Co., Central Point	194,383.40
Charles R. Schmiedeskamp, Portland	209,850.00
George E. Berry, Beaverton	218,995.00

MALHEUR COUNTY
GRADING AND PAVING ON THE BURNS JUNCTION-BASQUE MAINTENANCE STATION SECTION OF THE I-O-N HIGHWAY

Central Paving Co., Independence	$ 263,160.40
J. C. Compton Co., McMinnville	269,505.50
Babler Bros., Inc. and Rogers Construction, Inc., Portland	275,640.00

Burns Junction-Basque Maintenance Station Section - Cont.

Warren Northwest, Inc., Portland	$ 277,926.50
L. W. Vail Co., Inc., Pasco, Wn.	285,541.00
The Central Heating Co., Ore. Ltd., Eugene	292.052.50
Gibbons & Reed Co., Portland	313.059.50
C. E. Leseberg, Nyssa	342,332.00

MULTNOMAH COUNTY
ILLUMINATION ON ROOSTER ROCK PARK INTERCHANGE ON COLUMBIA RIVER HIGHWAY, BELOW CROWN POINT VISTA HOUSE

J. J. Walton, Salem	$ 8,323.00
W. R. Grasle Co., Portland	8,788.00
Rochat Electric, Portland	8,950.00
Trowbridge Electric Co., Roseburg	9,950.00
Olson Electric Co., Vancouver, Wn.	13,850.00

UMATILLA COUNTY
GRADING AND PAVING ON HINKLE-BUCKS CORNER SECTION OF THE HERMISTON HIGHWAY

E. H. Itschner Co., Molalla	$ 59,519.00
Vernie Jarl, Gresham	60,456.00
Eugene Gardens, Eugene	60,685.00
L. W. Vail Co., Inc., Pasco, Wn.	61,975.00
C. C. Meisel, McMinnville	69,086.00
Erland and Blickle, Portland	69,482.00

WALLOWA COUNTY
GRADING AND PAVING ON WEST 3RD ST. - EAST 1ST ST. (ENTERPRISE) SECTION ON THE WALLOWA LAKE HIGHWAY AND MAIN STREET

H. J. and H. W. Miller, Baker	$ 23,970.00

COOS COUNTY
GRADING ON DAVIS SLOUGH-BEAVER LOOKOUT SECTION OF THE RELOCATED OREGON COAST HIGHWAY

Morrison-Knudsen Co., Inc., Seattle, Wn.	$ 962,295.00
Peter Kiewit Sons' Co., Vancouver, Wn.	1,136,050.00
Earl L. McNutt Co., Eugene	1,137.359.50
Fred H. Slate Co., and E. C. Hall Co., Portland	1,199,590.00
J. Ira McNutt Construction Co., Springfield	1,220,032.50
Kuckenberg Construction Co., Portland	1,233,390.00
Coos Bay Dredging Co., Inc., Coos Bay	1,395,670.00

The State Parks Superintendent reported on the following park matters:

1. Request of North Bend Chamber of Commerce for development of an overnight camping area on a narrow strip of land north of Coos Bay Bridge and between the old Oregon Coast Highway right of way and the bay: This location, the Parks Superintendent stated, is not suited for overnight camping as it is very steep and is exposed to northwest winds. The property was purchased, he recalled, with the thought of preserving the growth in the area as a timber wayside. In view of these conditions, he recommended and the Commission approved denial of the request.

2. Request of the City of Cottage Grove for development of a state park on the north side of the entrance road to their city from the Pacific Highway: The Parks Superintendent reported that this is a beautiful, moderately flat, and partially timbered area and is an excellent site for picnics. The land was purchased as a source of road-building material and is not now considered needed for that purpose. He pointed out that the land lies very close to the city of Cottage Grove, adjoining their fairgrounds and race track, and would be used primarily by the people of Cottage Grove. He recommended that the request be denied but that the area be made available to the City for park development by granting to the City a revokable lease if they wish to make the development. The Commission accepted his recommendation.

3. Proposed extension of lease with Mr. and Mrs. J. L. Campbell for concession privileges at Silver Falls State Park: The Parks Superintendent reported that the Campbells have been operating the Silver Falls Lodge for the past three years and their service has been quite satisfactory. The business conducted by the Campbells is not large but returned to the State $638.87 in 1956. He recommended that the lease be extended to cover the year 1957 under the same terms as the 1956 lease. The Commission approved such lease extension.

4. Request of Cooperative Extension Service of Oregon State College for use of a 19-acre tract in Silver Falls State Park for a tree-thinning project in connection with a study of the use of wooded lots by 4-H Clubs: This request, the Parks Superintendent stated, was made by Mr. Gary H. Sander, Forest Products Marketing Specialist, and Mr. Hollis Ottaway, County Extension Agent. The selected area is at the junction of the roads to Silver Creek Youth Camp and the Smith Creek Camp which is heavily timbered with fir trees from 40 to 60 years old. It is estimated that through a period of 25 years this 19-acre tract can produce approximately $1,000 per acre in this type of selected logging. As the demonstration will not provide any real detriment to the park and will produce a valuable demonstration, the Parks Superintendent recommended that the request be approved. The Commission accepted his recommendation.

5. Report of the Parks Superintendent concerning the employment of Mr. Kenneth Wolfe as requested by the Columbia Gorge Commission: He advised that, as instructed by the Commission at the November meeting, he has investigated this request very carefully but there appears to be no legal way whereby the Highway Commission can hire Mr. Wolfe. He would have to be an employee of the Highway Commission, but his age is against him, inasmuch as he will be 65 years old on December 12, 1956. Moreover, according to the Civil Service Department, the list of applicants for Right of Way agents is full. He mentioned also that thought was given to hiring him as a forester and as a real estate broker, but Mr. Wolfe does not have a real estate broker's license. The Commission accepted the report and ordered the information conveyed to the Gorge Commission. The Secretary mentioned that when Mr. Ruby appeared before the Commission in November, he also brought up the matter of having the Gorge Commission report directly to the Highway Commission. Chairman Chandler stated that he preferred to have the Gorge Commission present their matters to the Parks Superintendent, who, in turn, will report to the Highway Commission. The Commission decided to adhere to past practice in regard thereto, and to the policy heretofore adopted with regard to the definition of lands that the Commission will consider as desirable for state park purposes.

6. Request of Central Lincoln People's Utility District for a supplement to the agreement of August 17, 1956, increasing the minimum cost of furnishing power to the Fogarty Creek State Park area from $48.00 to $108.00 per year: The Parks Superintendent stated that it is planned to place electric stoves and additional lighting in the area so it appears that the power bills will far exceed the $108.00 minimum. He explained that the increase has been caused by the necessity to extend the power line southward approximately 900 feet to serve an additional area, which extension will cost the Utility District approximately $900.00. Upon his favorable recommendation the Commission approved the supplement to the previous agreement.

7. Request of Dr. R. E. Rinehart, Secretary of the Nehalem Bay Expansion Association, Inc., for installation of signs at Oswald West State Park indicating the location of Short Sand Beach: The Parks Superintendent pointed out that although the name of the park itself has been changed from Short Sand Beach State Park to Oswald West State Park, the Commission did not change the name of the beach or the creek passing through the park or any other features. It was his feeling that to erect large signs on the highway indicating Short Sand Beach would confuse the traveling public, but he recommended that finger-board signs be maintained on trails within the park directing people to Short Sand Beach. The Commission accepted his recommendation.

8. Request of City of Waldport for permission to construct restroom facilities on state park property at Waldport for convenience of members of the Ground Observation Corps: This area, the Parks

Superintendent stated, is known as the South Waldport Ocean Wayside and a permit has been granted to construct a small observation building on the area for the use of the Ground Observation Corps. Construction of a small toilet facility, he stated, would not interfere with the use of the park and would be of a temporary nature. He recommended in view thereof, that the City of Waldport be granted a permit to construct such a facility at the expense of the City in the north end of the Wayside. The Commission adopted the recommendation.

The Right of Way Engineer presented for consideration options secured for acquisition of real property that is needed for state highway right of way or for other purposes. After careful consideration, the Commission unanimously approved closing the options at the prices mentioned therein by adopting the attached resolution relative thereto, marked EXHIBIT "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

NOTE: In this connection the Commission discussed with the Engineer and with the Right of Way Engineer an option obtained from Mr. Lew Wallace, Portland, to acquire a parcel of property at the proposed Tunnel portal on the Southwest 14th Avenue Section of the Sunset Highway. The Right of Way engineer stated that he could recommend acquisition of the land as far as price is concerned, but he questioned the advisability of purchasing the tract now, due to the indefiniteness of highway plans in this area . The Commission deferred action on the matter until later in the day. (The subject was again considered later in the session where it was decided not to purchase Mr. Wallace's land. See ahead for additional minute entry.)

A report on miscellaneous properties sold since the last Commission meeting was presented by the Right of Way Engineer and accepted by the Commission. (For details see Miscellaneous Sales Report dated December 17-18, 1956, in General Files.)

The Right of Way Engineer also presented a supplemental rental report prepared by the Property Manager, showing new rentals and termination of rentals during the period from October 31, 1956, to December 6, 1956. The Commission approved the report. (For details see Supplemental Rental Report dated October 31 to December 6, 1956, in the General Files.)

The Right of Way Engineer reported that several parcels of property acquired for highway purposes are no longer needed for such purposes and may be sold. He presented a list of the properties and recommended that authority be granted him to advertise them for public sale. After careful consideration the Commission approved the sale of the following properties by adopting the attached resolutions relative thereto, marked EXHIBITS "B-1" through "B-5", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

a. The former McDonald property, File No. 22822, on the Beaverton-Forest Grove Section of the Tualatin Valley Highway in Washington County. 0.27 acre with one point of unrestricted access for a minimum price of $1,500. (See EXHIBIT "B-1")

b. The former Inkley property, File No. 24399, on the Forest Grove-Hillsboro Section of the Tualatin Valley Highway in Washington County. 0.31 acre with one unrestricted point of access to the Tualatin Valley Highway, for a minimum price of $1,620. (See EXHIBIT "B-2")

c. The former DeLespinasse property, File No. 19884, on the Barbur Boulevard-Boones Ferry Road Section of the R. H. Baldock Freeway in Washington County. 1.64 acres without access to the Freeway or to the Lower Boones Ferry Road, for a minimum price of $1,640. (See EXHIBIT "B-3")

d. The former O'Connell property, File 24575, on the Forest Grove-Hillsboro Section of the Tualatin Valley Highway in Washington County. 0.27 acre with two points of unrestricted access for a minimum price of $7,500. (See EXHIBIT "B-4")

e. The former Burson property, File 19838, on the Washburn-North Plains Section of the Wilson River Highway in Washington County. 0.33 acre without access to the highway, for a minimum price of $3,750. (See EXHIBIT "B-5")

f. The Right of Way Engineer also requested authority to offer for public sale 2.94 acres of the former Faix property located on the Gervais-Hayesville Unit of the R. H. Baldock Freeway in Marion County. This property, he stated, has been used as a borrow site and has been excavated to a depth of approximately 6 to 8 feet, consequently is filled with water 6 or 7 months of the year. Also, an easement has been granted to the Bonneville Power Administration which covers a majority of this parcel. He recommended that authority be granted to offer the land for sale at a minimum price of $150.00 without access to the Freeway and subject to the power line easement. The Commission granted the authority.

The matter of formally conveying to Benton County the old Tampico-Lewisville Highway was considered. The Right of Way Engineer explained that this highway was formerly on the State Secondary Highway System but was abandoned several years ago in favor of Benton County for use as a County Road, however, the right of way still is in the name of the State. A "Relinquishment of Title" instrument, he stated, is necessary to clarify the situation, and he recommended approval of such an instrument. The Commission accepted his recommendation.

The Commission considered a proposed sale to a Mr. Claude Kerns, of approximately 50 acres of excess land for the sum of $1,000. The Right of Way Engineer explained that in 1953 the Commission acquired from Mr. Kerns as a source of cinder roadbuilding materials,

certain property located in Lot 4, Section 4, Township 40 South, Range 8 East, on the Klamath Falls-Keno Section of the Green Springs Highway in Klamath County. In the original transaction with Mr. Kerns, he said, it was also necessary to secure an easement for a haul road, and a stockpile site, consisting of 1.33 acres. Also, a number of construction obligations were demanded by Mr. Kerns as a part consideration of the sale to the State. It so happens that the property is not needed for state highway purposes and Mr. Kerns would like to get it back and has agreed to pay the sum of $1,000 for the 50 acres of land, which is the same price that the State paid for it; moreover, he has also agreed to accept the 1.33 acres which was acquired for a stockpile site, plus 7.7 acres for a haul road easement, in exchange for the release of the construction obligations incurred in the original transaction. As the property is no longer needed for highway purposes, and as the State will not suffer a financial loss in the matter, he recommended that the transaction be approved. The Commission approved the transaction as recommended.

Sale of timber on the Reckon Quarry Site on the Alsea-Deadwood Highway near Alsea, in Benton County, was discussed. This timber, the Right of Way Engineer explained, has been cruised by a State timber cruiser at a value of $360.00, and Mr. J. F. Conatser has offered to pay such sum for it. The removal of the timber, he said, will be to the State's advantage in operation of the quarry site, in view of which he recommended that the timber be sold to Mr. Conatser at such figure. The Commission approved the sale for $360.00.

Renewal of a lease with Union Pacific Railroad covering a stockpile storage site at Albina in Portland was recommended by the Right of Way Engineer who stated that the present lease expires December 31, 1956, and that it should be extended for a period of 5 years, consideration $10.00 per year. The Commission approved the lease extension as recommended.

The matter of a "Trust Agreement" with the Bonneville Power Administration concerning relocation of a structure on The Dalles-Golden Dale electric transmission line was also presented by the Right of Way Engineer. He explained that in performing construction work on the Columbia River Highway, it is necessary to relocate the structure carrying the electric transmission line. To cover the cost of this move which is to be performed by the Bonneville Power Administration, it is necessary for the State to deposit with the Bonneville Power Administration in advance, the sum of $3,700 and to execute a form of "Trust Agreement". He recommended that the deposit be made and that the "Trust Agreement" be approved. The Commission accepted his recommendation.

The Acting Chief Counsel requested authority to acquire by condemnation, if necessary, the following properties that are needed as right of way in connection with various highway improvements, or for other purposes, and to tender offers for the same in conformity with

instructions given him by the Commission's resolution dated December 20, 1951.

Willowdale-Lyle Gap Unit, Willowdale-Madras Section of The Dalles-California Highway

R-25853 - J. Lester Horigan and Alma F. Horigan, legal owners; Henry W. Lever, contract purchaser
Revised resolution to correct size of corrugated metal tube undercrossing from 72" to 78", and to change location from Station 625+00 to 605+00

Pistol River Section of the Oregon Coast Highway

R-25869 - Marion F. Walker and Mildred Walker, husband and wife (Curry County)
Parcel No. 1: 34.5 acres for Roadbuilding Material
Parcel No. 2: 0.15 acre Haul Road Easement

Davis Slough-Bandon Section of the Oregon Coast Highway

R-25897 - Al Peirce and Hilda Peirce, husband and wife; Menasha Plywood Corporation
Right of Way (Coos County)
Parcel No. 1: 87.0 acres
Parcel No. 2: 5.0 acres
Parcel No. 3: 0.3 acre

Mosier-The Dalles Section of the Columbia River Highway

R-25813 - Earl E. Smith and Agnes Smith
Right of Way (Wasco County)
Parcel No. 1: 0.1 acre
Parcel No. 2: 1,122 square feet
(Amendment to authorize condemnation of additional Parcel No. 2)

Klamath Falls, West Side By-Pass Section of The Dalles-California Highway

R-23137 - Kathryn Geis
Right of Way (Klamath County)
0.25 acre

R-23132 - Edward C. Clark and Helen G. Clark
Right of Way (Klamath County)
0.06 acre

Pendleton-Pilot Rock Section of the Pendleton-John Day Highway

R-25047 - Ray V. Gilham and Winifred J. Gilham, husband and wife
Right of Way (Umatilla County)
0.011 acre

Cornelius-Hillsboro Unit of the Forest Grove-Hillsboro Section of the Tualatin Valley Highway

R-25338 - Southern Pacific Company, the heirs at law of Benjamin Scholfield and Sarah V. Scholfield, et al.
Right of Way (Washington County)
0.07 acre

Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway

R-25032 - Grace M. Powell
Right of Way (Multnomah County)
23,000 square feet

R-20986 - Hazel D. Clark; William A. Ekwall and Lina Ekwall, husband and wife; et al.
Right of Way (Multnomah County)
0.823 acre

R-25801 - Ove Hartmann Petersen and Eva Merle Petersen
Right of Way for Street Widening (Multnomah County)
6,280 square feet

R-25802 - Carrie E. Tibbits, legal owner; Eldreidge O. McGriff and Christine McGriff, contract purchaser
Right of Way for Street Widening (Multnomah County)
6,280 square feet

R-22722 - Fred R. Chapman and Ina C. Chapman
Right of Way (Multnomah County)
3,800 square feet

R-22600 - Henry Adams and Maudie L. Adams, et al.
Right of Way (Multnomah County)
1,118 square feet

R-25021 - Capitol Hill Methodist Church, an Oregon corporation; City Church Extension Society of the Methodist Episcopal Church of Portland, Oregon, an Oregon corporation, et al.
Right of Way (Multnomah County)
750 square feet

Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway (Cont)

R-22721 - Charles W. Richterich, legal owner; Lloyd Asburry and Maryan R. Asburry, contract purchasers, et al.
(Multnomah County)
Parcel No. 1: 22,663 square feet for Right of Way
Parcel No. 2: 11,053 square feet for Right of Way
Parcel No. 3: 2,200 square feet for Right of Way for street widening

R-24043 - Portland Trust Bank, an Oregon corporation; Allen C. Park and Alice A. Park
Right of Way (Multnomah County)
700 square feet

Klamath Falls, West Side-By-Pass Section of The Dalles-California Highway

R-23038 - Carl N. Braathen, Henry W. Spooner and Juliet I. Spooner
Right of Way (Klamath County)
950 square feet

Siletz-Newport Section of the Oregon Coast Highway

R-4251 - F. R. Salway
Right of Way (Lincoln County)
4.70 acres

West Approaches to Salem Bridge - Willamina-Salem Highway

R-20547 - James Rowland and Clara Rowland
Right of Way (Polk County)
0.11 acre

Right of way maps, construction plans and other data were submitted to the Commission and the Engineer advised that the acquisition of the properties listed is required in order to carry out plans for highway improvements and other projects heretofore authorized by the Commission. After considering the matter in the light of the information and advice submitted, together with the general knowledge of the members of the Commission concerning the various projects and the properties involved, the Commission approved the Acting Chief Counsel's request by adopting the attached resolutions relative thereto, marked EXHIBITS "O-1" through "O-11", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Commission accepted a report submitted by the Acting Chief Counsel enumerating details concerning cases that have been tried in court since the Commission meeting held on November 8 and 9, 1956, as follows:

REPORT OF CONDEMNATION CASES TRIED NOVEMBER 7 TO DECEMBER 7, 1956

Case	County	Highway	Section	State's Offer	Defendant's Demands	Verdict
Fischer L-2369 R-22923	Clackamas	Cascade Secondary	SE Flavel-Lake Road	$ 100.00	$ 1,000.00	$ 500.00
Mars L-2465 R-23265	Jackson	Pacific	Ashland	15,000.00	48,500.00	23,000.00
Barnes L-2442 R-23443	Malheur	Central Oregon	Harper Jct.-Vale	675.00	5,316.22	2,100.00
Jensen L-2436 R-23202	Multnomah	Beaverton-Hillsdale	Wash. Co. Line-Hillsdale	200.00	1,500.00	500.00
Stuhlfeier L-2630 R-22204	Yamhill	Pacific West	McMinnville (Adams Street)	42,500.00	80,000.00	60,000.00
Carlisle L-2449 R-22023	Sherman	Columbia River	Deschutes River-Biggs	450.00	1,250.00	600.00

(For additional details see the Acting Chief Counsel's letter dated December 11, 1956, in General Files.)

The Acting Chief Counsel also presented, and the Commission accepted, a report concerning cases which have been settled out of Court since the Commission meeting held on November 8 and 9, 1956, as follows:

REPORT OF CONDEMNATION CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
Zuppe L-2529 R-24631	Coos	Oregon Coast	Davis Creek-Bethel Creek	$ 700.00	$1,000.00

December 17, 1956

REPORT OF CONDEMNATION CASES SETTLED (Cont)

Case	County	Highway	Section	State's Offer	Amount of Settlement
Kamsey L-2629 R-23985	Josephine	Redwood	Wilderville-Grants Pass	$ 725.00	$ 725.00
Engelking L-2646 R-23069	Klamath	The Dalles-California	Klamath Falls-West Side By-Pass	650.00	700.00
O'Keeffe L-2515 R-14509	Klamath	Klamath Falls-Malin	Lost River-Hatfield Jct.	3,150.00	3,600.00
Frye L-2494 R-23639	Multnomah	Beaverton-Hillsdale	Wash. Co. Line-Hillsdale	150.00	250.00
Morris L-2581 R-24667	Multnomah	Mt. Hood	East Burnside extension connection	1,050.00	1,050.00
Turner L-2658 R24643	Multnomah	Portland-Salem Expressway	Harbor Drive-Barbur Blvd.	1,500.00	1,750.00
Zurbuchen L-2440 2571 R-23173 24720	Multnomah	Beaverton-Hillsdale	Wash. Co. Line-Hillsdale	950.00	1,100.00
Winslow L-2612 R-24860	Umatilla	Pendleton-John Day	Pendleton-Pilot Rock	610.00	775.00
Compton L-2631 R-24310	Yamhill	Hillsboro-Silverton	Chehalem-Newberg	786.00	786.00
Copenhaver L-2098 R-18451	Lane	Pacific	Goshen-Divide	1,800.00 for 1.92 acre	2,100.00 for 1.95 acre

REPORT OF CONDEMNATION CASES SETTLED (Cont)

Case	County	Highway	Section	State's Offer	Amount of Settlement
Marshall L-2656 R-23674	Multnomah	Portland-Salem Expressway	Harbor Drive-Barbur Blvd.	$7,450.00	$8,100.00
Leverenz L-2516 R-24463	Umatilla	Ukiah-Hilgard Secondary	Ukiah-West Forest Boundary	2,653.00	3,650.00
McMillin L-2518 R-24466	Umatilla	Ukiah-Hilgard Secondary	Ukiah-West Forest Boundary	1,663.00	2,090.00
Metteer L-2517 R-24468	Umatilla	Ukiah-Hilgard Secondary	Ukiah-West Forest Boundary	2,356.00	2,660.00
Bordeaux L-2652 R-23783	Douglas	Pacific	Myrtle Creek-Canyonville	375.00	375.00
Ellis L-2661 R-23532	Lane	Eugene Springfield	Ferry St. Bridge-Mohawk Road	7,750.00	8,500.00
Adcock L-2626 R-25172	Josephine	Rogue River Loop	River Banks Farm Section	450.00 for 0.5 acre	1,200.00 for 2.67 acres
McLean L-2669 R-22748	Multnomah	Portland-Salem Expressway	Harbor Drive-Barbur Blvd.	9,750.00	10,200.00

(For additional details see the Acting Chief Counsel's letters dated December 11, 1956, and December 13, 1956, in the General Files).

In conformity with a resolution adopted by the Commission on December 20, 1951, the Acting Chief Counsel presented offers that have been tendered for acquisition of real property prior to the institution of condemnation proceedings as follows:

December 17, 1956

Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway

R-20988 - Ernest L. Miller, et ux. 5,793 square feet for right of way purposes. Offer of $750.00 approved by Mr. McIver December 6, 1956.

R-20989 - H. Irene Hinnells, et al. 20,430 square feet for right of way purposes. Offer of $2,000.00 approved by Mr. McIver December 6, 1956.

R-21165 - Creighton C. Snyder, et al. 1,826 square feet for right of way purposes. Offer of $2,625.00 approved by Mr. McIver December 6, 1956.

R-22531 - Leo Gallagher, et ux. 25,000 square feet for right of way purposes. Offer of $87,500.00 approved by Mr. McIver December 6, 1956.

R-22711 - Albert P. Walton, et ux. 1,600 square feet for right of way purposes. Offer of $965.00 approved by Mr. McIver December 6, 1956.

R-22712 - William F. Holmes, et al. 1,820 square feet for right of way purposes. Offer of $770.00 approved by Mr. McIver December 6, 1956.

Newberg-Gerin Corner Section of the Hillsboro-Silverton Highway

R-25344 - Walter Adolf, et al. 10.44 (10.0 net) acres for right of way purposes. Offer of $6,475.00 approved by Mr. Reynolds November 30, 1956.

Myrtle Creek-Canyonville Section of the Pacific Highway

R-21030 - Ora W. Carter, et al. 13 acres for right of way purposes and 0.2 acre for an easement for a drainage ditch. Offer of $12,350.00 approved by Mr. McIver December 6, 1956.

R-21031 - Alton E. Alspaugh, et ux. 1.38 acres for right of way purposes and 0.06 acre for excess taking. Offer of $650.00 approved by Mr. McIver December 6, 1956.

R-21040 - Venita Starnes, et vir. 7.36 acres for right of way purposes. Offer of $2,900.00 approved by Mr. McIver December 6, 1956.

R-21042 - Agnes A. Riddle, et al. 5.97 acres for right of way purposes. Offer of $3,900.00 approved by Mr. McIver December 6, 1956.

Myrtle Creek-Canyonville Section of the Pacific Highway - Cont.

R-23734 - William P. Weaver, et al. 25.5 (24.1 net) acres for right of way purposes and 0.18 acre for an easement for a drainage ditch. Offer of $17,000.00 approved by Mr. McIver December 6, 1956.

R-25622 - Incorporators of Weaver District Improvement Company. 0.53 acre for right of way purposes. Offer of $265.00 approved by Mr. McIver December 6, 1956.

R-25774 - Roy Carte, et ux. 0.4 acre for right of way purposes. Offer of $750.00 approved by Mr. McIver December 6, 1956.

Klamath Falls, West Side By-Pass Section of The Dalles-California Highway

R-23099 - Carl T. Wildermuth, et al. 9,380 square feet for right of way purposes. Offer of $3,600.00 approved by Mr. Reynolds November 30, 1956.

R-23102 - Duane C. Schofield, et al. 3,600 square feet for right of way purposes. Offer of $425.00 approved by Mr. Reynolds November 30, 1956.

R-23109 - Murrell Betsch, et al. 210 square feet for right of way purposes. Offer of $350.00 approved by Mr. Reynolds November 30, 1956.

Mosier-The Dalles Section of the Columbia River Highway

R-25813 - Earl E. Smith, et ux. 0.1 acre and 1,122 square feet for right of way purposes. Offer of $1,900.00 approved by Mr. McIver December 11, 1956.

The Commission accepted the offers as presented.

A report on matters before the Public Utilities Commissioner in which the State has been made a party, was presented by the Acting Chief Counsel as follows:

PUX 187: Thornhollow Grade Crossing. This matter involves a slight relocation and an improvement of an existing grade crossing with the Oregon-Washington Railroad & Navigation Company tracks on the Cayuse-Adams County Road in Umatilla County. Maintenance of the crossing is to be an obligation of Umatilla County.

PUX 188: Grade crossing of the tracks of Southern Pacific Company on Fifth Street in the City of Lebanon in Linn County. This matter pertains to an extension of Fifth Street in the City of Lebanon, and the Highway Commission is not directly affected.

PUX 194: Long-Bell private road crossing of Wolf Creek County Road No. 455, near Wolf Creek, 0.38 mile West of Timbered Ridge Road, in Lane County. The order authorizes construction of a private road crossing and no State highway is directly involved.

PUX 195: Long-Bell private road crossing of Wolf Creek County Road No. 455, 2.5 miles from junction of Timbered Ridge Road, in Lane County. The order authorizes construction of a private road crossing and no State highway is directly involved.

PUX 196: Southern Pacific Company Industrial Drill Track at grade crossing with McKinley Street in Eugene, Lane County. The order involves a grade crossing and no State highway is directly involved.

PUX 198: Locust Street and Park Avenue grade crossings in Nyssa, Malheur County. The order requires a grade crossing at Locust Street and closure of an existing crossing at Park Avenue. No State highway is directly involved.

L-1455: Grade crossings of Calapooia and State Streets in the City of Sutherlin, Douglas County. On July 2, 1947, authority was granted to Weyerhaeuser Timber Company to construct crossings at grade on Calapooia and State Streets. Automatic electric signals were installed at Calapooia Street, which was then the main route of the Pacific Highway. The order authorizes train movements during the hours of darkness.

A report was submitted by the Acting Chief Counsel concerning acquisition of property at Roseburg from the United States General Services Administration. He reviewed briefly preceding actions in which the Commission had authorized him to attempt to secure a 16.34 acre parcel of real property which was a part of the Veterans Administration Hospital Reservation in Roseburg. Application was made to purchase the property as a public park and recreation area at 50 percent of the appraised value. In a letter dated November 14, 1956, the State was advised that the application for purchase of the property had been approved subject to certain terms and conditions, one of which was that the State pay the sum of $4,000 not later than December 17, 1956. Telephone approval was obtained from Commissioner Reynolds and Commissioner McIver, the acceptance was signed by the Acting Chief Counsel in behalf of the Commission, and the sum of $4,000 plus $326 for costs

incurred by various federal agencies was submitted to the General Services Administration and a deed is expected in the near future. He asked the Commission to confirm this action and to authorize payment of other external administration costs as set forth in the letter notifying that the application of the Highway Commission had been approved. The Commission confirmed the Acting Chief Counsel's action and authorized additional payments as requested.

Abandonment of an old section of the Pacific Highway near Umpqua River crossing at Booth Ranch in Douglas County was considered. The Acting Chief Counsel explained that under the terms of an agreement previously entered into with Mr. and Mrs. Earl Morley and Mr. and Mrs. Roy F. Smith, the State had agreed to perform certain work to improve approaches to the highway at the Morley's and Smith's properties, and in addition, agreed to abandon a small portion of the old right of way of the Pacific Highway which is no longer needed for any public use. The Morleys and Smiths, he stated, have conveyed real property and access rights to the State as agreed, and he recommended in view thereof, that the right of way be abandoned to them. The Commission approved such abandonment by adopting the attached resolution relative thereto, marked EXHIBIT "C", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission approved a report presented by the Acting Chief Counsel concerning claims which have been abandoned as being uncollectible, as follows:

CAO-55-161, Daniel David Perry: On November 7, 1955, a car owned and operated by Mr. Perry collided with a guard rail at M.P. 29.0 on the Warm Springs Highway when Mr. Perry went to sleep. The damage to the guard rail amounted to $52.88 and Mr. Perry has made one payment of $5.00, but since that time, has not replied to numerous letters demanding payment. Mr. Perry is a resident of Oklahoma and it is not deemed feasible to collect by legal proceedings.

CAO-56-273, Vern Meyer: On April 28, 1956, a car operated by Mr. Meyer collided with a traffic arm on the Interstate Bridge in Portland, causing damages in the sum of $40.00. The sum of $30.00 has been paid on the claim, but since the last payment no reply has been received to any of the State's letters. The cost of collecting the remainder would be in excess of the balance owed.

CAO-56-319, Margaret Wynn and Harry T. Alspaugh: On June 15, 1956, on Highway No. 212 near Boring, a State Highway vehicle attempted to pass a car operated by Harry Alspaugh and was struck by the Alspaugh vehicle which was making a left turn. No replys have been received to the State's letters demanding payment and as it appears that both parties were negligent, the State's interest would not be furthered by institution of legal proceedings.

CAO-56-333, Arnold Hedges: On July 23, 1956, a truck operated by Mr. Hedges burned at M.P. 167.0 on the Central Oregon Highway. The fire burned a hole in the highway which cost $157.60 to repair. Mr. Hedges' insurance carrier has denied the claim stating that there was no negligence on the part of Mr. Hedges. As no carelessness or negligence has been established on the part of Mr. Hedges, it is improbable that legal proceedings to collect the claim would be successful.

CAO-56-356, Charles E. Jacobs: On June 21, 1956, a car owned by Charles E. Jacobs collided with the handrail of the Theil Creek Bridge at M.P. 145.90 on the Oregon Coast Highway, causing damages in the amount of $245.31. Mr. Jacobs claimed that the vehicle was loaned to a Miss Joyce Phelps and that the automobile was stolen from her and wrecked. As the State has no evidence to rebut his contention that the automobile was stolen and as Mr. Jacobs is confined in the Lincoln County Jail, it appears that no successful action could be taken to recover damages.

CAO-56-386, Raymond Dale Carter: On September 17, 1956, the rear wheels of a truck operated by Mr. Carter came off causing the truck to spill its load of cornhusks, corncobs, etc., on the Pacific Highway at M.P. 87.90. The debris was removed at a cost of $23.99. Letters sent to Mr. Carter demanding payment have been returned and apparently Mr. Carter has moved without leaving a forwarding address.

The institution of a suit for damages by the Drake Lumber Company against the Highway Commission was presented by the acting Chief Counsel. He explained that service of summons and complaint had been made upon the Secretary for the Commission on November 13, 1956. The lumber company contends that they have suffered damages to their business located on Northeast Halsey Street and between Northeast 39th Avenue and Northeast 49th Avenue by reason of a change in grade in constructing the T. H. Banfield Expressway. They seek to collect damages in the sum of $60,000 plus attorney's fees in the sum of $4,500. Under Oregon Laws it appears that the State is liable for damages resulting from the change of grade, but controversy involves the amount to be paid. An offer was made to the Drake Lumber Company in the amount of $35,000, but was not accepted. Negotiations will continue, he added, and all possible action will be taken in defense of the case if an amicable settlement cannot be reached. The Commission accepted the report.

The Acting Chief Counsel also reported the institution of a suit against the State by Mr. and Mrs. Kelman for damages to their automobile court adjacent to Ames Creek on the Santiam Highway in Linn County. The plaintiff alleges that in 1952 the Highway Commission constructed a series of box conduits to carry the water of Ames Creek under the highway and in the course of such work, removed riprap which had been placed by the plaintiffs to prevent erosion to their property. The

complaint alleges that erosion has taken place because of the riprap removal and they seek damages in the amount of $5,000. Investigation, he continued, discloses that in 1954 State Highway forces had placed approximately 25 cubic yards of riprap in response to Mrs. Kelman's complaint, and again in January, 1956, had placed timber supports for the protection of buildings. Appropriate action will be taken, he stated, to defend the state in the event an amicable settlement cannot be arranged. The report was accepted by the Commission.

Upon the request of the acting Chief Counsel, the Commission authorized the institution of legal proceedings to collect damages to State property as follows:

CAO-56-173, Toddice L. Slayton: For damages to a State truck in the amount of $142.57 incurred December 7, 1955 on the Mt. Hood Highway approximately one mile west of Gresham.

CAO-56-184, Donald F. Deulen: For damages to a State-owned cyclone fence in the amount of $247.70 incurred November 11, 1955, near the Harvard Overcrossing at Roseburg on the Pacific Highway.

CAO-56-223, Harold G. Nash: For damages to a State-owned vehicle in the amount of $56.95 incurred February 24, 1956 on the Northeast Broadway in the city of Portland.

CAO-56-247, Arnold Smith Gaines: For damages to a State gasoline pump in the sum of $58.99 incurred March 8, 1956, in the city of Ashland.

CAO-56-272, Weldon E. Spangler, Jr., and Earl Arthur Khuen: For damages in the amount of $200.00 by reason of removing highway signs on the Coos Bay-Roseburg Highway between Coquille and Myrtle Point on March 21, 1956. Mr. Spangler and Mr. Khuen were convicted, fined and have made payment in the amount of $125, but have not replied to any subsequent letters.

CAO-56-300, Leon E. Baker: For damages in the amount of $637.69 to a bridge railing on the South Fork of Beaver Creek at M.P. 53.47 on the Columbia River Highway incurred May 14, 1956.

CAO-56-334, Ernest Llewellyn Faus: For damages to a State-owned drinking fountain in the sum of $75.76 incurred July 30, 1956, at M.P. 303.2 on the Ladd Canyon Section of the Old Oregon Trail.

Employment of two attorneys was requested by the Acting Chief Counsel. He recommended employment of Mr. Robert J. Patterson, age 39, in the Trial Section, at a salary of $590 per month effective January 1, 1957; and Mr. Robert A. Holland, age 32, in the Office Section, at a salary of $442 per month, effective December 18, 1956. The

Commission approved the employment of these two men upon assurance that their employment had been approved by the Attorney General.

Upon the favorable recommendation of the Acting Chief Counsel, the Commission approved an increase in salary for Mr. Donald R. Stark, who is to act as Chief of the Title Section, from $426 to $459 per month effective January 1, 1957. The Attorney General, he added, has approved this increase.

The matter of placing Federal Tax Stamps upon deeds conveying real property to the State was brought up by the Acting Chief Counsel. He recalled that a ruling of the Bureau of Internal Revenue in 1950 required tax stamps on deeds from a private owner to a state; however, Oregon, and other states including California and Washington, have followed a practice which existed prior to 1950 by not requiring Documentary Tax Stamps to be affixed to deeds conveying property to the State. No protest was offered by the Bureau of Internal Revenue and no action was taken by them concerning stamps on deeds; however, within the last few weeks, complaints have been received from two persons who conveyed property to the State Highway Department several years ago advising that representatives of the Bureau of Internal Revenue are insisting that these two persons furnish Tax Stamps to be placed upon the deeds executed in favor of the State at that time. An exhaustive research is now being made, he stated, to determine whether the 1950 regulation of the Bureau of Internal Revenue is valid under Federal Law, but no conclusion has been reached. He recommended that a letter be directed to each member of the Oregon Congressional Delegation requesting support of Federal legislation, specifically exempting conveyances to the State from the Documentary Tax Stamp Act. He also recommended that he be authorized to request an official ruling from the Commissioner of the Bureau of Internal Revenue concerning this matter, and to request the Commissioner to vacate and set aside the regulation of 1950. The Commission approved his recommendations.

Amendment to the "Access Clause" in a deed given by T. H. Starker and Margaret O. Starker concerning access to the remaining Starker property located near Corvallis on the Pacific Highway West in Benton County was discussed. The Acting Chief Counsel pointed out that the "Access Clause" in the original deed contains ambiguous language and he recommended that it be changed by setting forth specific things for which the access could be used. The original deed, he stated, provided for one 25 foot access but was not clear as to its use. The Commission approved his recommendation.

Dr. R. E. Rhinehart, Wheeler, Oregon, Secretary, Nehalem Bay Expansion Association, Inc., came before the Commission concerning construction of the "Elsie Cutoff" from a point near Elsie on the Sunset Highway southerly and westerly to a junction with the Oregon Coast Highway near Wheeler. He pointed out that the Nehalem Valley, which is now served by Highway No. 53, is greatly in need of a better route, as Highway 53 is extremely crooked and narrow. The lack of good roads to the

Wheeler area, he stated, is stifling construction of new homes. Following his departure, the Commission instructed the Secretary to write Dr. Rhinehart advising him of whatever action the Commission may take when the Engineer's report concerning the Elsie Cutoff is considered later in the day.

The Engineer reported that under authority previously granted him by the Commission, he has awarded contracts on which the conditions of the awards have been satisfied as follows:

(1) Grading and paving 17th Street-Cozine Creek (Adams Street-McMinnville) Section of Pacific Highway West (southbound), Yamhill County. Bids received November 8, 1956. Conditions of award satisfied November 16, 1956. Perkins Bros., Portland, low bidder.

(2) Grading and paving and bridge construction on Whiteson Section of Pacific Highway West, Yamhill County. Bids received September 27, 1956. Conditions of award satisfied December 5, 1956. Workman and Wilson, Canby, low bidder.

(3) Construction of a steel girder bridge and three overflow bridges on Newberg-Gerin Corner Section of Hillsboro-Silverton Highway, Marion and Yamhill Counties. Bids received November 8, 1956. Conditions of award satisfied December 12, 1956. Manson Construction & Engineering Co., Seattle, Washington, low bidder.

The Commission confirmed the awards unanimously.

The Commission considered the rejection of a low bid submitted by L. W. Vail Company on November 8, 1956, for grading and paving the Hinkle-Bucks Corner Section of the Hermiston Secondary Highway in Umatilla County. The Engineer explained that the Vail Company was pre-qualified as a partnership, but had submitted a bid for this project as a corporation, and under Oregon law, it was necessary to reject the bid. He asked the Commission to confirm the rejection. The project, he added, has been readvertized and bids were received at this meeting. The Commission confirmed rejection of the bid as requested.

A report was submitted by the Engineer concerning the feasibility of constructing a Pacific Highway by-pass around Medford on what is known as the "High Line" route. He recalled that this line was suggested as a possibility by certain individuals when the hearing was held in Medford re the Pacific Highway relocation. He pointed out that the "High Line" route is 0.37 mile longer than the "Hillcrest" line and costs approximately $6,750,000 more. He recommended that this route be given no further consideration because of its length, high cost and other undesirable features. The Commission accepted his recommendation. The Commission also decided to adopt a definite route for

the by-pass around Medford and Ashland at its January meeting.

A reconnaissance report on the proposed Elsie Cutoff between Elsie and Mohler in Clatsop and Tillamook Counties, was presented by the Engineer. He pointed out briefly that the project is 23.27 miles in length, will cost approximately $5,415,000, and shows a benefit quotient of only 0.55, whereas a quotient of 1.00 is required if the highway is to be economically feasible. The cutoff, he continued, will be needed in the future, but construction is not warranted at this time. He recommended that no action be taken in the matter at this time, and that he be authorized to submit copies of the reconnaissance report to Senator McMinimee and the Tillamook County Court. The Commission accepted his recommendation.

Consideration was given to a report from the Engineer concerning a request from owners of small lumber mills on the Kimberly-Long Creek Secondary Highway that equipment consisting of a tractor and full trailer having an overall length of 60 feet, be permitted to operate over the highway from Kimberly, M.P. 0.0, to the end of the improved section 3 miles east of Hamilton, M.P. 26.89. The Engineer stated that a test run disclosed that vehicles of this type can operate over this section without encroaching on the opposing traffic lane, so, under authority previously granted him, he approved, on November 15, 1956, the reclassification of the above described section of highway from Group II to Group I. The Commission accepted his report.

The Engineer reported that under authority previously granted by the Commission, he authorized removal of a temporary 25 MPH speed zone established March 26, 1956, on the east 1,000 feet of the two east bound lanes of the Ross Island Bridge in Portland. This speed zone was placed because of construction of the new ramp from the east end of the bridge to McLaughlin Boulevard. The ramp was completed and opened to traffic at 2:00 p.m. October 25, 1956, and the reduced speed zone was removed as of that date. The Commission accepted his report.

The Engineer also presented a report concerning an access to The Dalles-California Highway a short distance north of Klamath Falls, requested by Johns-Manville Corporation. He recalled that in previous negotiations for an improved access the Corporation had declined to participate financially in construction of an interchange which is estimated to cost about $150,000. Alternate plans have been formulated, one of which provides for a left turn refuge, and the other a turn-out with crossing at a signal light similar to the access to the International Harvester Company plant on McLaughlin Boulevard near Portland. He estimated that either of these two plans will cost about $25,000 and it was his thought that the Corporation should participate at least 50 percent. Action was deferred by the Commission pending appearance of a delegation on the following day. (When the delegation appeared they were informed concerning plans for the $25,000 improvement and that the Oregon law requires applicants to pay the costs to construct such accesses; however, in this instance, as the matter of safety to the traveling public, the State

is willing to pay one-half of the cost. The delegation indicated that such an arrangement would be satisfactory). (See ahead for additional entry.)

The Engineer reported the need to establish a third maintenance district in Division I, the same to be located on 87th Street south of the Banfield Expressway. He outlined briefly the responsibility of the two existing that are headquartered at Milwaukie, and advised that due to the increased mileage of highways to be maintained and the increased population of the Portland metropolitan area, the work involved cannot be administered satisfactorily without the new third district at 87th Street which would look after the Banfield Expressway and Upper and Lower Columbia River Highways. He also pointed out that the area covered by Division I contains 40 percent of the State's population and there has been a great increase in the number of permits issued, sanding of highways, and the red tape involved with a large population center. He recommended that approval of the third district, and that authority be granted to construct the necessary buildings on state owned property on 87th Street, which are estimated to cost about $28,000. The Commission approved establishment of the new maintenance district and authorized construction of a maintenance headquarters as recommended. The Engineer was also authorized to sign a petition in behalf of the Commission requesting the city of Portland to approve a zone change for the area that is required.

The Engineer reported on a request from Mr. L. A. Courtemanche for widening a bridge over the Yamhill River on US 99W between McMinnville and the St. Joseph Undercrossing. The Engineer stated that an investigation revealed that a new bridge is needed at this place but widening of the existing structure is not feasible; therefore, it would be necessary to construct a parallel bridge which is estimated to cost $240,000. As there are no funds available to finance it now, he recommended that the project be given high priority when the next construction program is arranged. The Commission accepted his recommendation.

A status report was presented by the Engineer concerning a proposed agreement with the Idaho Power Company covering the relocation of the Baker-Homestead Highway that is required by reason of the dams that are being constructed by the Power Company in the Snake River in the vicinity of Brownlee and Oxbow. He recalled that on June 11, 1956, the Commission had entered into an agreement with the Idaho Power Company allowing them to construct a detour around the end of the Brownlee Dam, and to route traffic over the detour. In construction of the Oxbow Dam it is necessary for the Power Company to plug an unused tunnel and to relocate a 7.3 mile section of the Baker-Homestead Highway south of Copperfield. A form of agreement has been executed by the Power Company which will permit them to perform this work on terms which will protect the best interests of the State. These terms, he continued, provide, among other things, for the 7.3 mile section to be constructed according to Highway Commission standards. The Company is to convey title to the right of way of the reconstructed highway to the State, and to provide maintenance until the new section is adopted as a part of the Baker-Homestead Highway. The Company also

is allowed to permanently plug an unused tunnel at M.P. 72.8. The Company also is to install 15,000 feet of guard rail plus an additional amount as may be deemed necessary by the Highway Commission after the section is constructed. He presented a form of agreement previously signed by the Idaho Power Company officials, and recommended that it be approved by the Commission. The Commission approved the agreement.

In connection with this matter, the Engineer stated that the Idaho Power Company is having difficulty in securing Engineers and has asked the State to assist in that regard. He recommended that the State Highway Department assist them by letting them use Highway Department maps and survey crews, when crews are available, with the understanding that the Power Company will reimburse the State for cost of such facilities and crews. The Commission approved such arrangement.

In this connection it was brought out that legislative action is required to change the routing of the Baker-Homestead Highway. The Acting Chief Counsel was instructed to prepare an appropriate bill covering this matter for presentation to the 1957 Legislative assembly.

The Bids received at the morning session on the Myrtle-Creek-Missouri Bottom Unit on the Pacific Highway in Douglas County were discussed. The Engineer pointed out that the low bid received is more than 10 percent above the State estimate, but he felt that the estimated cost of $.65 per cubic yard for moving rock could be faulty, as the general average of bids submitted by four reliable contractors is in the vicinity of $.85 per cubic yard. He suggested that the low bid be not rejected until a more careful study has been made of the estimated cost. The Commission accepted this recommendation.

The meeting recessed for luncheon at 12:00 noon and reconvened at 2:00 p.m. with the same persons present and participating.

The Commission considered items of unfinished business that appear on the Secretary's summary dated November 9, 1956, as follows:

1. Request of Mt. Vernon delegation for replacement of a permanent dam in Beech Creek with a temporary structure to reduce flooding hazard: The Engineer reported that in investigating this matter, it was found that the Army Engineers are also making an investigation and he recommended that no action be taken until the Army Engineers have made their report. The Commission accepted the recommendation and ordered the item deleted from the list of unfinished business. It is to be considered as new business when the subject is again presented.

2. Request of Mr. H. Brelage of North Bend, to establish a restaurant in connection with his motel at the north end of Coos Bay Bridge on the Oregon Coast Highway: The Right of Way Engineer stated that as previously instructed, he had contacted Mr. Brelage concerning his request and possible modification of the existing lease he holds from

the State. A satisfactory arrangement appears to have been concluded except for a few minor details which can be taken care of. A full report, he stated, will be submitted at or prior to the January meeting. This item was ordered deleted from the list of unfinished business.

3. Request of Louis Courtemanche for widening a narrow bridge over the Yamhill River on US99W near St. Joseph Cemetery, north of McMinnville: This item was ordered deleted from the list of unfinished business as a report was presented by the Engineer earlier in the day.

4. Proposed foothills or "High Line" by-pass route of Medford: This item was ordered deleted from the list of unfinished business, as the Engineer had previously submitted a report on the subject.

5. Request of telephone and power line representatives concerning relocation of their facilities on highways at state expense: The Engineer stated that the assembling of information on this matter has not been completed, but in his estimation there is no reason why highway users should pay the costs to move these facilities. This item is to remain on the list of unfinished business.

6. Request of Columbia Gorge Commission for financial and other assistance in acquiring timbered areas in the Columbia Gorge: This item was ordered deleted from the list of unfinished business, as a report was submitted earlier in the day by the Parks Superintendent.

Consideration was given to a request from the City of Lebanon for installation of traffic signals at the intersection of Main Street and Milton Street. The Engineer explained that Main Street is the route of the Santiam Highway, and Milton Street is used as a log truck route. Investigation disclosed that traffic in the intersection exceeds minimum warrant for signalization and he recommended that a fully actuated traffic signal be installed at an estimated cost of $6,000 with the cost to be borne equally by the City and State, and provided that the City will furnish electrical energy and maintain the signals after installation. The Commission approved the installation as recommended.

Also considered was a petition from residents of Marion County requesting an investigation of traffic hazards at Henjum's Corner on the Hillsboro-Silverton Secondary Highway west of Silverton. The Engineer reported that an investigation disclosed, among other things, that there were 5 reported accidents at the intersection during the period January 1, 1951 to July 31, 1956, in which 3 persons were injured, but none were killed. The highway at this point, he said, makes a right angle turn and an uncontrolled conflict is set up between vehicles leaving the highway and those making the left turn around the angle. To alleviate this condition, he recommended the installation of a flashing beacon with a flashing-amber indication directed to vehicles entering the intersection from the Hillsboro-Silverton Highway to the north, a flashing-red indication to vehicles that enter from the County Road to the west, and a

flashing-red indication with a green right-turn arrow directed to vehicles entering from the east. The Commission approved the installation at an estimated cost of $600.

The Engineer requested authority to install a flashing beacon on the lower Columbia River Highway at its intersection with the Knappa-Svensen County Road, about 12 miles east of Astoria. An investigation by the Traffic Engineer, made at the request of the local Volunteer Fire Department, he stated, shows that there is inadequate sight distance at this intersection which is used as a school crossing. Also, there are numerous turning movements by log trucks in the intersection. The Commission granted his request at an estimated cost of $800.

The Commission gave attention to a request from Mr. George W. Farrell, City Manager of Roseburg, for installation of traffic signals at the intersection of Stephens and Brockway Streets in the City of Roseburg. An investigation which was conducted, the Engineer stated, disclosed that the problem centered around the school crossing, but it also disclosed that if a signal is to be installed, it should be at Haines Street instead of Brockway. He recommended installation of a school crossing type signal with a locked control box with a manual push button to be operated by the Supervisor of the School Patrol. The City, he stated, has indicated willingness to assume one-half of the $3,000 estimated installation cost and to maintain the signal and furnish electrical energy to operate it after the installation is completed. The Commission approved the installation as recommended.

Increases in project authorization were requested by the Engineer and approved by the Commission for the following contracts:

1. Contract #4792; for emergency work on the China Gulch-Copper Road Section of the Medford-Provolt Highway in Jackson County, in the amount of $12,500. Construction of a box culvert in lieu of corrugated metal culverts was the principal cause of the overrun.

2. Contract #4587; on the Knowles Creek-Turner Creek Tunnel Project on Route "F" in Lane County, in the sum of $258,000. This overrun, he stated, was caused solely by necessity of lining the entire tunnel, and Lane County will pay for all of the overrun. The County has already deposited $150,000, the balance to be paid after July 1, 1957.

3. Contract #4311; on the Glenwood-North Plains Section of the Wilson River Highway in Washington County, in the amount of $120,000. This overrun, the Engineer stated, was caused by having to secure an additional source of gravel by unstable subgrade materials which required additional base thickness, and the necessity of washing the material secured from the second gravel source.

Consideration was given to suggestions submitted by the Lane County Court concerning improvement of the Springfield-Creswell Highway between the Willamette Highway and Creswell. The Engineer

recalled that the 2-year construction program recently adopted by the Commission contains an item of $600,000 for improvement of this highway between the Willamette Highway and Creswell, but the Lane County Court has requested a modified project consisting of about 2½ miles of grading and surfacing near Cloverdale which will cost about $200,000, and that the remaining funds be transferred to Route "F" to improve the section easterly from Richardson. He pointed out that the improvement suggested by the County on the Springfield-Creswell Highway will eliminate a number of very sharp turns. He also said that the County Court requests that when the remainder of this highway is constructed, an entirely new route be adopted which will connect with the present junction of the Springfield-Creswell Highway, about a mile east of Pleasant Hill. He added that the County Court advises that if the State approves the arrangement the County will immediately assume jurisdiction over the northerly 3½ miles of the existing route as a County Road and will resurface and place an oil mat thereon. These suggestions, the Engineer continued, appear to have considerable merit and he recommended that they be approved. The Commission accepted his recommendation.

Consideration was given to a request from Mr. M. D. Yoder, Superintendent-Principal of the Days Creek Public Schools, Douglas County, for construction of a pedestrian footpath on the Tiller-Trail Highway in the community of Days Creek. The Engineer advised that an investigation was made by the Traffic Engineer and it was found, among other facts, that approximately 125 students walk along the highway on this section each day. Considering all of the factors, it was found that the relative warrant is 1.13; whereas, a unit of 1 is required to warrant construction. The Commission approved his recommendation that a footpath be constructed along the easterly side of the highway for a distance of about 400 feet south of the post office, the cost of which the Engineer estimated at $800, and thereupon adopted the attached resolution relative thereto, marked EXHIBIT "K", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission discussed a request from the Santa Clara Grange for improvement of highway facilities to serve the River Road District in Eugene, including construction of overpasses at Jefferson and Washington Streets. The Engineer pointed out that 2 or 3 years ago the Commission tentatively earmarked $700,000 to cooperate with the City of Eugene in constructing the overpasses as a part of a 1-way street couplet; however, the City was unable to raise its share of funds so the State funds were transferred to finance the Willamette River Bridge at Springfield. As there are no funds available at this time, and as it appears that the City of Eugene is not in a financial condition to participate in the project, he recommended that the matter be tabled pending the formulation of a new program when the City can participate. The Commission accepted his recommendation.

The Commission considered and upon the favorable recommendation of the Engineer, approved an agreement with Portland School

District #1, Multnomah County, for the disposition of surface waters that accumulate on 82nd Avenue between N.E. Thompson Street and N. E. Russell Street. The Engineer explained that the agreement provides that the Highway Department shall construct on the right of way a concrete settling basin to catch all the debris and solids, and that the school district shall convey the overflow across the school grounds by means of three 8-inch open tile drains. The estimated cost of this project, he stated, is $6,200, which will be paid equally by the School District and the State.

Attention was given to a letter from the Klamath County Court concerning the County's taking over a section of the Klamath Lake Secondary Highway #421, northerly from Rocky Point Junction to Fort Klamath. The Court asks the Commission to hold in abeyance the County's assumption of jurisdiction over this section of Secondary Highway until a program can be worked out for it. The Court also requests the Commission to expedite action to place the Lake of the Woods Road on the Forest Highway System. The Engineer recalled that at a previous meeting, the Commission had approved the Lake of the Woods Road being made a part of the Forest Highway System, and a request has been submitted to the proper Federal officials. He also recalled that when matters pertaining to these two highways had been discussed with the Klamath County Court, the Commission had stated that if the Lake of the Woods Road in Klamath County is to be taken over as a state secondary highway, it would be on the condition that Klamath County take over the Klamath Lake Secondary Highway as a County Road from Rocky Point to Fort Klamath. The Commission discussed the matter briefly and instructed the Secretary to advise the Klamath County Court that it must agree to take over as a County Road the section from Rocky Point to Fort Klamath before the Commission will designate the Lake of the Woods Road from the Jackson County line to Rocky Point as a state secondary highway.

The Commission discussed a letter from Mr. Lee P. Reed, Mayor of the City of Burns, stating the City's approval of the transfer of funds tentatively budgetted to finance the rerouting of US20 through the City, to improvement of a section of US20 between Vale and Juntura. This matter, the Engineer stated, has been carried as an item of unfinished business in regards to holding a hearing for the residents of the Cities of Burns and Hines, if the highway is to be relocated. He pointed out that a considerable difference of opinion has developed in Burns as to whether the highway should be relocated or not, and at a previous Commission meeting, the Commission tentatively authorized transfer of the funds to the section between Juntura and Vale provided that officials of the City of Burns would concur. The Mayor's letter, he stated, is the City's official approval of the transfer and he recommended that the transfer be confirmed. Commissioner Reynolds commented that he had heard that some members of the Chamber of Commerce in Burns and some residents of the town of Hines are not satisfied with the transfer of funds to the Juntura-Vale Section. The Commission took no action at this time pending the appearance of a

delegation from Burns on the following day. (When the delegation appeared, it was informed that the Commission would give the matter further consideration.)

The Commission gave attention to a report submitted by the Engineer concerning reconstruction of the Glasgow County Road connection with the Oregon Coast Highway near the north end of the Coos Bay Bridge in Coos County. This connection, the Engineer explained, is on a steep grade and contains a sharp curve which has given a great deal of trouble to log trucks. Coos County has requested that the State and the County join in revising the connection with the State to assume construction costs within the highway right of way, and the County to assume costs outside the right of way. As it would not be practical to segregate the two sections, he recommended that the work be performed as one project at an estimated cost of $30,000, and that the cost be split equally between the State and the County. The Commission accepted his recommendation.

The Engineer reported that the County and City Relations Division has completed its study of requests made by cities for expenditure in 1957 of the $250,000 Special City Allotment Fund for cities under 5,000 population. A Total of 59 applications were received, and of this number, 16 are being recommended for approval. All of the applications, he stated, were carefully screened and in cases of nearly equal merit, preference had been given to those cities which had not had a previous project. Following his favorable recommendation, the Commission approved the following City Projects:

APPLICATIONS RECOMMENDED FOR APPROVAL — 1957 FUND

Application Number	City	Division	Estimated Cost		
			State	City	Total
1	Tualatin	I	$ 15,000	$ --	$15,000
3	Independence	II	12,000	--	12,000
4	North Powder	V	19,000	--	19,000
5	Eastside	III	13,800	--	13,800
6	Elgin	V	15,000	--	15,000
8	Prineville	IV	20,000	12,000	32,000
11	Stanfield	V	16,500	--	16,500
16	Philomath	II	19,900	--	19,900
20	Adams	V	13,000	--	13,000
27	Echo	V	15,500	--	15,500
35	Milton-Freewater	V	20,000	4,200	24,200
38	Madras	IV	20,000	9,900	29,900
46	Cove	V	19,100	900	20,000
57	Oakridge	III	20,000	700	20,700
58	Dayton	II	20,000	1,000	21,000

APPLICATIONS RECOMMENDED FOR APPROVAL (Cont) 1957 FUND

Application Number	City	Division	Estimated Cost State	City	Total
59	Beaverton	I	20,000	16,000	36,000
16	Recommended for Approval		$278,800	$44,700	$323,500
	Estimated Transfer to 1956 Fund..		5,000		
	Estimated Total 1957 Fund		$273,800		

NOTE: After actual costs have been determined, all State costs in excess of $250,000 will be transferred to the 1958 fund.

The Engineer reported that the location survey of the Camp Creek-Paulina Section of the Paulina Highway in Crook County previously authorized by the Commission has now been completed. The new location, he stated, generally follows the old route and if the survey is approved, it is planned to contract grading and surfacing of a portion, or possibly all of this unit in the spring of 1957. He recommended that the survey be adopted. The Commission approved the survey by adopting the attached resolution relative thereto marked EXHIBIT "L", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission considered and, upon recommendation of the Engineer, granted the following requests for extensions of time within which to complete state highway contracts. Reimbursement for engineering expense and other extra expense incurred by the State in connection with the work during the period of these extensions was waived by the Commission:

1. Russellville Nursery, Contract No. 4514, for the installation of an irrigation system on the 42nd Avenue-99th Avenue Section of the T. H. Banfield Expressway in Multnomah County, requested an extension of time from November 1, 1955 to October 31, 1956. Approved to October 15, 1956, the actual completion date of contract.

2. Vanaken Sand & Gravel Co., Contract No. 4714, for rock production on the Elsie-Sunset Camp Section of the Sunset Highway in Clatsop, Washington, Tillamook and Columbia Counties, requested an extension of time from September 30, 1956 to November 30, 1956. Approved to November 1, 1956, the actual completion date of contract.

3. Warren Northwest, Inc., Contract No. 4743, for grading and paving Pioneer Road and Easy Street in the city of Brookings in Curry County, requested an extension of time from October 15, 1956 to December 1, 1956. Approved to November 3, 1956, the actual completion date of the contract.

4. C. R. O'Neil, Contract No. 4485, for grading and paving on the Applegate River Section of the Redwood Highway in Josephine County, requested an extension of time from July 31, 1956 to October 30, 1956. Approved as requested.

5. R. H. Jones, Contract No. 4725, for construction of the Sisters Sand Shed in Deschutes County, requested an extension of time from September 30, 1956 to October 26, 1956. Approved as requested.

6. Tom Lillebo, Contract No. 4630, for bridge construction on the Sublimity Gun Club-Stout Creek Section of the North Santiam Highway in Marion County, requested an extension of time from October 31, 1956 to January 31, 1957. Approved as requested.

7. Schrader Construction Co., Contract No. 4709, for Rooster Rock Park Facilities on the Columbia River Highway in Multnomah County, requested extension of time from October 31, 1956, to January 1, 1957. Approved as requested.

8. Rochat Electric, Contract No. 4680, for traffic signal installation on the Albany and Sweet Home Sections of the Pacific and Santiam Highways in Linn County, requested an extension of time from August 31, 1956 to October 2, 1956. Approved as requested.

9. Sig Andersson, Contract No. 4571, for bridge construction on the Millicoma River (Allegany) Section of the Coos River Secondary Highway in Coos County, requested an extension of time from October 31, 1956 to December 30, 1956. Approved as requested.

10. Perkins Bros., Contract No. 4600, for grading and paving the Ross Island Bridge On-Ramp on the Pacific Highway East in Multnomah County, requested an extension of time from June 30, 1956 to November 16, 1956. Approved to November 8, 1956, the actual completion date of the contract.

11. Warren Northwest, Inc., Contract No. 4650, for surfacing and paving the S. E. Stark St.-Powell Valley Road Section of the East Burnside Road in Multnomah County, requested an extension of time from October 15, 1956 to December 1, 1956. Approved to November 27, 1956, the actual completion date of the contract.

12. Steeck Electric Company, Contract No. 4581, for illumination of six intersections on the Rock Point-Medford Section of the Pacific Highway in Jackson County, requested an extension of time from April 30, 1956 to October 30, 1956. Approved as requested,

13. Pettijohn Engineering Company, Contract No. 4578, for bridge construction over the Nehalem River (Birkenfeld) Section of the Nehalem Highway in Columbia County, requested an extension of time from November 30, 1956 to December 30, 1956. Approved as requested.

14. Gibbons & Reed Co., Contract No. 4546, for bridge construction on the 33rd Avenue Undercrossing Section of the T. H. Banfield Expressway in Multnomah County, requested an extension of time from July 31, 1956 to October 13, 1956. Approved as requested.

15. Warren Northwest, Inc., Contract No. 4619, for grading and paving on the East Unit Crescent Lake Jct. -The Dalles-California Jct. Section of the Willamette Highway in Klamath County, requested an extension of time from September 30, 1956 to November 9, 1956. Approved as requested.

16. Rogers Construction Co., Contract No. 4540, for grading and paving on the Hillsboro Section of the Tualatin Valley Highway in Washington County, requested an extension of time from August 31, 1956 to November 30, 1956. Approved to November 9, 1956, the actual completion date of the contract.

17. Barney B. Helser, Contract No. 4685, for rock production on the Rock Creek-Summit Section of the Heppner-Spray Highway in Morrow and Wheeler Counties, requested an extension of time from August 31, 1956 to November 30, 1956. Approved to November 15, 1956, the actual completion date of contract.

18. C. C. Meisel, Contract No. 4494, for grading and surfacing on the Werst Corner-Wallowa Section of the Werst Corner-Wallowa Highway in Wallowa County, requested an extension of time from October 31, 1955 to October 30, 1956. Approved as requested.

19. Rogers Construction Co., Contract No. 4507, for rock production on the Pendleton-LaGrande Section of the Old Oregon Trail in Umatilla and Union Counties, requested an extension of time from July 1, 1956 to November 10, 1956. Approved as requested.

20. C. R. O'Neil, Contract No. 4497, for grading on the Louse Creek-Grants Pass (Merlin Hill) Section of the Pacific Highway in Josephine County, requested an extension of time from May 31, 1956 to November 30, 1956. Approved to November 17, 1956, the actual completion date of contract.

21. F. L. Somers & George R. Stacy Co., Contract No. 4186, for grading on the Coast Fork Willamette River-Divide Unit, Goshen-Divide Section of the Pacific Highway in Lane County, requested an extension of time from July 31, 1955 to October 19, 1956. Approved as requested.

22. T. W. Thomas, Contract No. 4557, for bridge, grading and paving on the Burrell-Vale Section of the Central Oregon Highway in Malheur County, requested an extension of time from July 31, 1956 to November 4, 1956. Approved to October 25, 1956, the actual completion date of the contract.

23. Trussfab, Inc., Contract No. 4474, for guard rail and fencing on the Battle Creek Junction-Illahee Unit, Battle Creek Jct. - Jefferson Jct. Section of the Pacific Highway East, in Marion County, requested an extension of time from December 31, 1955 to November 29, 1956. Approved as requested.

24. Max J. Kuney Company, Contract No. 4359, for paving on the Goshen-Cottage Grove Unit, Goshen-Divide Section of the Pacific Highway in Lane County, requested an extension of time from October 31, 1955 to September 20, 1956. Approved as requested.

25. Johnston & Bryant, Contract No. 4694, for bridge construction over Rock Creek and Beaverton Creek on the Base Line Road in Washington County, requested an extension of time from December 31, 1956 to January 30, 1957. Approved as requested.

26. R & M Construction Co., Contract No. 4623, for construction of the McKee Bridge over the Applegate River on the Applegate County Road in Jackson County, requested an extension of time from November 30, 1956 to February 28, 1957. Approved as requested.

27. A. H. Saxton & Son, Contract No. 4567, for constructing Service Creek Bridge over the John Day River on the Service Creek-Mitchell Secondary Highway in Wheeler County, requested an extension of time from December 31, 1956 to July 31, 1957. The Commission granted the extension but ordered that engineering costs be assessed after March 1, 1957.

28. A. E. Fitzgerald, Contract No. 4665, for replacement of bridge rail on Spencer Bridge on the Green Springs Highway in Klamath County, requested an extension of time from October 31, 1956 to January 1, 1957. The Commission granted the extension but ordered that engineering costs be assessed after October 31, 1956.

FOOTNOTE: The action taken by the State Highway Commission upon the extensions of time within which to complete the highway contracts listed above was based upon the recommendation of the Engineer and his reports, which considered but did not necessarily adopt either or any of the reasons given by the contractors in their requests for such extensions of time. For details regarding these extensions of time, see copies of the contractors' requests and the Engineer's recommendations on file in the respective contracts in the Secretary's office.

The Commission also considered and upon recommendation of the Engineer took action as follows on the request of Cartwright Construction Co. for an increase of 10 work days for completion of Contract No. 4798, for grading and topping the Ladd Canyon Slide Section of the Old Oregon Trail Highway in Union County. The Commission denied the request and ordered collection of fixed and liquidated damages as specified in the contract.

December 17, 1956

FOOTNOTE: The action taken by the State Highway Commission upon the requests for increases in number of work days specified for completion of the highway contracts listed above was based upon the recommendation of the Engineer and his reports which considered but did not necessarily adopt either or any of the reasons given by the contractors in their requests. For details regarding these matters, see copies of the contractors' requests and the Engineer's recommendations on file in the respective contracts in the Secretary's office.

The Engineer reported that contract numbers 4133, 4338, 4356, 4359, 4474, 4494, 4512, 4514, 4532, 4543, 4545, 4546, 4573, 4581, 4593, 4600, 4619, 4642, 4650, 4680, 4689, 4707, 4714, 4718, 4725, 4733, 4743, 4747, 4750, 4751, 4752, 4755, 4756, 4759, 4783, 4795, 4814, and 4819 for highway construction have been completed according to the requirements of the contracts or modifications thereof, and that said contracts are now ready for acceptance by the Commission. After due consideration, the Commission accepted said contracts by adopting the attached resolution relative thereto marked EXHIBIT "D", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer presented maps showing proposed additions to the County FAS System in Clatsop, Crook, Deschutes, Gilliam, Grant, Harney and Yamhill Counties, totaling 112.8 miles. All of this mileage, he said, has been requested by the Counties concerned, has been reviewed by representatives of the Bureau of Public Roads, and appears to qualify from the standpoint of importance within the Counties. He recommended and the Commission approved the following additions to the County FAS System:

Clatsop County: Extension to FAS 608, 3.1 miles in length: beginning at a junction near the Netell Grange and extending southerly on the east side of Lewis and Clark River to a junction with FAS 608, approximately 1 mile north of Melville; FAS756, 5.1 miles: extending from the Columbia River Highway just east of Svensen, thence southerly, easterly and northerly to a junction with the Columbia River Highway south of Knappa.

Crook and Grant Counties: Revision and extension of FAS 453, 51 miles long: Existing FAS 453 extends from the John Day-Burns Highway south of John Day, westerly to Logdell. It is proposed to revise this routing along an improved alignment and extend the route through the Izee Valley in Grant County and Suplee in Crook County to a junction with the Paulina State Highway at Paulina.

Deschutes County: FAS 778, 3 miles: extends from a county road junction at the Deschutes-Jefferson County line north of Terrebonne, thence southerly, westerly, and southerly to

FAS 395 west of Terrebonne; FAS 779, 1.8 miles: extends from The Dalles-California State Highway north of Terrebonne, thence easterly and southerly to a county road junction east of Terrebonne; FAS 783, 2 miles: extending from FAS 658 easterly to FAS 690 west of Prineville Junction; FAS 785, 1 mile: extending from FAS 657 southwest of Redmond, thence southerly and easterly to the Culver State Highway; FAS 786, 2.5 miles: extending from FAS 397 in Bend, thence easterly and northerly to FAS 397 northeast of Bend; FAS 790, 4 miles: extending from FAS 554 north of Alfalfa, thence easterly, southerly and westerly to FAS 554 at Alfalfa; FAS 791, 2 miles: extending from The Dalles-California State Highway in Bend, thence easterly to FAS 692; FAS 793, 4 miles: extending from The Dalles-California State Highway approximately 15 miles south of Bend, thence southwesterly to the Deschutes National Forest Boundary.

Gilliam County: FAS 719, 11.1 miles: extending from the Wasco-Heppner State Highway approximately 4.5 miles west of Condon, thence westerly to a county road junction.

Harney County: FAS 696, 16.9 miles: extending from the Central Oregon State Highway at Buchanan, thence southerly to the Burns-Crane Highway at Crane.

Yamhill County: FAS 752, 5.3 miles: extending from the Pacific Highway West at Whiteson, thence southwesterly to the Bellevue-Hopewell Highway approximately 4 miles east of Hopewell.

The Engineer presented a number of proposed projects for improvement as County FAS Roads, using 1958 and 1959 funds. He explained that these projects are estimated to cost $1,118,000, which leaves an unprogrammed balance of County FAS Funds in the amount of $4,125,000 for the years 1958 and 1959. He pointed out that most of the projects are on routes which the Commission had just approved as additions to the County FAS System. He recommended and the Commission approved the following projects:

County	FAS Hwy. No.	Section and Description	Programed Amount	FAS Fund
Clatsop	608	Netell and Stavebolt Bridges (2), Structures only.	$ 115,000	'58
	756	Big Creek Bridge, Structure only.	35,000	'58
		Subtotal, Clatsop County..	$ 150,000	
Crook	453	Middle Unit, Paulina-Suplee Section, 8 miles. Grading	$ 127,000	'59

County	FAS Hwy. No.	Section and Description	Programed Amount	FAS Fund
Deschutes	657	West Unit, Cline Falls-Redmond Junction, 2 miles. Oiling.	)	
	778	Doney Road Section, 0.7 miles.) Oiling.		
	779	Austin Road Section, 1.8 miles.) Oiling.		
	783	Pershall Road Section, 2 miles.) Oiling.		
	785	Euston Road Section, 0.5 miles.) Oiling		
	786	Neff Road Section, 1.2 miles. Oiling.	$ 87,000	'58
	790	Horsell Road Section, 2.5 miles.) Oiling.		
	791	Bear Creek Road Section, 1 mile.) Oiling.		
	793	Vandervert-Tholstrup Road Section,) 4 miles. Oiling.		
Gilliam	719	Radar Station-Condon Junction Section, 1.7 miles. Oiling.	$ 10,000	'58
Harney	696	Buchanan-Crane Section, 16.9 miles. Surfacing.	$ 120,000	'58
Josephine	594	Windy Gap Section, 1 mile. Grading.	$ 161,000	'58
Linn	212	Crabtree Junction-Brewster Section, 3.8 miles. Paving	$ 75,000	'58
	216	Oak Creek School-Lebanon Section, 7 miles. Paving	$ 140,000	'58
		Subtotal, Linn County	$ 215,000	
Sherman	665	Moro Junction-Monkland Section, 5.2 miles. Grade, surface, oil, and bridge.	$ 123,000	'59
Yamhill	752	Salt Creek (Whiteson) Bridge Section, 0.2 miles. Grading and structure.	$ 158,000	'59
		SUBTOTAL, ADDITIONAL PROJECTS....	$1,151,000	

PREVIOUSLY APPROVED PROJECTS PROPOSED TO BE CANCELLED

County	FAS	Section and Description	Programed Amount
Sherman	665	Moro Junction-Monkland Section, 5.2 miles. Oiling	$ 26,000
	666	County Fairgrounds-Grass Valley Canyon Section, 1.5 miles. Oiling	7,000
		(Projects approved 11/3/55. Proposed for cancellation and revision as described in foregoing proposed projects.)	
		LESS SUBTOTAL, PROJECTS PROPOSED TO BE CANCELLED	$ 33,000
		TOTAL ADDITIONAL 1958 and 1959 COUNTY FAS FUNDS	$1,118,000

SUMMARY BY FISCAL YEARS

	1957 & 1958	1959	Total
Available September, 1956	$ 4,443,000	$3,800,000	$8,243,000
Previously Approved	2,425,000	575,000	3,000,000
Unprogramed Balance	$ 2,018,000	$3,225,000	$5,243,000
Proposed Projects 12/7/56	743,000	375,000	1,118,000
Unprogramed Balance	$ 1,275,000	$2,850,000	$4,125,000

Consideration was given to the request from the Hon. Arvo A. Hukari, Hood River County Judge, for establishment of a reduced speed zone on the Odell Secondary Highway in the community of Odell. An investigation was made by the Traffic Engineer, the Engineer reported, and the facts disclosed by this investigation indicated that a reduced speed zone should be established. He therefore recommended that a 40 MPH speed zone be established from a point 750 feet north of the road to Dee (M.P. 1.66) to a point 250 feet north of the road to Dukes Valley (M.P. 2.17), except that from M.P. 1.72 to M.P. 1.91 the indicated speed shall be 20 MPH during the hours of school crossings. He also recommended that a 25 MPH speed zone be established from a point 250 feet north of the road to Dukes Valley (M.P. 2.17) to a point 200 feet east of the road to Dukes Valley (M.P. 2.75), except that between M.P. 2.52 and M.P. 2.71 the indicated speed shall be 20 MPH during the hours of school crossings. The Commission accepted his recommendations by adopting the attached resolution relative thereto marked EXHIBIT "M-1", which resolution by this

reference is made a part hereof with like effect as though extended in full herein.

In connection with this same investigation, the Engineer stated, it was also found that to protect the traveling public, shoulder parking of vehicles should be prohibited on both sides of the Odell Highway for a distance of 250 feet north and south of the road to Dee, between M.P. 1.76 and M.P. 1.86. He recommended approval of such restriction. The Commission approved his recommendation by adopting the attached resolution relative thereto marked EXHIBIT "M-2", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

A request from Mr. Stan Skoko, Clackamas County Commissioner, for designation of a reduced speed sone on the Cascade Highway south of the community of Clackamas, was also considered. The Engineer reported that an investigation had been made and it was found that the majority of vehicles in this area travel between 27 and 37 miles per hour. He also pointed out that relocation of the junction with the Clackamas Highway has changed the traffic pattern so that previous accident records are not indicative of present conditions. He recommended that a 35 MPH speed zone be established on the Cascade Highway from a point 0.11 mile north of Jannsen Road (M.P. 10.22) to a point 500 feet south of the Clackamas Secondary Highway junction (M.P. 10.93), except that between M.P. 10.52 and M.P. 10.64, the indicated speed shall be 20 MPH during the hours of school crossings. The Commission accepted his recommendation by adopting the attached resolution relative thereto marked EXHIBIT "M-3", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer reported that in September, 1953, speed zones had been established on the Oregon Coast Highway in and near the community of Depoe Bay. However, since that time construction of the highway south of Depoe Bay and growth of the community has altered the traffic pattern. A request has been received from Mrs. Roy Riley, President of the Depoe Bay P.T.A., for extension of the existing 35 MPH speed zone to cover a school area, a short distance to the south. Based on facts disclosed by an engineering investigation, he recommended that the speed zones adopted in September, 1953, in this area, be rescinded and that a 45 mile per hour speed zone be established from the most southerly entrance to Boiler Bay State Park (M.P. 138.55) to M.P. 139.40 and that a 35 MPH speed zone be established from M.P. 139.40 to M.P. 140.26, except that between M.P. 139.96 and M.P. 140.16 the indicated speed shall be 20 MPH during the hours of school crossings. The Commission approved the recommendation and thereupon adopted the attached resolution relative thereto marked EXHIBIT "M-4", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer also reported that the State Speed Control Board recently established a 30 mile per hour speed zone on the Baker-Homestead Highway through the City of Richland. To carry such speed zoning to a logical conclusion, he recommended that a 30 MPH speed zone be established by the Highway Commission from a point 400 feet west of the west city limits of Richland (M.P. 41.90) to the west city limits of Richland (M.P. 41.98), and that a 40 MPH speed zone be established from the east city limits of Richland (M.P. 42.27) to a point 0.31 mile east of the east city limits of Richland (M.P. 42.58), except that between M.P. 42.30 and M.P. 42.50 the indicated speed shall be 20 MPH during the hours of school crossings. The Commission accepted his recommendation by adopting the attached resolution relative thereto marked EXHIBIT "M-5", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Attention was given to a request from Mr. Jim Skow of Weiser, Idaho, for improvement of an alledgedly hazardous condition on the Old Oregon Trail at Lime. This matter, the Engineer reported, was carefully investigated and to correct the situation, it is recommended that parking on highway shoulders be prohibited between Engineer's Station 2083+50 (M. P. 377.77) and Engineer's Station 2097+60 (M.P. 378.04). He also stated that appropriate signs are being installed to advise motorists about pedestrians. The Commission approved his recommendation by adopting the attached resolution relative thereto marked EXHIBIT "N-1", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission also gave attention to a petition from residents of S. E. Franklin Street, Portland, requesting prohibition of parking on the easterly side of the Cascade Secondary Highway, (S.E. 82nd Avenue) just south of Franklin Street. This matter was investigated, the Engineer reported, and it was found that vehicles parked adjacent to the intersection restrict sight distance for individuals wishing to enter Cascade Highway. He therefore, recommended that parking of vehicles be prohibited on the east side of Cascade Highway from the south property line of Franklin Street (M.P. 4.43, Engineer's Station 196+60) to a point 60 feet south thereof (M.P. 4.45, Engineer's Station 197+20). The Commission accepted the recommendation by adopting the attached resolution relative thereto marked EXHIBIT "M-2", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer reported that it has been called to his attention that parking of vehicles on the shoulders of the Oregon Coast Highway near Harriet Street south of Coos Bay, creates a hazard to the traveling public. An investigation was made, he stated, and from the facts disclosed in this investigation, it is recommended that parking be prohibited on the southerly side of the Oregon Coast Highway from a point 110 feet west of Harriet Street (M.P. 239.29, Engineer's Station 2+72) to the west property line of Harriet Street (M.P. 239.32, Engineer's Station 3+82). The Commission approved such no parking zone by adopting the

attached resolution relative thereto marked EXHIBIT "N-3", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer requested and the Commission approved out-of-state travel for the following personnel:

1. Mr. Gene Huntley, Personnel and Public Relations Director, to attend the Annual Conference of the Western College Placement Association in San Francisco, during January 17-19, 1957, at an estimated cost of $145.00.

2. Mr. Carl W. Jordan, Director, Travel Information Division, to attend the annual meeting of the Board of Directors of the Pacific Northwest Travel Association, in Butte, Montana, during January 12-13, 1957, at an estimated cost of $97.35.

3. Mr. Dennis D. Clarke, Assistant Director of Travel Information Division, to attend the San Francisco Automobile Show during January 3-15, 1957, at an estimated cost of $240.70.

4. Mr. R. B. Sipprell, Director of Permits, to attend a meeting of the Western Interstate Committee on Highway Policy Problems, in San Francisco, during January 12-13, 1957, at an estimated cost of $125.00. Mr. Sipprell's attendance at this meeting, the Engineer commented, has been requested by the Highway Interim Committee.

Attention was given to a petition, signed by approximately 70 people who reside along the Corvallis-Eastside Secondary Highway, requesting that a section of this highway between the Calapooya River Bridge immediately west of Albany and the intersection of the Corvallis-Lebanon County Road at Orleans, be designated as "Riverside Drive". The reason for this request, the Engineer commented, is to establish a mailing address for residents in this area which is being rapidly built into a residential district. The County Court, he stated, has also requested such designation. As such requests have been allowed in the past, and he could see no reason for denying this one, he recommended that the section mentioned be designated as the Riverside Drive Section of the Corvallis-Eastside Secondary Highway. The Commissibn accepted his recommendation and so ordered.

A resolution adopted by the Association of Oregon Counties expressing appreciation for the services rendered by Mr. R. H. Baldock while he was State Highway Engineer, was considered. The Commission accepted the resolution, as follows:

THEREFORE, BE IT RESOLVED that the Association of Oregon Counties in regular session at Portland, Oregon, November 15 - 16, 1956, does hereby acknowledge the services rendered to the State of Oregon and to the counties by Mr. R. H. Baldock, and with heartfelt sincerity we extend our profound appreciation for these many years of

meritorious and courageous duty, and trust that the succeeding years will be filled with enjoyable rewards that will, in a small way, compensate for the many personal sacrifices contributed to the nation, state and counties.

BE IT FURTHER RESOLVED that a copy of this resolution be presented to Mr. Baldock, a copy to the Oregon State Highway Commission for entry upon their records and a permanent inscription upon the pages of the Minutes of the Association.

Consideration was given by the Commission to a proposed throughway agreement with the City of The Dalles covering construction of the Chenoweth Creek-The Dalles Section of the Columbia River Highway in Wasco County, bids for which were received by the Commission on November 8, 1956. The Engineer explained details of the agreement and pointed out that it has been executed by the City. He recommended that the Commission also approve it. His recommendation was accepted.

The Engineer reported that in constructing the Bradley Park-Wauna Section of the Columbia River Highway in Clatsop County, approximately 140,000 cubic yards of excess material had to be wasted along embankment slopes. During periods of heavy rain fall, this loose material became fluid and flowed onto adjacent land owned by Fir-Tex Insulating Board, Inc. The Fir-Tex Company was contacted immediately but declined to make a settlement until the fill slopes had stabilized. The slopes are now stable, the Engineer stated, and a settlement has been agreed upon in the amount of $1,369.08 to cover damages to growing timber and the land itself. The claim seems to be reasonable and he recommended that it be paid, provided the Fir-Tex Company will sign a damage release document to be prepared by the State's Legal Department. The Commission approved the payment on such basis.

The Commission approved the Secretary's report showing a list of papers signed by him in behalf of the Commission during the period November 6 to December 13, 1956.

The Engineer reported that a new section of the Old Oregon Trail between Olds Ferry and Ontario in Malheur County has been relocated and it is now possible to remove certain portions of the former highway from the designated route of this highway. The eliminated portion, however, is of sufficient importance to warrant that it be retained as a secondary highway, and he recommended that the former route of the Old Oregon Trail be redesignated as the Olds Ferry-Ontario Secondary State Highway No. 455, beginning at a junction with the relocated Old Oregon Trail Highway near Olds Ferry and extending easterly and southerly to a junction with the relocated Old Oregon Trail Highway near Ontario, a distance of approximately 25.24 miles, including the Weiser Spur, 2.01 miles, and the Payette Spur, 1.66 miles, for a total of 28.91 miles. The Commission approved the redesignation by

adopting the attached resolution relative thereto marked EXHIBIT "E", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer also reported that the Applegate River Bridge Section of the Redwood Highway in Josephine County has been completed and is now open for public travel. In April, 1955, an agreement was entered into with Josephine County relating to disposition of portions of the old highway upon completion of the new section. This agreement provided that a portion of the old section of highway would be abandoned to the county upon completion of the new section, and a portion would be eliminated as a part of the Redwood Highway and would be maintained thereafter as a part of the Rogue River Loop Secondary Highway No. 260. As the relocated section is now complete, and to fulfill the terms of the agreement, the Engineer recommended that the portion of the old highway referred to as "Unit A", be abandoned to Josephine County to be maintained by the County as a public road. The Commission approved his recommendation by adopting the attached resolution relative thereto marked EXHIBIT "F", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

In this connection the Engineer also recommended that a portion of the old section of the Redwood Highway, referred to in the agreement as "Unit B", be eliminated as part of the Redwood Highway and be redesignated and maintained as a portion of the Rogue River Loop Secondary Highway No. 260. His recommendation was accepted and the Commission thereupon adopted the attached resolution relative thereto marked EXHIBIT "G", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Return of the Gales Creek County Road to the jurisdiction of Washington County was discussed. The Engineer explained that in April, 1942, the State entered into an agreement with Washington County whereby the State assumed jurisdiction over the Gales Creek County Road as a part of the temporary route of the Wilson River Highway No. 37 until such time as the Wilson River Highway was completed and available to the general public. The Glenwood-North Plains Section of the Wilson River Highway, he said, is now complete and open to public travel, and he recommended that the Gales Creek Road from the north city limits of Forest Grove to the south end of the constructed Wilson River Highway near Washburn, a distance of approximately 10.4 miles, be returned to the control of Washington County. The Commission approved his recommendation by adopting the attached resolution relative thereto marked EXHIBIT "H", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Consideration was given to a proposed agreement with the City of Pilot Rock concerning closure of Bud Parks Street in Pilot Rock. This agreement, the Engineer stated, is necessary to provide safety for the general public in connection with construction of the South Unit of the Pendleton-Pilot Rock Section of the Pendleton-John Day Highway

in Umatilla County. Specifically, the agreement proposes to close Bud Parks Street at the southeasterly right of way line of the Pendleton-John Day Highway, and the closure of the street has been approved by the city officials. Upon the Engineer's favorable recommendation, the Commission also approved the agreement and adopted the attached resolution relative thereto marked EXHIBIT "I", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Attention was given to a proposal made by the Fort Worth, Texas, Chamber of Commerce for designation of a U. S. numbered highway beginning in Brunswick, Georgia, and extending westerly and northerly to Astoria, Oregon. The Engineer explained that U. S. Highway No. 84 is now continuous from Brunswick, Georgia, to Durango, Colorado, and that by selection of certain other highways, it could be extended to Astoria. In Oregon the extension of U. S. 84 would mean renumbering of the highway now designated as U. S. 26. Officials of the Oregon Highway 26 Association were contacted, he continued, and all replies received were favorable to the proposal. He recommended that the Commission authorize him to recommend to the Route Numbering Committee of the American Association of State Highway Officials, that U. S. Highway 84 be extended to Astoria, if and when the other states that are affected by the routing concur. The Commission accepted his recommendation.

The Commission discussed a date for its next regular meeting and decided to hold such meeting on Tuesday and Wednesday, January 22 and 23, 1957. The Secretary was instructed to arrange for the use of the Queens Room in the Imperial Hotel, Portland. A tentative date for the next following meeting was set for February 28 and March 1, 1957.

The Commission discussed matters to be presented by delegation scheduled to appear on the following day. The Engineer commented that the latest information he has received concerning financing of the bridge across the Columbia River at Astoria indicates that financing now will be very difficult, if not impossible. He pointed out that the interest rate on bonds of this type has risen sharply in the past few months as well as costs of bridge construction. To finance the bridge under present conditions would require a subsidy by the states of Oregon and Washington in the amount of approximately $25,000,000. The Commission deferred action on the matter pending discussion with the delegation on the following day.

The Commission also discussed with the Engineer bids received at the morning session and at 3:00 p.m. Commissioner McIver announced awards of contracts as follows:

"Grading Myrtle Creek-Missouri Bottom Unit on the Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County. The Commission elects to accept the bid of C. R. O'Neil, Creswell, in the sum

of $1,246,997.00 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary approval of the Bureau of Public Roads is received.

"Grading and paving the Ashland Undercrossing-Helman Street Section of the Pacific Highway in Ashland, Jackson County. The Commission awarded the contract to J. C. Compton Co., McMinnville, low bidder, at $165,648.50.

"Grading and paving the Burns Junction-Basque Maintenance Station Section of the I-O-N Highway in Malheur County. The Commission awarded the contract to Central Paving Co., Independence, at their low bid of $263,160.40.

"Illumination of Rooster Rock Park Interchange on the Columbia River Highway, below Crown Point in Multnomah County. The Commission awarded the contract to J. J. Walton, Salem, at his low bid of $8,323.00.

"Grading and paving the Hinkle-Bucks Corner Section of the Hermiston Highway in Umatilla County. The Commission awarded the contract to E. H. Itschner Co., Molalla, at their low bid of $59,519.00.

"Grading and paving West 3rd Street-East 1st Street on the Wallowa Lake Highway and Main Street in Enterprise. The Commission elects to accept the bid of H. J. and H. W. Miller in the sum of $23,970.00 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of the City of Enterprise is received and the sum of $15,859.69 is deposited by the City.

"Grading on the Davis Slough-Beaver Lookout Section of the relocated Oregon Coast Highway in Coos County. The Commission elects to accept the bid of Morrison-Knudsen Co., Inc., Seattle, Washington, in the sum of $962,295.00 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received"

The Engineer advised that in order to provide an adequate electric supply for the Siskiyou Mountain Maintenance Station located on the Old Pacific Highway near Siskiyou Summit in Jackson County, it is necessary to enter into a form of agreement with California-Oregon Power Company permitting the attachment of electric distribution lines to three of the company's poles. Upon his favorable recommendation, the Commission authorized the securing of such a permit.

A form of resolution was presented by the Engineer relative to the establishment of group highway listings for the issuance of permits. He explained that each year in conformance with Oregon laws it is necessary to adopt a resolution form which, when approved, allows haulers to operate within the limits of the designated type of highways without permits. This resolution includes a permit division map, a

group I highway list, a special group I highway list and a group II highway list. Upon his favorable recommendation the Commission adopted the attached resolution relative thereto marked EXHIBIT "J", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

A proposed revision of ferry terminal facilities at Megler, Washington, was brought up for discussion by the Engineer who stated that such revision will be required because of highway reconstruction at the terminal. The terminal, he stated, will remain at the same location but some adjustment, estimated to cost about $4,600.00 will be necessary to meet the grade of the revised highway. The work is to be performed by the State of Oregon and the cost thereof to be paid by the State of Washington. He recommended and the Commission approved an agreement covering the proposed revision as outlined.

The Engineer brought up the matter of a building owned by Curtis L. Rounds which encroaches on The Dalles-California Highway right of way between Bend and Redmond. He recalled that at a previous meeting the Commission authorized entering into a lease with Mr. Rounds, allowing occupancy of the right of way under certain conditions. A form of lease was prepared and sent to Mr. Rounds who returned it unsigned with a statement that the lease terms are unsatisfactory, and a demand that the Highway Commission either pay him the amount necessary to move the building back the required distance estimated at $2,000.00, or pay to him the actual cost of the building, about $5,000. He also threatened to institute a damage suit against all Commission employees involved. The Chief Counsel advised that the possibility of Mr. Rounds securing a judgment against employees of the Commission appears rather remote. The Engineer suggested that as no highway development is planned in this area for at least ten or fifteen years, that the Commission take no action now but leave the matter in status quo with the thought in mind if Mr. Rounds initiates legal action, then proper defense can be made. The Commission accepted his suggestion.

The Chief Counsel brought up the matter of a proposed agreement with Idaho Power Company concerning relocation of the Baker-Homestead Highway which is required to accommodate construction of the Oxbow Dam on the Snake River. The power company, he stated, is anxious to secure the agreement before the Legislature convenes in January. He also said that the agreement, as prepared, has been discussed with the Engineer and it is their common recommendation that the Commission approve the agreement in principle at this meeting and then forward the agreement to the Idaho Power Company for signature. After the agreement has been signed by the power company, it will then be forwarded to the members of the Commission to sign. He then reviewed the contents of the agreement explaining the various paragraphs. The Commission approved the agreement in principle as recommended by the Chief Counsel and authorized him to send it to the power company for signature.

Again discussed by the Commission was the option obtained from Mr. Lew Wallace for acquisition of real property which may possibly be needed as right of way at the proposed Tunnel portal on the S. W. 14th Avenue Section of the Sunset Highway in Portland, which matter was first considered during the morning session. The Engineer stated that the plans for this project are not yet completed and there are possibilities that the Wallace property will not be needed. He suggested that it be not purchased at this time. It was brought out in the discussion that followed that Mr. Wallace was never asked to give the option, but did so voluntarily. The Commission decided, after carefully considering facts presented by the Engineer, not to accept the option and ordered that it be returned to Mr. Wallace at once.

The Commission signed the following agreements and other papers:

"Relinquishment of Title" deeding to Benton County the Tampico-Lewisville Highway for a county road.

"Agreement" with Idaho Power Company covering highway revisions in Baker County necessitated by Snake River dam construction.

"Agreement" with Portland School District No. 1, Multnomah County, covering a cooperative project for disposition of surface waters reaching or accumulated on 82nd Avenue between N. E. Thompson Street and N. E. Russell Street. Estimated total cost $6,200; State's share $3,100.

"Agreement" with the City of The Dalles covering Chenoweth Creek-The Dalles Section of the Columbia River Highway, Wasco County.

"Agreement" with City of Pilot Rock covering closure of Bud Parks Street in that city required in connection with construction of South Unit, Pendleton-Pilot Rock Section of Pendleton-John Day Highway, Umatilla County.

"Agreement" with City of Grants Pass covering the proposed exchange of traffic signal controllers on Pacific Highway in Grants Pass.

"Agreement" with U. S. Navy, for permission to construct a temporary antenna at Shore Acres State Park in Coos County.

"Bargain & Sale Deed" to Harold C. Voetberg for a parcel of land on the Joseph-Sheep Creek Hill Section of the Little Sheep Creek Highway in Wallowa County.

"Bargain & Sale Deed" to Floyd W. Lowden for a parcel of land on the Oakland Junction Deady Unit, Chenoweth Park-Deady Section of the Pacific Highway in Douglas County.

"Agreement" with Oregon State Game Commission covering installation of a boat-launching ramp within the boundaries of Ben Hur Lampman Wayside on the Rogue River near Gold Hill in Jackson County.

"Throughway Agreement" with City of Ashland covering the Ashland Undercrossing-Helman Street Section of Pacific Highway in Ashland.

"Throughway Agreement" with Coos County covering Davis Slough-Beaver Lookout Section of Oregon Coast Highway, Coos County.

"Agreement" with City of Enterprise covering improvement of Wallowa Lake Highway and certain city streets in city of Enterprise.

"Release and Conveyance Indenture" with Claude Kerns for property on the Klamath Falls-Keno Section of the Green Springs Highway in Klamath County.

"Amendment of Access Clause" in Deed to T. J. Starker to property on the Pacific Highway West-North Corvallis Section in Benton County.

"Supplemental Agreement to Commercial Power Contract" with Central Lincoln People's Utility District covering extension of electric power service to the Fogarty Creek State Park in Lincoln County. Increase in minimum charge from $48.00 per year to $108.00 per year.

"Extension Rider" with Union Pacific Railroad Company covering five-year extension of a stockpile lease at Albina on the Albina-Portland Section in Multnomah County.

"Bargain & Sale Deed" to Claude Kerns for a parcel of land, being in Lot 4 of Section 4, Township 40 South, Range 8 East, W.M. Klamath County, Oregon. Consideration $1,000.00.

"Trust Agreement" with U.S. Dept. of Interior, Bonneville Power Administration, re construction work on Columbia River Highway requiring the relocation of a structure of the Government's The Dalles-Goldendale Electric transmission line to conform to the National Electrical Safety Code.

"Contact Permit C-597" with California Oregon Power Company covering attachments on three poles located on the Old Pacific Highway near Siskiyou Summit south of Ashland, Oregon.

"Agreement" with Washington State Highway Commission re changes to ferry terminal at Megler, Washington, because of highway construction in Washington.

The meeting adjourned at 3:45 p.m. to reconvene at 10:00 a.m. on the following day.

Portland, Oregon
December 18, 1956

The meeting of the State Highway Commission reconvened at 10:00 a.m. in the Queens Room of the Imperial Hotel. The following persons were present:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway Engineer
W. W. Stiffler, Assistant State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
Robert L. May, Jr., Acting Chief Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

The Honorable Fred Mauser, Wasco County Judge, and Messrs. Verne Obrist and James Hunt, County Commissioners, came before the Commission concerning relocation of US197 between the city of The Dalles and Eightmile Creek. Mr. Mauser inquired as to when the proposed reconstruction would be undertaken. The Engineer replied that this project has been tentatively included in the next three-year program, but construction can not possibly be started prior to 1959. Mr. Mauser then called attention to the bad highway conditions which exist on the Tygh Valley grade and on the Maupin grade. These two projects he estimated would cost about $3,000,000 and be offered cooperation from the county in the amount of approximately $500,000, to be matched with a like amount of Federal money; the balance to be paid by the State. He urged the Commission to give consideration to improving these two sections. The County, he explained, plans to sell an issue of bonds on The Dalles Bridge and they expect to sell $500,000 extra which can be used for the highway improvement. Chairman Chandler recalled that a previous delegation which had requested improvement between The Dalles and Eightmile Creek had stated that the County would acquire the right of way necessary for the reconstructed section. Mr. Mauser replied that the County still plans to acquire this right of way, which he estimated would cost about $100,000. Commissioner Reynolds stated that the Commission is faced with the problem of where to get funds to match the County's offer, and also to be considered is the allocation of funds within the Division. The Engineer commented that there is no chance of securing additional funds unless the next congress provides it. Chairman Chandler stated that the Commission will give very careful

consideration to the County's offer but cannot give much encouragement today.

The State Parks Superintendent stated that the Governor's State Parks Advisory Committee has been of great assistance in park operations during the past year and he suggested that a letter be sent to each of the following members thanking them for their efforts: William Tugman, Chairman; Ralph R. Cronise; J. W. Forrester, Jr.; Herb Grey; George M. Henderson; Frank Jenkins; Fred E. Kiddle; Frank Loggan; Robert C. Notson; Arden X. Pangborn; Charles B. Stanton; and George Weyerhaeuser. Commissioner Reynolds made a motion that such a letter be sent over the signature of the Secretary with copies sent to the members of the Highway Commission. Commissioner McIver seconded the motion and it was declared unanimous by Chairman Chandler. The attached resolution relative thereto marked EXHIBIT "P", which resolution by this reference is made a part hereof with like effect as though extended in full herein, was thereupon adopted by the Commission unanimously.

The Chief Counsel stated that officials of the Idaho Power Company had requested that the matter of relocating a section of the Baker-Homestead Highway which will be inundated by construction of dams on the Snake River, be included in the proposed legislative matters that are being prepared by the State Highway Commission. The Commission authorized the Chief Counsel to include this matter among those subjects to be presented to the 1957 Legislative Assembly.

The Honorable C. W. Craddock, Harney County Judge, and Mr. J. L. McCullough, representing the Burns Chamber of Commerce, came before the Commission concerning highway matters in Harney County. Judge Craddock stated that the County wishes to withdraw its recent request for extension of the Frenchglen Secondary Highway to Denio at the Nevada state line, and to request in lieu of such project the oiling of the Frenchglen Secondary Highway, starting at Burns and extending as far south as funds will permit. The Engineer pointed out that only recently an improvement had been made on Wright's Point to accommodate large trucks, and the State does not have funds available to finance further improvements. Chairman Chandler observed that it looked like it might be at least five years before the requested improvement could be undertaken. Commissioner Reynolds stated that all available secondary funds have been allocated for the next two years, and he inquired as to the volume of traffic that uses this road. Judge Craddock replied that he did not know the exact amount but it was quite heavy, especially during hunting and fishing seasons. The Engineer stated that a recent traffic count revealed an average daily traffic of 60 vehicles at Frenchglen and 100 vehicles at Wright's Point. Mr. McCullough endorsed the remarks of Judge Craddock and emphasized the importance of the hunting and fishing area south of Burns. He pointed out that 18,000 additional acres had been opened to public hunting and a 140-acre lake has been stocked with fish.

He also called attention to surveys which had been made through the city of Burns to provide a relocation for the Central Oregon Highway. The Chamber of Commerce, he stated, has offered its support on any route which the Commission selects. However, Burns City Officials since that time have withdrawn their approval of the new routing and now favor improvement of the existing route, and have given their approval to the transfer of the funds heretofore set up by the Commission for highway revision in Burns, to finance improvement of a section on US20 between Juntura and Vale. Transfer of these funds, he stated, is not a matter on which the City can pass, and the Chamber of Commerce and the County are quite concerned. He presented a letter signed by Mr. C. W. Craddock, County Judge, protesting transfer of the funds to any county other than Harney County, a letter from the Harney County Chamber of Commerce objecting to withdrawal of funds from the Burns-Hines area, and a letter from the Edward Hines Lumber Company protesting transfer of funds to some county other than Harney County. If a hearing is necessary to determine a highway route through the city of Burns he requested that it be held and the issue settled promptly so that property owners can make definite plans. The Engineer commented that a request for a hearing must be made by the city officials. Chairman Chandler stated that the request would be given consideration.

A delegation representing the City of Fairview came before the Commission concerning access to the T. H. Banfield Expressway. The following people were present: J. E. Poynor, Mayor; Melvin K. Moller, President, and Erick Enquist, City Planning Commission; Earl Elsasser, City Councilman; Murray Kemp, Multnomah Kennel Club, all of Fairview; and Senator Ward Cook, property owner in Fairview, Portland. Mayor Poynor, who acted as spokesman, stated that development of the City is restricted by lack of adequate access to the Expressway. At the present time residents of Fairview must go to 181st Street to the west, or to Wood Village to the east, in order to get onto the new highway, and he requested that better access be provided. Chairman Chandler pointed out that the Banfield Expressway is a part of the interstate highway system and as such it must conform to standards set by the U. S. Bureau of Public Roads. The interchanges at 181st Street and at Wood Village, he stated, are approximately three miles apart, closer than the average allowed on interstate freeways. Mayor Poynor called attention to the heavy traffic which uses Fairview Avenue and advised that future plans contemplate development of Fairview Avenue, which will encourage additional traffic. The Engineer pointed out that the average distance between interchanges on the interstate system should be at least five miles. Fairview Avenue, he stated, is a county road and the State has no plans for its development. Commissioner McIver commented that construction of interchanges at too frequent intervals destroys the purpose for which a freeway is provided. Mr. Poynor stated that in the opinion of the residents of Fairview the two access points available to them are poorly located and that both of them are inadequate and hazardous. Mr. Moller mentioned that in constructing the Banfield Expressway, approximately 20 acres had been removed from the tax rolls. It was his understanding that Multnomah County plans to widen

Fairview Avenue in the near future as the area served by this Avenue is growing rapidly. He felt that the access points constructed at Wood Village and at 181st Street are improperly located and that an access should be provided at Fairview Avenue. He asked the Commission to give the matter further study. Mr. Enquist stated that an interchange at Fairview Avenue would more adequately serve the City of Fairview and a large adjacent area than the existing access points. Mr. Cook called attention to subdivisions which are being developed near Fairview Avenue, the fact that the County has already widened Fairview Avenue twice and that the accesses at 181st Street and at Wood Village do not property serve traffic needs. Mr. Kemp mentioned the large volume of traffic created by the dog races nearby and the awkward condition created by the existing points of access. Mr. Elsasser urged the Commission to investigate the matter further. Following departure of the group Commissioner McIver commented that probably the matter does deserve further investigation as it appears from the presentation that the present points of access are not adequate. He suggested that the situation might be improved were the existing routes improved. The Commission instructed the Engineer to make a thorough study of this problem and submit a report.

Mr. Robert Beadle, property owner, Portland, and his attorney, Mr. William A. Martin, came before the Commission to request access to the Banfield Expressway from his property situate between 122nd Avenue and 132nd Avenue. Mr. Beadle stated that since last October there had been six accidents in this area and a large number of motorists attempt to turn around on the highway, some of them run out of gas and others get stuck in the ditches, and most of them ask to use his phone to get help. If access is granted to the Expressway, he proposed to install a motel, service station and restaurant near 132nd Avenue at a cost of near $200,000. Mr. Martin pointed out that freeways must furnish means to take care of human needs such as gasoline, food, drink and sleep and Mr. Beadle proposes to construct facilities to supply these needs. Chairman Chandler explained that on freeways all rights of access are purchased by the State. Many similar requests have been received for accesses but all must be denied, otherwise the freeway principle would be defeated. He stated that he could see no good reason for granting Mr. Beadle's request. The Engineer commented that the telephone people are now making a study with the object in mind of installing phones at frequent intervals on freeway sections for public convenience, which should solve Mr. Beadle's problem. Mr. Beadle remarked that if some arrangement can be made so that people would not bother him, he will be very pleased.

A delegation representing the Roads and Highway Committee of the Tillamook County Chamber of Commerce came before the Commission to request early construction of Highway 101 between Bay City and Garibaldi. The following people were present: Chas. A. Ross, Chairman, Roads and Highway Committee, Chamber of Commerce; Edwin Kiekhaefer, President, Chamber of Commerce; Burford Wilkerson, Manager, Chamber of Commerce; Hans Paulson, City Manager, Vice President of Chamber of

Commerce; Fred Guyton, Director and Member of Highway Committee; O. E. Effenberger, County Judge; August Schollmeyer, County Commissioner; Earl Sweet, Director, Tillamook County Chamber of Commerce; Robert R. Gordon, Vice President, Chamber of Commerce; Walter S. Ackley, Secretary, Jr. Chamber of Commerce, Tillamook County, Secretary, Insurance Agents Association; Larry McInerney, Jr. Chamber of Commerce, all of Tillamook. Verne Ayers, Manager, Oregon Coast Association, Newport. John Dillard, Observer; Walter R. Randolph, Mayor, both of Nehalem. A. F. Martin, M. D., Lions Club; George E. Hodges, President of Cottage Owners Assn., Public Relations, People's Utility District; A. W. Middleton, City Council; W. H. Walpole, President Lions Club, Chief of Police; Sam Mammano, Owner Natatorium; Ted DuFrain, Real Estate and Insurance; John W. Harvey, Insurance and Theater owner; Gene Kelty, Mayor; and Tom Bailey, Member Highway Committee, all from Rockaway. J. C. Bell, Community Club, Twin Rocks. Pat Graham, Restaurant owner, Manhattan. Mr. Kiekhaefer introduced the members of the delegation. Mr. Kelty stated that the section between Bay City and Garibaldi is very crooked and slippery, requires heavy maintenance expense, and is not nearly adequate for traffic needs. Mr. Randolph commented that because of the very poor condition of this section a great many products originating in northern Tillamook County are marketed to the north rather than being hauled south to the City of Tillamook. He also commented on the need for the Elsie Cutoff in order to attract new business and industry into the northern part of the county. Taxable property values have been greatly reduced because of the disastrous Tillamook Burn and new industries are needed to offset this loss. Mr. Ayres stated that in his work he drives on US101 from the south to the north Oregon boundaries and he felt that the section between Bay City and Garibaldi is almost as bad as the section between Gold Beach and Brookings. Judge Effenberger stressed the bad curvature on the present highway between Bay City and Garibaldi. He also stated that real property values in Tillamook County had decreased approximately 50 percent because of the Tillamook Burn. It was his feeling that to compensate for this loss, it is necessary that the county have more adequate highways. The county, he added, is also much interested in securing construction of the Elsie Cutoff. Mr. Ross pointed out that of the approximately 70 miles of US101 within Tillamook County, only 14 miles are constructed to modern standards, the balance being what he called a collection of cow paths and trails. These antiquated sections, he stated, have been put up with by the people because they realize that it costs a great deal of money to build highways, but it is now felt that further improvements should be made, particularly between Bay City and Garibaldi. He called attention to the economic value of this improvement as providing a benefit quotient of approximately 3.00, and he requested that this project be listed as the No. 1 project in Division No. 2. In conclusion, Mr. Randolph thanked the Commission and members of his staff for their courteous reception at this meeting and for their attendance at a recent meeting of the Nehalem Bay Association. The Commission made no comments concerning the delegation's request.

The meeting recessed for luncheon at 12:00 noon and reconvened at 2:00 p. m. with the same persons present and participating.

Mr. Joseph W. Smith, Chairman, and Mr. Glen L. Jackson, Vice Chairman, of the Oregon Development Commission, came before the Commission concerning the application of the Johns-Manville Corporation for access to The Dalles-California Highway north of Klamath Falls. Mr. Jackson gave as his understanding that the section of The Dalles-California Highway where the access is being requested is not a limited access highway. The Johns-Manville Corporation, he stated, has started construction of their plant and soon will need some sort of access for their employees. Previous discussions in this matter, he stated, contemplated a grade separation structure which is estimated to cost about $150,000. The Engineer stated that a new plan has been developed which contemplates construction of a reasonably safe channelized intersection at grade at a cost of approximately $30,000. He pointed out that under Oregon laws in situations such as this, applicants for access could be required to pay the entire cost of the access, but inasmuch as safety to the traveling public is involved, as well as providing access for employees to the plant, he proposed that the State and Johns-Manville Corporation each pay half of the cost. Mr. Jackson expressed his feeling that the plan proposed by the Engineer would be very satisfactory. Accordingly, the Commission authorized the Engineer to advise the home office of the Johns-Manville Corporation that the State will join with the Company in constructing each access project on a 50/50 basis.

A group representing Lincoln County Pomona Grange Committee came before the Commission regarding expenditure of funds on secondary highways in Lincoln County. The following people were present: Thomas R. McClellan, Neotsu; Mrs. Minnie McFarland, Secretary, Depoe Bay; J. C. Barclay, Alsea; Paul Gerber, Yachats; Mike Miller, County Commissioner, Lincoln County Court, Siletz; L. T. Grant, Harlan; and F. J. Kernan, Portland. Mr. McClellan was principal spokesman. He introduced the members of the delegation and read aloud and presented a prepared statement urging improvement to secondary and county roads in Lincoln County. The statement pointed out that Lincoln County has available the sum of $100,000 as match money for state and federal funds. It also pointed out that improvement of these county and secondary roads not only provide better transportation for residents in Lincoln County but tend to attract permanent residents and tourists into the county. The statement included a list of eight federal aid secondary roads in Lincoln County totaling 56 miles on which improvement is needed. The Engineer remarked that all of these roads mentioned in the statement, except the Siletz Highway, are county roads. He explained the basis of allocation of monies for federal aid secondary county road projects and advised that requests for improvement of federal aid county roads must be made by the County Court. Chairman Chandler explained that the Highway Commission makes no attempt to determine projects for improvement with federal aid funds on county roads but looks to the County Court in each county to determine the projects they wish, and to establish their priorities, and so far as is possible, with the funds available, approves such projects. This concluded the discussion.

Mr. F. L. Wright, President of the Port of Astoria; Mr. R. J. Bettendorf, Manager of the Port of Astoria; Mr. C. DeFoe, Manager of the Astoria Chamber of Commerce and Mr. Vern Ayres, Manager of the Oregon Coast Association, came before the Commission concerning the financing of a new bridge across the Columbia River at Astoria. Mr. Wright stated that when the delegation appeared before the Commission at its November meeting they were quite optimistic about a plan for financing that was being considered at that time. However, the increase in interest rates on bonds which would have to be sold to finance the bridge has made that plan unworkable. Mr. Bettendorf commented that the subsidy of $2,000,000 which had been contemplated in the original plan has now risen to $18,000,000 or more and that the money market has priced the project out of the picture for the present; however, the bridge is needed and efforts for its construction must be carried on. He suggested that a design for the bridge should be made and necessary legislation enacted by the Oregon Legislature so that when the bond market becomes more favorable, action can be taken to sell the bonds and start construction. Commissioner Reynolds inquired as to what action had been taken by the State of Washington. Mr Bettendorf replied that during the last week he contacted Mr. Bugge, Director of Highways in that state, who gave as his feeling that the efforts should be continued but who gave as his opinion that the bridge is primarily an Oregon venture and they are more or less waiting for Oregon interests to take the lead, although he indicated that Washington would help on a reasonable project. Mr. DeFoe stated that contacts had been made with members of the Washington Legislature as a preliminary step to securing necessary legislation in Washington and similar action had been taken with members of the Oregon Legislature. Commissioner Reynolds inquired as to what the cost of designing the bridge would be. The Engineer replied that a rough estimate of cost would be somewhere between $100,000 and $150,000. Mr. Bettendorf then commented that the State of Washington will require an enabling law for the construction of the bridge. He was unable to state whether or not the State of Washington will contribute toward the cost of the bridge design. Chairman Chandler offered the opinion that the State of Oregon will participate in the construction of the bridge when the feasibility of the project has been established. After the delegation departed, Commissioner McIver inquired of the Engineer if he would recommend that the State participate in defraying the 18 or more million dollars of deficit that is now contemplated in construction of the bridge. The Engineer replied negatively, stating that a subsidy of that amount would have to come from highway funds and would thereby deprive the rest of the State of a considerable amount of needed highway improvement. He further stated that in his experience he has found that designs prepared several years ahead of construction are usually obsolete by the time the work begins and have to be greatly revised or completely done over. It was his feeling that the bridge should not be designed at this time. Commissioner McIver then inquired as to when the toll charges for use of the Astoria ferry were last raised. The auditor replied that there has been no increase during the last 3 years. Commissioner McIver then stated that possibly the rates

should be increased to reduce the increasing deficit in the operation of the ferry. The Engineer replied that the present rates are in line with comparable ferry service rates in Washington and if the rates are raised without increasing the quality of service, the public would most likely raise considerable objection. It was his thought that the rates might be increased if and when an additional ferry boat is put into service.

The Engineer, speaking in behalf of all highway department employees, extended to the Commission best wishes for a Merry Christmas and Happy New Year. He added that all appreciate very much the fine work that the Commission has performed and their eminently fair and efficient manner in handling highway problems. The members of the Commission personally expressed their appreciation to employees of the Commission for services rendered during the past year. Commissioner McIver stated that of a number of public bodies on which he has served, his work with the Highway Commission had been the most enjoyable, and he gave credit to the Highway Department personnel as the reason. Chairman Chandler commented briefly on the harmony and unity in which the Commission has operated. There being no further business to come before the Commission, the meeting was declared adjourned by Chairman Chandler at 3:00 p. m.

State Highway Engineer

Chairman

Commissioner

Secretary

Commissioner

December 18, 1956

EXHIBITS "A" through "P"

MINUTES

of the

OREGON STATE HIGHWAY COMMISSION MEETING

held on

December 17 and 18, 1956

EXHIBIT "A"

Minutes of December 17 and 18, 1956

R E S O L U T I O N

WHEREAS, in connection with the future improvement of the highway herein designated, and for the convenience and benefit of the public, it is and has been necessary to acquire property for rights of way, quarry sites, gravel or other material sites, sites for the storage of materials, and properties for other purposes authorized by statute as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the following described properties are hereby declared to be necessary for State highway, park, and other uses under the jurisdiction of the Commission, and that the several options or bases of settlement hereinafter enumerated be, and the same hereby are approved and accepted and that the attorney for the Commission be, and he hereby is, instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon, by and through its State Highway Commission. The said properties hereby ordered and authorized to be acquired are as follows:

HARBOR DRIVE-BARBUR BOULEVARD SECTION - R. H. BALDOCK FREEWAY

25009 Sabel, Paul J. and Margaret H. (Stuntz)
Right of Way
Option expires May 7, 1957

11,500 sq.ft. at $0.16- per sq.ft.	$ 1,832.00
8,500 sq.ft. Excess at $0.15 per sq.ft.	1,275.00
House, 968 sq.ft. at $11.36+ per sq.ft.	11,000.00
Garage, 240 sq.ft. at $3.12 per sq.ft.	750.00
Amount to be paid owners - chrg to Right of Way	$14,857.00

Grantors to vacate 30 days from notice or 5 days after date of receipt of payment, or enter into rental agreement.

Entire taking -

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - R. H. BALDOCK FREEWAY (Cont)

23576 Withycombe, Jessie M. (Smith)
Right of Way
Option expires May 22, 1957

7,813 sq.ft. at $0.20- per sq.ft.	$1,560.00
Move garage within 30 days	215.00
Damages	3,325.00

Amount to be paid owner - chrg to Right of Way $5,100.00

Grantor to remove garage and shrubbery within 30 days after notice or they become property of State.

THINGS TO BE DONE BY THE STATE

If Grantor dedicates Dolph Court Westerly within 60 days of notice of acceptance of option the State will construct Dolph Court prior to severance of access to SW 24th Ave. During period of construction State to remove foundation and other debris from garage area.

Access controlled -

24644 Barnett, Mabel E. (Grant)
Right of Way
Option expires April 23, 1957

426 sq.ft. at $0.56- per sq.ft.	$ 220.00
Damage	5,380.00

Amount to be paid owner - chrg to Right of Way $5,600.00

Grantor to remove plants by December 15, 1956, or they become property of State.

Complete restriction of access to Freeway -

24840 Clisby, George B. et al (Stunts)
Right of Way
Option expires April 22, 1957

5,900 sq.ft. at $0.11+ per sq.ft.	$650.00

Amount to be paid owners - chrg to Right of Way $650.00

Access controlled - none allowed -

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - R. H. BALDOCK FREEWAY (Cont)

21167 Weiss, Warren W. and Gertrude S. (Stunts)
Right of Way
Option expires May 25, 1957

3.03 acres (1.13 acre Excess) $6,580.00

Amount to be paid owners - chrg to Right of Way $6,580.00

Grantor may remove timber within 60 days from notice or it becomes the property of State.

Entire taking -

25015 Union Oil Company of California (Stunts)
Right of Way
Option expires May 4, 1957

600 sq.ft. at $1.45 per sq.ft. $870.00

Amount to be paid owner - chrg to Right of Way $870.00

Access: No access to be allowed to the frontage road to be constructed from the Freeway to 22nd Ave., along the S. boundary of Lot 18, but access not to be controlled along the W. boundary of Lots 17 and 18 on N. W. boundary of Lots 15, 16 and 17.

Complete restriction of access to Freeway -

WEST UNIT-SANDY-FOREST BOUNDARY SECTION - MT. HOOD HIGHWAY

25564 Armstrong, Hattie E. (Stunts)
Right of Way
Option expires April 30, 1957

0.24 acre at $1,000 per acre	$240.00
Lawn, trees, shrubs, flowers and driveway	260.00
Encroachment damage	100.00

Amount to be paid owner - chrg to Right of Way $600.00

THINGS TO BE DONE BY THE STATE

Construct approach at Sta. 228+85 to connect with Grantor's existing driveway, but not to construct one at Sta. 227+67.

WEST UNIT-SANDY-FOREST BOUNDARY SECTION - MT. HOOD HIGHWAY (Cont)

25564 Armstrong, Hattie E. (Cont)

Access: 227+67 and 228+85, S., private residential and farming.

Access controlled -

25574 Lamke, Albert J. and Helen L. (Stunts)
Right of Way
Option expires May 4, 1957

0.47 acre at $750 per acre	$350.00
Allow. for removing two sheds	300.00
Severance damage	250.00

Amount to be paid owners - chrg to Right of Way $900.00

Grantor to remove two buildings 60 days from notice or they become property of State.

Access: 246+40, N., private residential.

Access controlled -

25414 Krebs, Ronald and Evelyn CORRECTION REPORT (Black)
Right of Way
Option expires May 18, 1957

1.13 acres at $1,000 per acre	$1,130.00
Allow. for moving house and gas tank	6,761.00
Damages	1,180.00

Amount to be paid owners - chrg to Right of Way $9,071.00

Grantor to remove house and gas tank from r/w within 90 days after acceptance.

THINGS TO BE DONE BY THE STATE

Construct approaches at Stas. 38+70 and 33+60, to r/w line.

Access: Stas. 38+70 and 33+60, S., for farm, timber, implement repair and private residential.

Prev. approval of Sept. 27, '56 for $9,071.00. Access now changed.

Access controlled -

EXHIBIT "A" (Cont)

WEST UNIT-SANDY-FOREST BOUNDARY SECTION - MT. HOOD HIGHWAY (Cont)

25555 Griffeth, Milo and Naomi M. (Stuntz)
Right of Way
Option expires May 13, 1957

0.09 acre at $500 per acre	$45.00
Amount to be paid owners - chrg to Right of Way	$45.00

Access controlled - none allowed -

25558 Holt, George Wm. and Willie H. (Stuntz)
Right of Way
Option expires May 25, 1957

0.28 acre at $750 per acre	$210.00
Timber	103.00
Severance damage	187.00
Amount to be paid owners - chrg to Right of Way	$500.00

Grantor may remove strawberry plants before contractor enters property or they become property of State.

THINGS TO BE DONE BY THE STATE

Construct road approaches to connect with existing approaches at 218+25 and 219+40.

Access: 218+25 and 219+40, S., private residential and farming.

Access controlled -

25836 Moore, Ethel L. (Stuntz)
Right of Way
Option expires May 13, 1957

0.28 acre at $500 per acre	$ 140.00
Service station, closed	1,000.00
Timber, shrubs and flowers	25.00
Damages	1,300.00
Amount to be paid owner - chrg to Right of Way	$2,465.00

THINGS TO BE DONE BY THE STATE

EXHIBIT "A" (Cont)

WEST UNIT-SANDY-FOREST BOUNDARY SECTION - MT. HOOD HIGHWAY (Cont)

25836 Moore, Ethel L. (Cont)

Construct an approach road at 207+30 but will not build one at 208+60.

Access: 207+30 and 208+60, N., private residential.

Access controlled -

25557 Jarvis, Frank J. (Stuntz)
Right of Way
Option expires May 26, 1957

0.10 acre, lump sum	$500.00
1.60 acre at $200 per acre	320.00
Damage	20.00

Amount to be paid owner - chrg to Right of Way $840.00

Grantor may remove timber within 90 days of notice or it becomes property of State.

Complete restriction of access -

25584 Clark, W. H. and Hilda R. (Stuntz)
Right of Way
Option expires May 18, 1957

2.48 acres at $350 per acre	$ 868.00
House, 844 sq.ft. at $8.11+ per sq.ft.	6,848.00
House, 792 sq.ft. at $5 per sq.ft.	3,960.00
Garage, 432 sq.ft., Barn, 616 sq.ft. at $0.50/sq.ft.	524.00
Well and pump house	500.00
Lawn, shrubs, flowers and 13 fruit trees	800.00

Amount to be paid owners - chrg to Right of Way $13,500.00

Grantor to vacate 30 days from notice or 5 days after receipt of payment or enter into rental agreement.

THINGS TO BE DONE BY THE STATE

Construct frontage road on S. side of hwy. and construct approach roads at Stas. 293+70 and 296+70 to same.

EXHIBIT "A" (Cont)

WEST UNIT-SANDY-FOREST BOUNDARY SECTION - MT. HOOD HIGHWAY (Cont)

25584 Clark, W. H. and Hilda R. (Cont)

Access: 293+70 and 296+70, S., private residential and farming.

Access controlled -

25546 Hergert, Theodore and Agnes (Stuntz)
Right of Way
Option expires May 28, 1957

0.85 acre at $500 per acre	$ 425.00
110 rods fencing at $4 per rod	440.00
9 trees	200.00
Wind break	85.00
Encroachment damage	250.00

Amount to be paid owners - chrg to Right of Way $1,400.00

THINGS TO BE DONE BY THE STATE

Construct approach roads at Stas. 159+85 and 161+35.

Access: 159+85 and 161+35, N., private residential and farming.

Access controlled -

25561 Eggers, Cecelia H. (Stuntz)
Right of Way
Option expires May 28, 1957

0.16 acre at $1,000 per acre	$ 160.00
Trees, berries, hedge, etc.	340.00
Proximity damage	500.00

Amount to be paid owner - chrg to Right of Way $1,000.00

THINGS TO BE DONE BY THE STATE

Construct an approach road at Sta. 226+40 to connect with existing driveway.

Access: 226+40, S., private residential and farming.

Access controlled -

EXHIBIT "A" (Cont)

MILWAUKIE-PORTLAND SECTION - PACIFIC HIGHWAY EAST

25036 MacNaughton, E. B. and Cheryl S. SUPPLEMENTAL REPORT (Mayhew)
Right of Way
Option expires February 24, 1957

For the work, by Grantors, as provided for as a State obligation, approved Sept. 27, 1956 $350.00

Amount to be paid owners - chrg to Right of Way $350.00

State obligation as approved September 27, 1956:
"At such time as State uses property for hwy. purposes it will replace curb, sidewalk and driveway approach, and remove hickory stump."

Access not controlled -

TROUTDALE-BRIDAL VEIL SECTION - COLUMBIA RIVER HIGHWAY

25894 Smyth, Edward G. and Edith C. (Landon)
Parks
Option expires May 16, 1957

56.24 acres± $4,850.00

Amount to be paid owners - chrg to Parks $4,850.00

Entire taking -

CROWN POINT SECTION - CROWN POINT HIGHWAY

25915 Kruckman, Harry and Clara (Grant)
Easement for Right of Way
Easement signed November 5, 1956

Perpetual easement for reconstructing and repairing road $1.00

Amount to be paid owners - chrg to Right of Way $1.00

WEST SALEM (MARION STREET BRIDGE) SECTION - WILLAMINA-SALEM HIGHWAY

24195 Musgrave, Evelyn (Norlin)
Right of Way
Option expires March 9, 1957

3,600 sq.ft. at $1.11+ per sq.ft. $4,000.00

EXHIBIT "A" (Cont)

WEST SALEM (MARION STREET BRIDGE) SECTION - WILLAMINA-SALEM HIGHWAY (Cont)

24195 Musgrave, Evelyn (Cont)

Amount to be paid owner - chrg to Right of Way $4,000.00

Access controlled -

RICKREALL-ORR CORNER SECTION - PACIFIC HIGHWAY WEST

20388 Rickreall Lodge #110 A.F. & A.M. CORRECTION REPORT (Benner)
Right of Way
Option expires May 14, 1957

11,326 sq.ft. at $0.25+ per sq.ft.	$ 2,900.00
Lodge hall and store bldg., with apt. in basement, 2100 sq.ft. at $6 per sq.ft.	12,600.00

Amount to be paid owners - chrg to Right of Way $15,500.00

Grantor allowed to continue use of lodge room in bldg. but to vacate immediately upon notice, providing Grantor assumes liability for taxes. This condition shall remain in effect for a period not to exceed 2 years or until Jan. 1, 1959.

This supersedes and cancels previous July 12, 1956 approval of $12,600 plus State deeding lodge 0.26 acre.

Entire taking -

NESKOWIN-SALMON RIVER SECTION - OREGON COAST HIGHWAY

24129 Place, Peter O., O. A.; Schaffer, John M.; Steiner, Vera M., U.S. Nat. Bank of Portland et al (Gemmell)
Right of Way
Release to clear title to Hazel Bodding property

9.16 acres quitclaimed each instrument $1.00

Amount to be paid owners - chrg to Right of Way, per instrument $1.00

25907 Sutton, Ralph Lee and Mildred (Benner)
Channel Change Easement
Easement signed November 29, 1956

Easement over 0.6 acre Gratis

EXHIBIT "A" (Cont)

NESKOWIN-SALMON RIVER SECTION - OREGON COAST HIGHWAY (Cont)

25907 Sutton, Ralph Lee and Mildred (Cont)

THINGS TO BE DONE BY THE STATE

Back fill the old channel and construct a light farm bridge across the new channel. Grantor to maintain same. State may use for hwy. construction all materials excavated in making channel change.

Access controlled - none allowed to relocated hwy. -

SALEM BY-PASS-JEFFERSON JUNCTION SECTION - PACIFIC HIGHWAY

24318 Finden, Martin O. and Mildred CORRECTION AND SUPPLEMENTAL (Benner)
Right of Way

76 rods fencing at $4 per rod	$304.00	
Less previous allowances for fencing	170.00	
Amount to be paid owners - chrg to Right of Way		$134.00

Previous approvals, 24318, August 16, 1956 $90 allowance readjusting fence, 2 2125, approved August 9, 1954, $80 for 20 rods of fence, whereas fencing should have been 76 rods.

Access controlled - none allowed -

MARION COUNTY LINE-ALBANY UNIT-N. JEFFERSON JCT.-ALBANY SECTION - PACIFIC HIGHWAY

25107 Buerge, Claude and Clysta (Friess)
Right of Way
Option expires May 14, 1957

0.04 acre, lump sum	$120.00	
Transplanting shrubs	50.00	
Reconnecting drain to ditch	30.00	
Amount to be paid owners - chrg to Right of Way		$200.00

Grantors retain special ditch right.

THINGS TO BE DONE BY THE STATE

Provide frontage road.

Access controlled -

EXHIBIT "A" (Cont)

MARION COUNTY LINE-ALBANY UNIT-N. JEFFERSON JCT.-ALBANY SECTION - PACIFIC HIGHWAY (Cont)

25476 Fritz, Rene et al (Hart)
Right of Way
Option expires May 14, 1957

1.76 acres at $4,000 per acre	$ 7,000.00
Machine shop bldg, 1800 sq.ft. at $4 per sq.ft.	7,200.00
Craneways	500.00
Special footings and machine bases	750.00
Fabricating plant, 4500 sq.ft. at $4 per sq.ft.	18,000.00
Craneways	750.00
Special machine base reinforcing	500.00
Plant office, 908 sq.ft. at $7- per sq.ft.	6,350.00
Site surfacing	500.00
Gasoline pump	250.00
Reproduction Lab equipment	700.00
Moving and reinstalling 9 machine + 2 overhead cranes	5,000.00

Amount to be paid owners - chrg to Right of Way $47,500.00

Grantor to vacate property by April 1, 1957.

Entire taking -

25087 Bower, William M. et al (Friess)
Right of Way
Option expires May 13, 1957

0.08 acre, lump sum $200.00

Amount to be paid owners - chrg to Right of Way $200.00

THINGS TO BE DONE BY THE STATE

Provide frontage road.

Access controlled -

24540 Stiles, Jack L. and Helen Jean CORRECTION REPORT (Gemmell)
Materials Source
Warranty Deed signed November 13, 1956

46.0 acres at $50 per acre $2,300.00

Amount to be paid owners - chrg to Quarry Site $2,300.00

EXHIBIT "A" (Cont)

MARION COUNTY LINE-ALBANY UNIT-N. JEFFERSON JCT.-ALBANY SECTION - PACIFIC HIGHWAY (Cont)

24540 Stiles, Jack L. and Helen Jean (Cont)

Grantor to have timber until 7 days after notice to vacate.

This supersedes and cancels prev. approval of Sept. 27-28, for $1,150.

25085 Nichols, N. P. et al (Friess)
Right of Way
Option expires March 7, 1957

0.08 acre at $2,500 per acre	$200.00
Shrubs and trees	100.00
Regravel parking area at sides of restaurant	100.00
Moving 2 entrance lights and nursery sign	50.00
Encroachment damage	750.00

Amount to be paid owners - chrg to Right of Way $1,200.00

THINGS TO BE DONE BY THE STATE

Provide frontage road. Re-establish approaches at Sta. 1028+80, 116 feet wide, and 1030+10, 20 feet wide. Replace drainage tile along frontage road.

Access controlled -

25103 Rentfro, Ira and Alma M. (Friess)
Right of Way
Option expires April 30, 1957

1 acre at $2,500 per acre	$2,500.00
0.65 acre at $1,000 per acre	650.00
House, 1,250 sq.ft. at $5.75+ per sq.ft.	7,200.00
Rental house, 800 sq.ft. at $6.75+ per sq.ft.	5,400.00
Garage	325.00
2 sheds	175.00

Amount to be paid owners - chrg to Right of Way $16,250.00

Taxes for 1956-57 to be pro-rated. Estimate 82.00

GRAND TOTAL (Estimate) chrg to Right of Way $16,332.00

EXHIBIT "A" (Cont)

MARION COUNTY LINE-ALBANY UNIT-M. JEFFERSON JCT.-ALBANY SECTION - PACIFIC HIGHWAY (Cont)

25103 Rentfro, Ira and Alma M. (Cont)

Grantors to have right of first refusal on rental of property.
Grantors to vacate by Jan. 5, 1957 or 15 days after receipt of payment.

Entire taking -

25108 Howell, Charles E. et al (Friess)
Right of Way
Option expires May 15, 1957

0.7 acre at $4,000 per acre	$ 2,800.00	
2.0 acre at $1,750 per acre	3,500.00	
Motel-6 units and furnishings at $4000 per unit	24,000.00	
Owners unit 1000 sq.ft. at $7.50/sq.ft.	7,500.00	
Yard improvement, including motel sign	1,500.00	
Water system	350.00	
Garage and shed	350.00	
Amount to be paid owners - chrg to Right of Way		$40,000.00
Taxes to be pro-rated. Estimate		300.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$40,300.00

Grantors to vacate by January 5, 1957, or 15 days after receipt of payment. Grantors retain right of first rental.

Entire taking -

LINN COUNTY LINE-JUDKINS POINT UNIT-ALBANY-JUDKINS POINT SECTION - PACIFIC HIGHWAY

25185 Beeson, Richard W. et al (Curfman)
Right of Way and Easement
Option expires April 29, 1957

6.59 acres at $150 per acre	$988.50	
.76 acre, irrigation canal easement	50.00	
Damage	279.50	
Amount to be paid owners - chrg to Right of Way		$1,318.00

Access controlled - none allowed -

EXHIBIT "A" (Cont)

LINN COUNTY LINE-JUDKINS POINT UNIT-ALBANY-JUDKINS POINT SECTION - PACIFIC HIGHWAY (Cont)

25363 Wolter, Harry and Nettie (Allen)
Right of Way
Option expires May 11, 1957

3.17 acres (1.2 acres Excess) at $1,500+ per acre	$ 5,235.00
House, 1222 sq.ft. at $5.70+ per sq.ft.	6,970.00
House, 660 sq.ft. at $6 per sq.ft.	3,960.00
Garages, 780 sq.ft. at $0.45- per sq.ft.	335.00
Barn, 440 sq.ft. at $1.25- per sq.ft.	540.00
Three sheds	110.00
Water system	250.00
Landscaping	350.00

Amount to be paid owners - chrg to Right of Way $17,750.00

Grantors to vacate 30 days after receipt of payment.

Entire taking -

FERRY STREET BRIDGE-MOHAWK ROAD SECTION - EUGENE-SPRINGFIELD HIGHWAY

23526 Harlow, Elmer P. et al (Curfman)
Right of Way
Option expires May 4, 1957

5 acres at $2000 per acre	$10,000.00
1 acre at $1500 per acre	1,500.00
1.6 acres	500.00

Amount to be paid owners - chrg to Right of Way $12,000.00

Entire taking -

23522 O'Neel, Maxia L. (Curfman)
Right of Way
Option expires May 20, 1957

.22 acre, lump sum	$10.00

Amount to be paid owner - chrg to Right of Way $10.00

Access controlled - none allowed -

EXHIBIT "A" (Cont)

FERRY STREET BRIDGE-MOHAWK ROAD SECTION - EUGENE-SPRINGFIELD HIGHWAY (Cont)

23523 Gray, Edna O. (Curfman)
Right of Way
Option expires May 18, 1957

0.18 acre at $2000 per acre $360.00

Amount to be paid owner - chrg to Right of Way $360.00

THINGS TO BE DONE BY THE STATE

Provide frontage road.

Access controlled - none allowed -

MYRTLE CREEK-CANYONVILLE SECTION - PACIFIC HIGHWAY

25916 Irwin, J. W. and Nora B. (Morgan)
Right of Way
Option expires May 12, 1957

1.81 acres at $356+ per acre $645.00

Amount to be paid owners - chrg to Right of Way $645.00

THINGS TO BE DONE BY THE STATE

Provide frontage road, Westerly.
Previously allowed accesses not changed.

Access controlled - none allowed -
Confirmation of phone approval by Mr. Reynolds November 14, 1956.

JUMP OFF JOE CREEK-GRANTS PASS SECTION - PACIFIC HIGHWAY

24504 Stead, Clara M.; Spurck, Vada (Morgan)
Right of Way
Option expires May 12, 1957

17 acres at $200 per acre	$3,400.00
8.51 acres at $50 per acre	425.50
3.1 acres at $100 per acre (4.25 acres Excess)	310.00
Timber	1,174.50

Amount to be paid owners - chrg to Right of Way $5,310.00

EXHIBIT "A" (Cont)

JUMP OFF JOE CREEK-GRANTS PASS SECTION - PACIFIC HIGHWAY (Cont)

24504 Stead, Clara M.; Spurck, Vada (Cont)

Access: Sta. L^{C} 780+50, W., private residential and transportation of forest products.

Access controlled - none allowed except to old hwy.

ASHLAND UNDERCROSSING-HELMAN STREET SECTION - PACIFIC HIGHWAY

25788 Gordon, C. Edward and Sue A. (Allen)
Slope Easement
Easement signed November 14, 1956

1040 sq.ft. sl. easement at $0.10- per sq.ft. $100.00

Amount to be paid owners - chrg to Right of Way $100.00

Access not controlled -

25783 Van Curler, Dewey and Ella (Curfman)
Right of Way and S. Easement, 835 N. Main
Option expires May 15, 1957

6,969 sq.ft. at $0.10+ per sq.ft.	$697.00
871 sq.ft. sl. easement at $0.10- per sq.ft.	87.00
Trees, lawn, and shrubs	216.00

Amount to be paid owners - chrg to Right of Way $1,000.00

THINGS TO BE DONE BY THE STATE

Reconstruct existing approach with 25' concrete approach.

Access not controlled -

ASHLAND-NEIL CREEK SECTION - PACIFIC HIGHWAY

2393 Southern Pacific Company (Porter)
Right of Way

10.18± acres $750.00

Amount to be paid owner - chrg to Right of Way $750.00

Grantors retain oil, gas and mineral rights.

Confirmation of phone approval by Mr. Reynolds November 14, 1956

EXHIBIT "A" (Cont)

CEDAR POINT-COQUILLE SECTION - OREGON COAST HIGHWAY

25828 King, Dal M. and Eleanor S. (Morgan)
Right of Way
Option expires May 20, 1957

0.01 acre, lump sum	$1.00
Amount to be paid owners - chrg to Right of Way	$1.00

THINGS TO BE DONE BY THE STATE

Construct new driveway at Sta. indicated.
Access: Sta. 813+60, S., private residential.

Access controlled -

GOLD BEACH-HUNTERS CREEK UNIT-GOLD BEACH-CAPE SEBASTIAN SECTION - OREGON COAST HIGHWAY

25503 Union High School District No. 1 (Riley)
Right of Way and Sl. Easement
Option expires April 14, 1957

11,325 sq.ft., lump sum	$3,500.00
.065 acre, slope easement	Gratis
Amount to be paid owners - chrg to Right of Way	$ 3,500.00

THINGS TO BE DONE BY THE STATE

Grade areas designated and pave. Construct rock wall from a point approx. 50' W. of R/W at 34+20, N. to existing wall. May deposit excess dirt between N. road approach and Grantors' N. property line. Reconstruct fence between 34+20 and 36+45. Replace rock wall between Stas. 34+20 and 36+45 with rock or concrete. Reconstruct existing road approaches. All to Cost Est. chrg to Right of Way	6,624.00
GRAND TOTAL	$10,124.00

Access controlled -

25515 Morse, Maude W.; Harry, Dorothy L. (Riley)
Right of Way
Option expires May 13, 1957

24,684 sq.ft. at $0.50 per sq.ft.	$12,342.00

EXHIBIT "A" (Cont)

GOLD BEACH-HUNTERS CREEK UNIT-GOLD BEACH-CAPE SEBASTIAN SECTION - OREGON COAST HIGHWAY (Cont)

25515 Morse, Maude W.; Harry, Dorothy L. (Cont)

Amount to be paid owners - chrg to Right of Way $12,342.00

Payment to be made in Jan., 1957.
Grantor may salvage shrubs, etc. within 30 days after acceptance.

THINGS TO BE DONE BY THE STATE

Construct "C" type concrete curb along r/w line between Stas. 64+00 and 65+50. Estimated cost 208.00

GRAND TOTAL (Estimate) $12,550.00

State to reconstruct present road approach at Sta. 60+90.
Access: 60+30, 60+90, 67+00 and 68+00, W. side, unrestricted.

Access controlled -

MOSIER-THE DALLES SECTION - COLUMBIA RIVER HIGHWAY

25812 Keller, Julius L. and Ruth Marie (Bucknum)
Right of Way
Option expires May 29, 1957

0.1 acre, 20 ft. frontage on Hwy at $50 per F.F.	$1,000.00	
Damage	500.00	
Amount to be paid owners - chrg to Right of Way		$1,500.00

Access, 100 ft. W. of r/w line of existing Columbia River Hwy. on Hosteler Way Rd., N. side of Hosteler Way Rd., unrestricted.
Access to existing Columbia River Highway to remain as heretofore.
Subject to a lease from Julius L. Keller, as lessor, to Forrest D. Evans, lessee, for the period of three yrs. commencing the 27th day of September, 1954 and subject to any encumbrances to Wasco County, Oregon, other than taxes.

Access controlled -

EXHIBIT "A" (Cont)

MOSIER-THE DALLES SECTION - COLUMBIA RIVER HIGHWAY

25812 Evans, Forrest (Bucknum)
Right of Way
Option expires June 3, 1957

0.1 acre, lessee's interest, lump sum $75.00

Amount to be paid lessee - chrg to Right of Way $75.00

Access, 100 ft. W. of r/w line of existing Columbia River Hwy. on Hosteler Way, N. side, unrestricted. Access to existing Columbia River Hwy. to remain as heretofore.

Access controlled -

25933 Saucy, John G. and Rose E. (Bucknum)
Right of Way
Option expires May 19, 1957

.023 acre and .44 acre Excess $3,500.00

Amount to be paid owners - chrg to Right of Way $3,500.00

Entire taking -

KLAMATH FALLS WEST SIDE BY-PASS SECTION - THE DALLES-CALIFORNIA HIGHWAY

23125 Kuykendall, Rozelle (Bucknum)
Right of Way
Option expires May 9, 1957

470 sq.ft. at $0.10 per sq.ft.	$ 47.00
Lawn, shade tree, shrubs	43.00
Retaining wall	50.00
Damage	3,860.00

Amount to be paid owner - chrg to Right of Way $4,000.00

Access controlled - none allowed -

24796 City of Klamath Falls (Bucknum)
Right of Way
Option expires May 6, 1957

8,750 sq.ft., lump sum $375.00

Amount to be paid owner - chrg to Right of Way $375.00

Entire taking -

EXHIBIT "A" (Cont)

ONTARIO-SNAKE RIVER SECTION - OLD OREGON TRAIL HIGHWAY

23934 Hinton, Frank W. and Betty M. (Chatwood)
Right of Way
Option expires May 27, 1957

.5 acre at $1500/,.06 acre at $100 per acre	$ 756.00	
House, 611 sq.ft. at $4 per sq.ft.	2,444.00	
Barn, 324 sq.ft. at $1.50 per sq.ft.	486.00	
Chicken house, 96 sq.ft. at $0.50 per sq.ft.	48.00	
Garage, 336 sq.ft. at $1 per sq.ft.	336.00	
Well and pres. system	200.00	
Well for irrigation	150.00	
Pump	30.00	
Landscaping and pasture	200.00	
Amount to be paid owners - chrg to Right of Way		$4,650.00

Entire taking -

23935 Marshall, Alta D. et al (Chatwood)
Right of Way
Option expires May 27, 1957

.5 acre at $1,500 per acre, .03 acre at $100/acre	$ 753.00	
House, 886 sq.ft. at $4.70+ per sq.ft.	4,167.00	
Outbuildings	50.00	
Septic tank drain system	80.00	
Landscaping	250.00	
Well, pres. system, motor	300.00	
Propane tank	75.00	
Amount to be paid owners - chrg to Right of Way		$5,675.00

Entire taking -

23936 Briner, W. H. and Elsie S. (Chatwood)
Right of Way
Option expires May 28, 1957

1 acre at $1,500/acre,.05 acre at $100/acre	$1,505.00	
384 sq.ft. house and basement	1,904.00	
Garage, 276 sq.ft. at $0.75/sq.ft.	207.00	
Chicken house, 252 sq.ft. at $1 per sq.ft.	252.00	
Well and irrigation system	234.00	
Workshop	648.00	
Landscaping	300.00	

EXHIBIT "A" (Cont)

ONTARIO-SNAKE RIVER SECTION - OLD OREGON TRAIL HIGHWAY (Cont)

23936 Briner, W. H. and Elsie S. (Cont)

Amount to be paid owners - chrg to Right of Way $5,050.00

Entire taking -

23943 Street, Alva L. and Cavella May (Brainerd)
Right of Way
Option expires May 25, 1957

0.50 acre at $1,500/acre, 0.17 acre at $100/acre	$ 765.50
House, 924 sq.ft. at $3.50 per sq.ft.	3,234.00
Cabin, 128 sq.ft. at $1.50 per sq.ft.	192.00
Garage, 378 sq.ft. at $1 per sq.ft.	378.00
Storage shed, 3 wells and 2 pumps	770.00
Allowance for yard improvements	125.00
Allowance for sewerage system	50.00
Allowance for fire insurance to be assigned to State	50.00

Amount to be paid owners - chrg to Right of Way $5,564.50

Grantor to enter into rental agreement or vacate 5 days after payment.

Entire taking -

23947 Goddard, Stuart and Dorothy (Brainerd)
Right of Way
Option expires May 26, 1957

0.07 acre, lump sum	$ 250.00
House, 600 sq.ft. at $4.50 per sq.ft.	2,700.00
Well, pump and well house	250.00
Allow. for septic tank and yard improvements.	350.00
Allow. for fire insurance to be assigned to State	30.00

Amount to be paid owners - chrg to Right of Way $3,580.00

Grantors to enter into rental agreement or vacate 5 days after payment.

Entire taking -

EXHIBIT "A" (Cont)

ASHLAND UNDERCROSSING-HELMAN STREET SECTION - PACIFIC HIGHWAY

25791 Brewer, Ed. R. and Joanne F. Mayes (Curfman)
Slope Easement
Easement signed December 3, 1956

1,500 sq.ft. slope easement at $0.10 per sq.ft. $150.00

Amount to be paid owners - chrg to Right of Way $150.00

Access not controlled -

HARBOR DRIVE-BARBUR BOULEVARD SECTION - R. H. BALDOCK FREEWAY

25005 United States National Bank of Portland; Doty & Doerner (Smith)
Right of Way
Option expires January 3, 1957

Owners' land before taking 91,000 sq.ft.	$71,000.00	
Fencing and roadway	1,250.00	
Nursery stock	2,897.50	
		$75,147.50
Owners' land after taking 42,000 sq.ft.		15,000.00
Net amount to be paid chrg to Right of Way		$60,147.50
Amount to be paid Doty & Doerner, Inc., per option		14,000.00
Amount to be paid United States National Bank, per option		46,147.50

State shall have full possession and control of property on January 30, 1957.

THINGS TO BE DONE BY THE STATE

Move existing fence to new property line.
Move gate to new location designated by tenant.

Complete restriction of access -

ROWENA-THE DALLES UNIT, MOSIER-THE DALLES SECTION - COLUMBIA RIVER HIGHWAY

25811 Harvey Machine Co., Inc. (Bucknum)
Right of Way
Option expires June 3, 1957

0.86 acre at $1,000 per acre $860.00

EXHIBIT "A" (Cont)

ROWENA-THE DALLES UNIT, MOSIER-THE DALLES SECTION - COLUMBIA RIVER HIGHWAY (Cont)

25811 Harvey Machine Co., Inc. (Cont)

Amount to be paid owners - chrg to Right of Way $860.00

THINGS TO BE DONE BY THE STATE

Re-establish fences.
Access: 35 ft. width to East bound A leg, Sta. 8+00, unrestricted.

Access controlled -

MC MINNVILLE (ADAMS STREET) SECTION - PACIFIC HIGHWAY WEST

24622 Grow, Parnell M. and Alta E. (May)
Right of Way
Deed signed December 8, 1956

24,050 sq.ft.	$4,630.00
Damages	1,370.00

Amount to be paid owners - chrg to Right of Way $6,000.00

Taxes to be pro-rated. Estimate 60.00

GRAND TOTAL (Estimate) - chrg to Right of Way $6,060.00

Access: Stas. 95+55 and 96+64, 25' wide, W., unrestricted.

Access controlled -

NORTH CORVALLIS SECTION - PACIFIC HIGHWAY WEST

25931 Kiger, Ney and Edna (Benner)
Right of Way
Option expires June 5, 1957

3 - 50 ft. lots at $1,000 each	$3,000.00
House, 750 sq.ft. at $6/sq.ft., 98 sq.ft. at $5/sq.ft.	4,990.00
Garage, 360 sq.ft. at $1.50 per sq.ft.	540.00

Amount to be paid owners - chrg to Right of Way $8,530.00

EXHIBIT "A" (Cont)

NORTH CORVALLIS SECTION - PACIFIC HIGHWAY WEST (Cont)

25931 Kiger, Ney and Edna (Cont) (Benner)

State to have possession of buildings immediately upon payment for property.

Entire taking -

WEST UNIT, SANDY-FOREST BOUNDARY SECTION - MT. HOOD HIGHWAY

25694 Anderson, Irma et al (Black)
Right of Way
Option expires May 19, 1957

1.1 acre at $1,500 per acre (0.45 acre Excess)	$ 1,650.00
Tavern and living quarters, 2,300 sq.ft. at $7.25 per sq.ft.	16,675.00
Guard rail, lawn, etc.	350.00
Fixtures and equipment	925.00

Amount to be paid owners - chrg to Right of Way $19,600.00

Grantors to vacate 30 days after notice or 5 days after receipt of payment.

Entire taking -

ASHLAND UNDERCROSSING-HELMAN STREET SECTION - PACIFIC HIGHWAY

25785 Torresan, Elio and Billie J. (Curfman)
Right of Way and Easement
Option expires May 27, 1957

4,365 sq.ft. at $0.40+ per sq.ft.	$1,760.00
3,702 sq.ft. at $0.20- per sq.ft.	740.00
2 slope easements, 0.28 acre and 0.08 acre	Gratis
Service sta. bldg., 434 sq.ft. at $4 per sq.ft.	1,736.00
Canopy roof over pump, 240 sq.ft. at $2/ sq.ft.	480.00
Rest room bldg., 94 sq.ft. at $5/sq.ft.	470.00
Shed, 400 sq.ft. at $0.80-per sq.ft.	314.00
Shop and grease bldg., 1296 sq.ft. at $2.40-/ sq.ft.	3,100.00

Amount to be paid owners - chrg to Right of Way $8,600.00

Grantors to vacate 30 days from notice.
Gasoline pumps and 2 underground gasoline tanks, air compressor and texaco signs belong to Texaco Oil Co.

EXHIBIT "A" (Cont)

ASHLAND UNDERCROSSING-HELMAN STREET SECTION - PACIFIC HIGHWAY (Cont)

25785 Torresan, Elio and Billie J. (Cont)

THINGS TO BE DONE BY THE STATE

To leave minimum of 25' curb cuts at Stas. 98+35, 97+00, and 99+75. Dump excess material and fill dirt on Torresan's remaining property.

Access not controlled -

EAST BURNSIDE EXTENSION CONNECTION SECTION - MT. HOOD HIGHWAY

25144 Surface, Ellis V. et al (Supplemental Report) (Stuntz)
Right of Way
Option expires December 27, 1956

Additional allowance for damage (Steepness of approach road) $500.00

Amount to be paid owners - chrg to Right of Way $500.00

Previous approval for 0.07 acre $250, July 12, 1956.

Access not controlled -

BEAVERTON WEST CITY LIMITS-MAIN STREET SECTION - FARMINGTON HIGHWAY

25928 Hartley, Roy S. et al (Grant)
Drainage Easement
Easement signed December 4, 1956

.02 acre easement $1.00

Amount to be paid owners - chrg to Right of Way $1.00

Access not controlled -

HINSDALE SLOUGH-LUDER CREEK SECTION - UMPQUA HIGHWAY

25913 Zehner, Fred B. and Marie M. (Curfman)
Right of Way
Option expires June 4, 1957

7,370 sq.ft. at $0.06- per sq.ft. $442.00

Amount to be paid owners - chrg to Right of Way $442.00

EXHIBIT "A" (Cont)

HINSDALE SLOUGH-LUDER CREEK SECTION - UMPQUA HIGHWAY

25913 Zehner, Fred B. and Marie M. (Cont)

THINGS TO BE DONE BY THE STATE

Reconstruct road approach.
Access: 576+00, N., private residential use.

Access controlled -

HARBOR DRIVE-BARBUR BOULEVARD SECTION - R. H. BALDOCK FREEWAY

20989 Hinnells, H. Irene (Black)
Right of Way
Option expires June 9, 1957

20,430 sq.ft. at $0.15 per sq.ft.	$3,064.50
12 rods fencing at $4 per rod	48.00
Amount to be paid owner - chrg to Right of Way	$3,112.50

Access controlled - none allowed -

20993 Signer, Carl and Alma M. (Smith)
Right of Way
Option expires June 7, 1957

5,500 sq.ft. at $0.25 1/2- per sq.ft. including trees, moving of fence and damages	$1,400.00
Amount to be paid owners - chrg to Right of Way	$1,400.00

THINGS TO BE DONE BY THE STATE

Provide frontage road, northerly.

Complete restriction of access -

ONTARIO-SNAKE RIVER SECTION - OLD OREGON TRAIL HIGHWAY

23930 Garrett, Jean and Robert (Chatwood)
Right of Way
Option expires June 5, 1957

0.50 acre at $1500 per acre	$750.00
0.20 acre at $100 per acre	20.00

EXHIBIT "A" (Cont)

ONTARIO-SNAKE RIVER SECTION - OLD OREGON TRAIL HIGHWAY (Cont)

23930 Garrett, Jean and Robert (Cont)

Amount to be paid owners - chrg to Right of Way $770.00

Entire taking -

23933 Clark, Clarence W. et al (Chatwood)
Right of Way
Option expires June 4, 1957

0.50 acre at $1,500 per acre, 0.13 acre at $100/ acre	$ 763.00
House, 1040 sq.ft. at $2.50 per sq.ft.	2,600.00
Small house	700.00
Barn, 284 sq.ft. at $1.26- per sq.ft.	357.00
Well and pressure system	300.00
Trees and shrubs	80.00

Amount to be paid owners - chrg to Right of Way $4,800.00

Grantor to vacate 5 days after notice or 5 days after payment.

Entire taking -

23940 Cornmesser, Ralph C. and Waldeana (Chatwood)
Right of Way
Option expires May 29, 1957

.5 acre at $1500/acre, .07 at $100/ acre	$ 757.00
House, 972 sq.ft. at $6 per sq.ft.	5,832.00
Well and pump	150.00
Lawn and trees	100.00
Septic tank drain field	140.00
Propane tank and irrigation system	171.00
Shed	50.00

Amount to be paid owners - chrg to Right of Way $7,200.00

Grantor to vacate 30 days after notice or 30 days after payment.

Entire taking -

23942 Collier, Fred and Flossie (Brainerd)
Right of Way
Option expires June 2, 1957

ONTARIO-SNAKE RIVER SECTION - OLD OREGON TRAIL HIGHWAY (Cont)

23942 Collier, Fred and Flossie (Cont)

0.50 acre at $1500/acre, 0.13 acre at $100/acre	$ 763.00
Building, 1089 sq.ft. at $2.75/sq.ft.	2,994.75
Canopy, 140 sq.ft. at $0.30/ sq.ft.	42.00
Garage, 390 sq.ft. at $1.50/sq.ft.	585.00
Wood shed, 40 sq.ft. at $2/sq.ft.	80.00
Well, pressure system, sep. tank and sewerage system	400.00
Concrete walks, graveling, improvements	125.00
Allowance for unexpired term of fire insurance	10.25

Amount to be paid owners - chrg to Right of Way $5,000.00

Grantor to vacate when notice of acceptance received, and assign fire insurance to State.

Entire taking -

NORTH CITY LIMITS KLAMATH FALLS-GREEN SPRINGS HIGHWAY SECTION - THE DALLES-CALIF. HWY.

24619 Mann, Lillian G. (Bucknum)
Right of Way
Option expires May 28, 1957

2.76 acres at $500+ per acre	$ 1,400.00
1.45 acres, 600 f.f. at $5 per f.f.	3,000.00
0.07 acre, lump sum	1,000.00
Small parcel of land	100.00
2 wells	7,000.00
2 pump houses	1,500.00
Pump, wiring and equipment	2,500.00
Damage	21,500.00

Amount to be paid to owner - chrg to Right of Way $38,000.00

Grantor permitted to use wells for one year from acceptance.

THINGS TO BE DONE BY THE STATE

Construct approach and connection to existing driveways.

EXHIBIT "A" (Cont)

NORTH CITY LIMITS KLAMATH FALLS-GREEN SPRINGS HIGHWAY SECTION - THE DALLES-CALIF. HWY. (Cont)

24619 Mann, Lillian G. (Cont)

Protect sewage drain and permit access by Grantor to same.
Access to frontage road to be constructed on Parcel 2 shall be unrestricted.

Access controlled - none allowed -

MARION COUNTY LINE-ALBANY UNIT, N. JEFFERSON JCT.-ALBANY SECTION - PACIFIC HIGHWAY

25927 Mathews, Merle M. and Bernice H. (Friess)
Right of Way
Option expires June 10, 1957

10 sq.ft., lump sum	$10.00	
Amount to be paid owners - chrg to Right of Way		$10.00

THINGS TO BE DONE BY THE STATE

Construct frontage road.

Access controlled - except to frontage road -

MC MINNVILLE (ADAMS ST.) SECTION - PACIFIC HIGHWAY WEST

22197 Grow, Parnell M. and Alta E. (Benner)
Right of Way
Deed signed December 8, 1956

780 sq.ft.	$200.00	
Buildings	50.00	
Amount to be paid owners - chrg to Right of Way		$250.00
Taxes to be pro-rated. Estimate		3.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$253.00

Access: Stas. 97+60 and 98+05, 25', E., unrestricted.

Access controlled -

EXHIBIT "A" (Cont)

HAUSER-NORTH BEND SECTION - OREGON COAST HIGHWAY

25771 Thomas, Melvin D. and Hilda (Morgan)
Right of Way - Slide Correction
Option expires June 11, 1957

0.73 acre at $900 per acre	$657.00
0.15 acre, roadway	Gratis
Amount to be paid owners - chrg to Right of Way	$657.00

THINGS TO BE DONE BY THE STATE

Maintain the access road to the r/w line.
Access: 32+56, E., private residential.

Access controlled -

DAVIS SLOUGH-BANDON SECTION - OREGON COAST HIGHWAY

25898 County of Coos (Morgan)
Right of Way
Option expires June 9, 1957

169 acres at $55 per acre and timber	$9,295.00
Amount to be paid owners - chrg to Right of Way	$9,295.00

Access: Stas. 510+00, 562+00, 620+00, 670+00 and 720+00, E. and W. sides of Hwy. for developing, harvesting and transportation of forest products. It is mutually agreed that location of accesses may be adjusted at time of construction, but not the number.

Access controlled -

FERRY STREET BRIDGE-FREEWAY SECTION - EUGENE-SPRINGFIELD HIGHWAY

23524 Oldham, E. B. and Lillie (Curfman)
Right of Way
Option expires February 3, 1957

5.67 acres at $2,500 per acre	$14,175.00
3 acres at $800 per acre	2,400.00
4 acres at $2,000 per acre	8,000.00
4 acres at $1,600+ per acre	6,425.00
(4.27 acres Excess)	

EXHIBIT "A" (Cont)

FERRY STREET BRIDGE-FREEWAY SECTION - EUGENE-SPRINGFIELD HIGHWAY (Cont)

23524 Oldham, E. G. and Lillie (Cont)

Amount to be paid owners - chrg to Right of Way $31,000.00

Grantor to have right to run water main across r/w, before construction.

Access controlled - none allowed -

23529 Adams, R. J. and M. H. (Curfman)
Right of Way
Option expires June 10, 1957

5000 sq.ft. at $0.10 per sq.ft.	$500.00
.14 acre at $2500 per acre	350.00
Damage	350.00

Amount to be paid owners - chrg to Right of Way $1,200.00

Grantor to have use of land until needed by State, but not later than one year from date, hereof.

Access controlled - none allowed -

ONTARIO-SNAKE RIVER SECTION - OLD OREGON TRAIL HIGHWAY

23929 Speelman, Maxine and Howard L. (Chatwood)
Right of Way
Option expires June 6, 1957

0.50 acre at $1500/acre, 0.22 acre at $100/acre	$ 772.00
House, 926 sq.ft. at $7 per sq.ft.	6,482.00
Septic tank drain field	250.00
Barn	71.00
Allow. to remove fire alarm system	25.00
Wells, and pressure system	200.00

Amount to be paid owners - chrg to Right of Way $7,800.00

Grantor to vacate 30 days after notice or 30 days after payment.

Entire taking -

EXHIBIT "A" (Cont)

LINN COUNTY LINE-JUDKINS POINT UNIT, ALBANY JUDKINS POINT SECTION - PACIFIC HIGHWAY

25278 Howard, M. G. and Angie (Curfman)
Right of Way
Option expires June 10, 1957

8.39 acres at $150- per acre (1.89 acre Excess)	$1,258.00	
Amount to be paid owners - chrg to Right of Way		$1,258.00

Grantor may remove Ash trees by July 1, 1957.

Access controlled - none allowed -

WEST UNIT-SANDY-FOREST BOUNDARY SECTION - MT. HOOD HIGHWAY

25549 Fields, Alma Lenore (Stuntz)
Right of Way
Option expires June 10, 1957

1.54 acres at $750- per acre	$1,150.00	
Fruit stand and fruit trees	190.00	
Fencing	60.00	
Amount to be paid owner - chrg to Right of Way		$1,400.00

Grantor may retain timber on r/w if removed by June 1, 1957, or it becomes property of State.

THINGS TO BE DONE BY THE STATE

Construct approach road at 169+20 but will not construct one at 165+53. If culvert pipe found it is to be placed on grantor's property. Access: 165+53 and 169+20, N., private residential and farming.

Access controlled -

ALBANY-LANE COUNTY LINE UNIT, ALBANY JUDKINS POINT SECTION - PACIFIC HIGHWAY

25093 Conness, Earl and Grace (Friess)
Right of Way
Option expires June 11, 1957

EXHIBIT "A" (Cont)

ALBANY-LANE COUNTY LINE UNIT, ALBANY JUDKINS POINT SECTION - PACIFIC HIGHWAY (Cont)

25093 Conness, Earl and Grace (Cont)

0.06 acre, lump sum	$450.00	
Damage	350.00	
Amount to be paid owners - chrg to Right of Way		$800.00

THINGS TO BE DONE BY THE STATE

Provide frontage road.

Access controlled - except to frontage road -

COQUILLE-MYRTLE POINT SECTION - COOS BAY-ROSEBURG HIGHWAY

24982 School Dist. #8C, Coquille, Oregon (Holt)
Right of Way
Option expires March 31, 1957

.58 acre, lump sum	$ 1,000.00	
Low bid for moving (C. B. Burt)	14,943.00	
Amount to be paid owners - chrg to Right of Way		$15,943.00

THINGS TO BE DONE BY THE STATE

Construct two road approaches at Stas. 120+50 and 122+50, W. side. Provide water supply if existing well destroyed by State's operation.
Access: 120+50 and 122+50, W., private and to serve an Art Association.

Access controlled -

REEDSPORT-DEAN CREEK SECTION - UMPQUA HIGHWAY

23023 Hubbard, Russell J. and Eva K. (Morgan)
Right of Way and Slide Control
Option expires December 29, 1956

11.88 acres at $100 per acre	$ 1,188.00
44060 B.F. timber at $30 per B.F.	1,320.00
72,480 B.F. timber at $20 per B.F.	1,450.00

EXHIBIT "A" (Cont)

REEDSPORT-DEAN CREEK SECTION - UMPQUA HIGHWAY (Cont)

23023 Hubbard, Russell J. and Eva K. (Cont)

12,000 B.F. timber at $10 per B.F.	$ 120.00	
Total cost		$4,078.00
Less: $1,500 for Lots 3 and 4, Bl. 21, City of Reedsport		1,500.00
Amount to be paid owners - chrg to Right of Way		2,578.00

THINGS TO BE DONE BY THE STATE

Access: Sta. 80+00, S. side of hwy. for private residential and harvesting, developing, and transportation of forest products. Convey to Grantors Lots 3 and 4 of Block 21, City of Reedsport, reserving a ten foot slope easement along Hwy. 101, until the lots are graded to the street grade, as an exchange part of the settlement upon the grounds and for the reason that the said property, in the opinion of the commission, is no longer needed, required, or useful for highway purposes, and the value of the property to be acquired by the State is not less than the value of the property to be relinquished by the State, and the cash to be paid by the State.

Access controlled.-

NORTH JEFFERSON JUNCTION - ALBANY SECTION — PACIFIC HIGHWAY EAST

24552 Weavill, R. T. and Marcella (Norlin)
Right of Way
Option expires June 11, 1957

3 acres at $1,000. - per acre	$ 3,000.00	
3.62 acres, lump sum	1,500.00	
House, 1,928 sq.ft. at $5.90 per sq.ft.	11,376.00	
Garage, 264 sq.ft. at $1.40 per sq.ft.	364.00	
Porch and driveway, concrete, 900 sq.ft. at $0.40 per sq.ft.	360.00	
Amount to be paid owners - chrg to Right of Way		$16,600.00

EXHIBIT "A" (Cont)

NORTH JEFFERSON JUNCTION - ALBANY SECTION — PACIFIC HIGHWAY EAST (Cont)

24552 Weavill, R. T. and Marcella (Cont)

State to deduct from total consideration any and all taxes due on said property

Grantor to vacate property by March 1, 1957

Lessee, Walter Krieger may harvest 1957 crop outside of new right of way.

Entire taking -

27550

EXHIBIT "B-1"

Minutes of December 17 and 18, 1956

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the Beaverton-Forest Grove Section of the Tualatin Valley Highway described as follows:

> That portion of the East half of the East half ($E\frac{1}{2}$ $E\frac{1}{2}$) of Lot 196 of the Johnson Estate Addition to Beaverton-Reedville Acreage lying Northerly of a line which is parallel to and 28 feet northerly of the center line of the west bound traffic lane of the Tualatin Valley Highway, situated in Section 7, Township 1 South, Range 1 West, W.M., Washington County, Oregon. The parcel of land to which this description applies contains 0.27 acre.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $1,500.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Acting Chief Counsel of the Commission, be and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et. Seq. The conveyance of said property shall provide that there is reserved to the State, and waived and relinquished by the purchaser, all rights of ingress and egress to, from and between said real property and the right of way of the Tualatin Valley Highway, except one point of access not to exceed 25 feet in width will be allowed at approximate Highway Engineer's Center Line Station 101+00 on the northerly side of the Tualatin Valley Highway, unrestricted as to use.

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 23 be entered in the minutes and records of the Commission as of the 17th day of December, 1956.

EXHIBIT "B-2"

Minutes of December 17 and 18, 1956

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the Forest Grove-Hillsboro Section of the Tualatin Valley Highway described as follows:

A parcel of land lying in the Benjamin Q. Tucker D. L. C. No. 66, also lying in Section 34, Township 1 North, Range 3 West, W.M., Washington County, Oregon, and being designated as Parcel No. 2 in that certain deed to the State of Oregon, by and through its State Highway Commission, recorded in Book 380, page 355 of Washington County Records of Deeds; the said parcel being more particularly described as follows:

Beginning at the Northeast corner of said tract designated as Parcel 2 in said State of Oregon Deed said corner being North 495 feet and West 258 feet from the intersection of the East line of said Tucker D. L. C. No. 66 and the Baseline; thence West 93.98 feet, more or less, to the Northwest corner of said tract; thence South along the West line of said tract 145 feet, more or less, to a line which is parallel to and 40 feet Northerly of the center line of the west bound traffic lane of the relocated Tualatin Valley Highway; thence easterly parallel to said center line 94 feet, more or less to the East line of said tract; thence North 145 feet, more or less, to the place of beginning. Said center line referred to above is described in said State of Oregon deed.

The parcel of land to which this description applies contains 0.31 acre, more or less.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $1,620.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Acting Chief Counsel of the Commission, be and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et Seq. The conveyance of such property shall

EXHIBIT "B-2" (Cont)

provide that there is reserved to the State, and waived and relinquished by the purchaser, all rights of ingress and egress to, from and between said real property and the right of way of the Tualatin Valley Highway, except one point of access will be allowed not to exceed 25 feet in width on the northerly side of the Tualatin Valley Highway at approximate Engineer's center line Station 141+95, unrestricted as to use.

AND BE IT FURTHER RESOLVED that this property sale Resolution No. 24 be entered in the minutes and records of the Commission as of the 17th day of December, 1956.

EXHIBIT "B-3"

Minutes of December 17 and 18, 1956

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in Barbur Blvd.-Boones Ferry Road Section of the Portland-Salem Expressway described as follows:

A parcel of land lying in the Southeast quarter of Section 13, Township 2 South, Range 1 West, W.M., Washington County, Oregon, being a portion of the following described property: That tract of land which was conveyed by that certain deed to State of Oregon, recorded in Book 345, Page 210 of Washington County Record of Deeds.

The said parcel being described as follows: Beginning at the most northerly corner of Lot 54 of Tualatin Valley Homes, a subdivision in Section 13, Township 2 South, Range 1 West, W.M., Washington County; thence South 39° 00' 45" East along the northeasterly line of said Lot 54, a distance of 436.30 feet to a point opposite and 40 feet northerly from (when measured at right angles to) engineer's center line station 14+68.05 of the "B" line connection to Boones Ferry Road; thence on a 318.10 foot radius curve right (the long chord of which bears South 87° 44' 45" West 88.45 feet) a distance of 88.80 feet to a point 40 feet northerly from (when measured at right angles to) engineer's center line Station 15+67.95 of said "B" line connection; thence North 80° 48' 15" West a distance of 231.42 feet to a point in the southwest line of said Lot 54, which point is 54 feet northerly from (when measured at right angles to) said center line of said "B" line connection; thence North 39° 18' 45" West along said southwesterly line, a distance of 138.70 feet to the easterly right of way line of the Portland-Salem Expressway (75 feet easterly from and parallel to the center line of said Expressway); thence North 15° 49' 15" East along said easterly right of way line, a distance of 125.08 feet to the northwesterly line of said Lot 54; thence North 50° 57' 15" East along said northwesterly line, a distance of 123.54 feet to the point of beginning.

The parcel of land to which this description applies contains 1.64 acres.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

EXHIBIT "B-3" (Cont)

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $1,640.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission, be and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et Seq. The conveyance of such property shall provide that there is reserved to the State, and waived and relinquished by the purchaser, all rights of ingress and egress to, from and between said real property and the right of way of the Portland-Salem Expressway and the Lower Boones Ferry Road.

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 25 be entered in the minutes and records of the Commission as of the 17th day of December 1956.

EXHIBIT "B-4"

Minutes of December 17 and 18, 1956

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the Forest Grove-Hillsboro Section of the Tualatin Valley Highway described as follows:

> A parcel of land lying in the William McLinn DLC No. 40, also lying in Section 3, Township 1 South, Range 3 West, W.M., Washington County, Oregon, and being a portion of that property described in that certain deed to the State of Oregon, by and through its State Highway Commission, recorded in Book 381, page 459 of Washington County Records of Deeds, the said parcel being described as follows:
>
> Beginning at the Southwest corner of said property, said corner being on the northerly right of way line of the Southern Pacific Railroad; thence East along the Southerly line of said property 200 feet to the Southeast corner of said property; thence North along the East line of said property 60 feet, more or less, to a line which is parallel to and 60 feet South of the relocated center line of the Tualatin Valley Highway; thence West along said parallel line 200 feet to the West line of said property; thence South along said West line 60 feet to the place of beginning.
>
> The parcel of land to which this description applies contains 0.27 acre.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $7,500.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Acting Chief Counsel of the Commission, be and he hereby is authorized and instructed to advertise the said property for sale in accordance with the terms and provisions of ORS 273.060 Et Seq. The conveyance of such property shall provide that there is reserved to the State, and waived and relinquished by the purchaser, all rights of ingress and egress to, from and between said real property and the right of way of the Tualatin Valley Highway, except two points of access 40 feet in width

EXHIBIT "B-4" (Cont)

will be allowed at approximate Engineer's center line Station 114+90 and 116+35 on the southerly side of the highway, unrestricted as to use.

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 26 be entered in the minutes and records of the Commission as of the 17th day of December, 1956.

EXHIBIT "B-5"

Minutes of December 17 and 18, 1956

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the Washburn-North Plains Section of the Wilson River Highway described as follows:

A parcel of land lying in Lot 16, Block 8, Wilkesboro, situated in the Southeast quarter ($SE\frac{1}{4}$) of Section 31, Township 2 North, Range 3 West, W.M., Washington County, Oregon; the said parcel being that portion of said Lot 16 lying Northerly of a line parallel to and 60 feet Northerly of the center line of the Wilson River Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 2618+00.53, said Station being 1870.87 feet South and 1249.8 feet East of the center of said Section 31; thence North 75° 06' 30" East 1200 feet to Station 2630+00.53, said center line crosses the West and East lines of said Lot 16 approximately at Stations 2622+62 and 2624+50, respectively.

The parcel of land to which this description applies contains 0.33 acre.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $3,750.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Acting Chief Counsel of the Commission, be and he hereby is authorized and instructed to advertise the said property for sale in accordance with the terms and provisions of ORS 273.060 Et Seq. The conveyance of such property shall provide that there is reserved to the State, and waived and relinquished by the purchaser, all rights of ingress and egress to, from and between said real property and the right of way of the Wilson River Highway.

EXHIBIT "B-5" (Cont)

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 27 be entered in the minutes and records of the Commission as of the 17th day of December, 1956.

EXHIBIT "C"

Minutes of December 17 and 18, 1956

RESOLUTION

WHEREAS, the relocated Booth Ranch-Myrtle Creek Unit of the Shady-Canyonville Section of the Pacific Highway in Douglas County, Oregon, has been completed and is now open for public travel; and

WHEREAS, due to the relocation of the aforesaid section, a portion of the old right of way is no longer needed for state highway purposes and may be eliminated from the boundaries of the relocated highway; and

WHEREAS, it has been agreed that the portion that may be eliminated, which is hereinafter referred to as Unit "A", would be abandoned to the abutting landowners because said Unit "A" is no longer needed as part of the Pacific Highway and for persons living thereon or communities served thereby; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon its records the disposition made of the portion or unit of the former right of way of said highway, referred to herein as Unit "A".

NOW, THEREFORE, based upon the authority vested in the Commission by the State of Oregon, IT IS HEREBY ORDERED AND RESOLVED that;

1. The portion of the former right of way, which by reason of the relocation of the Booth Ranch-Myrtle Creek Unit of the Shady-Canyonville Section of the Pacific Highway is no longer needed within the boundaries of the new right of way and which lies between points opposite and at right angles to Highway Engineer's Survey Stations 3187+12 and 3195+02 of the newly relocated Pacific Highway, is identified as Unit "A" and described as follows:

Unit "A"

That portion of the right of way of the existing Pacific Highway which lies northerly of the following described line:

Beginning on the northerly right of way line of the existing Pacific Highway at a point which is opposite and approximately 190 feet northeasterly from Station 3187+12 on the relocated center line of the Pacific Highway; said point being approximately 860 feet east and 610 feet south of the west quarter corner of said Section 7; thence southeasterly 250 feet, more or less, to a point opposite and

EXHIBIT "C" (Cont)

108 feet northeasterly of Station 3189+51 on said relocated highway center line; and southeasterly 385 feet, more or less, to a point which is opposite and 75 feet northeasterly of Station 3193+30 on said relocated highway center line; thence south 60° 08' 50" east parallel to said relocated highway center line 175 feet, more or less, to the northerly right of way line of the said existing Pacific Highway.

The parcel of land to which this description applies contains 0.79 acre.

2. That Unit "A" hereinabove described is no longer required for the service of persons living thereon, communities served thereby, nor for highway right of way or other public purposes.

3. That said Unit "A" is hereby duly abandoned as part of the Pacific Highway and the state highway system; and all right, title, and interest which the state has in the right of way of Unit "A" herein described hereby passes to and vests in the abutting landowners pursuant to ORS 366.300.

4. That this Abandonment and Retention Resolution No. 323 be entered in the Minutes and Records of the Oregon State Highway Commission as of the 17th day of December 1956, and the Secretary is hereby ordered to mail a certified copy hereof to the Douglas County Court.

EXHIBIT "D"

Minutes of December 17 and 18, 1956

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of State Highway projects have been completed according to the terms and provisions of said contracts and that said jobs are now ready for acceptance:

"Contract No. 4133 with Erickson Paving Company for grading on the Little Creek-Estacada Section of the Woodburn-Estacada Highway in Clackamas County, completed August 22, 1956.

"Contract No. 4338 with Warren Northwest, Inc., for paving on the Booth Ranch and Booth Ranch-Myrtle Creek Unit, Shady-Canyonville Section of the Pacific Highway in Douglas County, completed August 31, 1956.

"Contract No. 4356 with Tom Lillebo for Umpqua River pier protection, Umpqua River Bridge, on the Oregon Coast Highway in Douglas County, completed November 30, 1956.

"Contract No. 4359 with Max J. Kuney Co., Inc. for paving on the Goshen-Cottage Grove Unit, Goshen-Divide Section of the Pacific Highway in Lane County, completed September 20, 1956.

"Contract No. 4474 with Trussfab, Inc., for constructing guard rail and fencing on the Battle Creek Junction-Illahee Unit, Battle Creek Junction-Jefferson Junction Section of the Pacific Highway in Marion County, completed November 29, 1956.

"Contract No. 4494 with C. C. Meisel for grading and surfacing on the Werst Corner-Wallowa Section of the Werst Corner-Wallowa County Road in Wallowa County, completed October 30, 1956.

"Contract No. 4512 with Enoch I. Maerz for constructing boat landing and parking area on the Detroit Lake Park camp site in Marion County, completed November 9, 1956.

"Contract No. 4514 with Russellville Nursery for installing irrigation system on the 42nd Ave. -99th Ave. Section of the T. H. Banfield Expressway in Multnomah County, completed October 15, 1956.

"Contract No. 4532 with Knight Pearcy for roadside improvement on the 102nd Avenue-Fairview Section of the T. H. Banfield Expressway in Multnomah County, completed June 30, 1956.

EXHIBIT "D" (Cont)

"Contract No. 4543 with Rogers Construction Co. for grading and paving on the Olds Ferry-Ontario Section of the Old Oregon Trail Highway in Malheur County, completed October 3, 1956.

"Contract No. 4545 with Allum Bros. for grading on the Hell Gate Canyon Section of the Gallice County Road in Josephine County, completed September 29, 1956.

"Contract No. 4546 with Gibbons & Reed Co. for constructing 33rd Ave. Undercrossing on the T. H. Banfield Expressway in Multnomah County, completed October 13, 1956.

"Contract No. 4573 with C. & W. Crushing Co. for furnishing crushed materials in stockpiles on the Columbia River-Dufur Section of The Dalles-California Highway in Wasco County, completed July 28, 1956.

"Contract No. 4581 with Steeck Electric Co. for installing illumination on the Rock Point-Medford Section of the Pacific Highway in Jackson County, completed October 30, 1956.

"Contract No. 4593 with R. H. Jones for constructing Chemult Overcrossing on The Dalles-California Highway in Klamath County, completed November 20, 1956.

"Contract No. 4600 with Perkins Bros. for grading and paving on the Ross Island Bridge On-Ramp Section of the Pacific East Highway in Multnomah County, completed November 8, 1956.

"Contract No. 4619 with Warren Northwest, Inc. for grading and paving on the East Unit, Crescent Lake Junction-The Dalles-California Junction Section of the Willamette Highway in Klamath County, completed November 9, 1956.

"Contract No. 4642 with Hamilton & Thoms for constructing Yamhill River Bridge and East Sheridan Overcrossing on the Salmon River Highway in Yamhill County, completed November 9, 1956.

"Contract No. 4650 with Warren Northwest, Inc. for grading and paving on the S. E. Stark St.-Powell Valley Road Section of the East Burnside County Road in Multnomah County, completed November 27, 1956.

"Contract No. 4680 with Rochat Electric Co. for installing Albany and Sweet Home traffic signals on the Pacific and Santiam Highways in Linn County, completed October 2, 1956.

"Contract No. 4689 with Trowbridge Electric Co. for installing Hillsboro traffic signals on the Tualatin Valley Highway in Washington County, completed November 24, 1956.

EXHIBIT "D" (Cont)

"Contract No. 4707 with Babler Bros., Inc., for re-oiling and furnishing crushed materials in stockpiles on the Burns-Crooked Creek-Jordan Valley Section of four highways in Malheur and Harney Counties, completed October 18, 1956.

"Contract No. 4714 with Vanaken Sand & Gravel Co. for furnishing crushed materials in stockpiles on the Elsie-Sunset Camp Section of the Sunset Highway in Clatsop, Washington, Tillamook and Columbia Counties, completed November 1, 1956.

"Contract No. 4718 with Steeck Electric Co. for installing Ashland Interchange illumination on the Pacific Highway in Jackson County, completed October 31, 1956.

"Contract No. 4725 with R. H. Jones for constructing Sisters Sand Shed in Deschutes County, completed October 26, 1956.

"Contract No. 4733 with Schrader Construction Co. for extending overnight camping area in the Jessie M. Honeyman State Park in Lane County, completed November 30, 1956.

"Contract No. 4743 with Warren Northwest, Inc., for grading and paving on the Brookings (Pioneer Road & Easy St.) City Street Section in Curry County, completed November 3, 1956.

"Contract No. 4747 with Babler Bros., Inc. for furnishing crushed materials in stockpiles on the Division No. 4 Sanding Materials Project on the Ochoco, The Dalles-California and Santiam Highways in Deschutes and Crook Counties, completed November 8, 1956.

"Contract No. 4750 with Henry H. Miller, Contractor, for slide correction on the West Unit, Reedsport-Dean Creek Section of the Umpqua Highway in Douglas County, completed September 25, 1956.

"Contract No. 4751 with A. E. Fitzgerald for constructing Klamath Falls Sand Shed in Klamath County, completed December 3, 1956.

"Contract No. 4752 with Lloyd G. Sperling for constructing Sweet Home Maintenance Building in Linn County, completed November 14, 1956.

"Contract No. 4755 with General Construction Co. for constructing Megler Ferry terminal ramp in Clatsop County, completed November 27, 1956.

"Contract No. 4756 with Ernest Ferrante & Co. for irrigation system and planting on the Garden Valley Road Interchange, Deady-Shady Section of the Pacific Highway in Douglas County, completed November 21, 1956.

EXHIBIT "D" (Cont)

"Contract No. 4759 with Central Paving Co. for grading and paving on the Hopmere Interchange and Battle Creek Junction North Bound Connection Section of the Portland-Salem Expressway in Marion County, completed October 12, 1956.

"Contract No. 4783 with P. S. Lord Mechanical Contractors for constructing latrine in Fort Stevens Park in Clatsop County, completed November 12, 1956.

"Contract No. 4795 with Trowbridge Electric Co. for installing illumination on the Olds Ferry-Ontario Section of the Old Oregon Trail Highway in Malheur County, completed November 18, 1956.

"Contract No. 4814 with E. H. Itschner Co. for furnishing crushed materials in stockpiles on the John Day Section of the John Day and John Day-Burns Highways in Grant County, completed November 2, 1956.

"Contract No. 4819 with F. L. Somers for embankment repair on the Bybee Bridge (Rogue River) Section in Jackson County, completed November 15, 1956.

THEREFORE BE IT RESOLVED that the work covered by State Highway Contracts for the construction of said State Highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

BE IT FURTHER RESOLVED that this Contracts Completed Resolution No. 57 shall be entered in the minutes and records of the Commission as of the 17th day of December, 1956.

EXHIBIT "E"

Minutes of December 17 and 18, 1956

RESOLUTION

WHEREAS, the State Highway Commission has relocated and realigned the Old Oregon Trail Highway No. 6 (U.S. 30) in Malheur County between Olds Ferry and Ontario; and

WHEREAS, said relocation has made it possible to remove certain portions of the former Old Oregon Trail Highway from the route of the Old Oregon Trail Highway; and

WHEREAS, the redesignation of that portion of the former route of the Old Oregon Trail Highway eliminated by the said relocation (in the manner hereafter set forth) as a secondary state highway is in the best interests of the people of the State of Oregon and the motoring public;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the present route of the former Old Oregon Trail Highway No. 6 (U.S. 30) from its intersection with the relocated Old Oregon Trail Highway at or near Mile Post 390.80 of said relocated highway near Olds Ferry to its intersection with the relocated Old Oregon Trail Highway at or near Mile Post 409.40 of said relocated highway, together with the Weiser Spur and the Payette Spur of the present route of the former Old Oregon Trail Highway, is hereby designated as the Olds Ferry-Ontario State Secondary Highway No. 455 to be maintained hereafter as a secondary state highway of the state highway system, its route and termini being hereafter described as follows:

> Beginning at a junction with the relocated Old Oregon Trail Highway near Olds Ferry, thence easterly and southerly to a junction with the relocated Old Oregon Trail Highway near Ontario, a distance of approximately 25.24 miles, together with the Weiser Spur (2.01 miles) and the Payette Spur (1.66), a total mileage of 28.91 miles.

That portion of the route of the former Old Oregon Trail Highway redesignated as the Olds Ferry-Ontario Secondary State Highway is shown colored in red on Exhibit "A" attached hereto.*

2. That this Secondary Highway Designation Resolution No. 37 be entered in full in the minutes and records of the Highway Commission this 17th day of December, 1956.

EXHIBIT "E" (Cont)

*FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 37 under the heading "Secondary Highway Designation" and said map by this reference is made part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "F"

Minutes of December 17 and 18, 1956

RESOLUTION

WHEREAS, the relocated Applegate River Bridge Section of the Redwood Primary Highway No. 25 located in Josephine County, the westerly terminus of which is at Highway Engineer's Survey Station 467+00 and the easterly terminus of which is at Highway Engineer's Survey Station 517+00 of the relocated highway, has been completed and is now open for public travel; and

WHEREAS, due to the relocation of the aforesaid section, portions of the former right of way are no longer needed for right of way for said highway and may be eliminated from the boundaries of the relocated highway, but said portions of the former right of way are needed for the service of persons living thereon and communities served thereby; and

WHEREAS, Josephine County and the State Highway Commission entered into an agreement on the 14th day of April, 1955, relating to the disposition to be made of the portions to be eliminated, therein and hereinafter referred to as Units "A" and "B"; and

WHEREAS, said agreement provided that State, by resolution, would elinimate Unit "A" as part of the Redwood Highway and the State highway system, and abandon said Unit "A" to County to be maintained as a part of the county road system; and that Unit "B" would be eliminated as part of the Redwood Highway and maintained thereafter by State as part of the Rogue River Loop Secondary Highway No. 260; and

WHEREAS, certain portions of the former right of way of the Applegate River Bridge Section of the Redwood Highway, together with other real property acquired by State, are necessary for right of way of the new routing and other public use; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon its records the disposition made of the eliminated portions or units of the former right of way of the said Redwood Highway, referred to herein as Units "A" and "B", and all of the property affected by reason of said realignment;

NOW, THEREFORE, based upon the power and authority vested in this Commission by the State of Oregon, it is HEREBY ORDERED AND RESOLVED by this Commission, all members being present and voting affirmatively, that:

1. The portions of the former right of way which by reason of the relocation of the Applegate River Bridge Section of the Redwood Highway are no longer within the boundaries of the new right of way

EXHIBIT "F" (Cont)

are identified as Units "A" and "B" and described as follows:

Unit A

All the land situated within the former right of way boundaries of the Redwood Highway as formerly routed, beginning at the intersection of said highway as formerly routed and the existing Rogue River Loop Secondary Highway No. 260 in the northeast quarter of the northwest quarter ($NE\frac{1}{4}$ $NW\frac{1}{4}$), Section 31, Township 36 South, Range 6 West, W.M.; thence easterly via said Redwood Highway as formerly routed to the northerly right of way line opposite Highway Engineer's Survey Station 514+00 of said highway as relocated in the northeast quarter of the northeast quarter ($NE\frac{1}{4}$ $NE\frac{1}{4}$), Section 31, Township 36 South, Range 6 West W.M.

Unit B

All the land situated within the former right of way boundaries of the Redwood Highway as formerly routed, beginning at the northerly right of way line opposite Highway Engineer's Survey Station 477+50 of said highway as relocated in the southeast quarter of the northwest quarter ($SE\frac{1}{4}$ $NW\frac{1}{4}$), Section 31, Township 36 South, Range 6 West, W.M.; thence northerly via said Redwood Highway, as formerly routed to its intersection with the existing Rogue River Loop Secondary Highway No. 260 in the northeast quarter of the northwest quarter ($NE\frac{1}{4}$ $NW\frac{1}{4}$), Section 31, Township 36 South, Range 6 West, W. M.

Attached hereto, marked Exhibit "A" and by this reference made a part hereof is a map of one page setting forth the relocated section of said Redwood Highway. Unit "A" is shown thereon marked in red. Unit "B" is shown thereon marked in purple. The portion to be retained is shown thereon marked in green.*

2. In accordance with the agreement entered into with Josephine County on the 14th day of April, 1955, Unit "A" is hereby duly abandoned as part of the Redwood Highway and the State highway system, and all right, title and interest which the State has in the right of way of Unit "A", herein described, passes to and vests in the said Josephine County; and Unit "B" is hereby eliminated from the Redwood Highway and shall henceforth be maintained by the State as part of the Rogue River Loop Secondary Highway No. 260. The portion of the former Applegate River Bridge Section of the Redwood Highway right of way, necessary for the new routing, together with the real property acquired by the State for roadway right of way and other public purposes shall be retained and held by the State.

EXHIBIT "F" (Cont)

3. This Abandonment and Retention Resolution, No. 299, be entered in the minutes and records of the Oregon State Highway Commission as of the 17th day of December, 1956, and the Secretary is ordered to mail a duly certified copy thereof to the County Court of Josephine County.

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*FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 299, under the heading "Abandonment and Retention Resolutions" and said map by this reference is made part of this minute entry to the same extent as if copied in full herein.

27570

EXHIBIT "G"

Minutes of December 17 and 18, 1956

RESOLUTION

WHEREAS, on November 13, 1931, the Highway Commission, by agreement with the County Court of Josephine County, by minutes entry, selected and designated as a secondary highway certain county roads in Josephine County then under the jurisdiction of the County Court of said County. Said roads described as:

Grants Pass River Loop (Rogue River Loop Secondary Highway No. 260)

Market Roads Nos. 2 and 3, beginning at the Applegate Bridge on the Redwood Highway and extending down river, crossing the new bridge and extending along the north side of the Rogue River to Grants Pass, approximately 20.5 miles,

were designated on the records of the Highway Commission as the Rogue River Loop Secondary Highway No. 260; and

WHEREAS, the Applegate River Bridge Section of the Redwood Highway No. 25 in Josephine County has been relocated so that the southerly terminus of the Rogue River Loop Highway no longer forms a junction with the relocated Redwood Highway; and

WHEREAS, the Highway Commission, by a Resolution dated this 17th day of December, 1956, eliminated a section of the said Redwood Highway to be designated as part of the Rogue River Loop Highway, said eliminated portion is described as follows:

Unit "B"

All the land situated within the former right of way boundaries of the Redwood Highway as formerly routed, beginning at the northerly right of way line opposite Highway Engineer's Survey Station 477+50 of said highway as relocated in the southeast quarter of the northwest quarter ($SE\frac{1}{4}$ $NW\frac{1}{4}$), Section 31, Township 36 South, Range 6 West, W.M.; thence northerly via said Redwood Highway, as formerly routed to its intersection with the existing Rogue River Loop Secondary Highway No. 260 in the northeast quarter of the northwest quarter ($NE\frac{1}{4}$ $NW\frac{1}{4}$), Section 31, Township 36 South, Range 6 West, W.M.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Highway Commission as follows:

EXHIBIT "G" (Cont)

1. That the present Rogue River Loop Secondary Highway No. 260 shall be extended at its southerly terminus by adding thereto the eliminated section of the Redwood Highway No. 25 described herein as Unit "B"; that the extended highway shall retain the classification of a Secondary Highway and shall hereafter be designated the Rogue River Loop Secondary Highway No. 260, with a route and termini as follows:

> Beginning at a junction with the relocated Applegate River Bridge Section of the Redwood Highway No. 25 at milepost 35.5, approximately 1.7 miles easterly of Wilderville; thence northerly about 10 miles to and across the Rogue River; thence southeasterly along the north side of the Rogue River approximately 12 miles to a junction with the Pacific Highway No. 1 (U. S. 99), within the limits of Grants Pass, a distance of approximately 22.42 miles.

2. That this resolution be entered in the minutes and records of the Highway Commission this 17th day of December, 1956, as Secondary Highway Designation Resolution, File No. 36.

27572

EXHIBIT "H"

Minutes of December 17 and 18, 1956

RESOLUTION

WHEREAS, on April 23, 1942, the State of Oregon, by and through its State Highway Commission and Washington County, a political subdivision of the State of Oregon, by and through its County Court, entered into an agreement whereby the Highway Commission assumed jurisdiction and control and the duty to maintain the Gales Creek County Road; and

WHEREAS, under said agreement the assumption of jurisdiction, control and maintenance of said county road was for the purpose of using said road as part of the temporary route of the Wilson River Primary Highway No. 37; and

WHEREAS, said agreement was to be operative until such time as the said Wilson River Highway was completed and made available to the general public and at such time under said agreement the said county agreed to accept jurisdiction of the said road and to release the state from any further obligation with respect to said agreement; and

WHEREAS, the Glenwood-North Plain Section of the Wilson River Highway is now completed and opened to public travel and the Gales Creek County Road is no longer used as a temporary route of the Wilson River Highway,

NOW, THEREFORE, IT HEREBY IS RESOLVED by the Highway Commission that:

1. Complete jurisdiction, control and the duty to maintain that certain road which was prior to April 23, 1942, designated and defined as follows:

> Gales Creek Road: from the north city limits of Forest Grove via Gales Creek County Road to the south end of the constructed Wilson River Highway near Washburn, a distance of approximately 10.4 miles,

is this date returned to Washington County.

2. The Gales Creek Road, as described in paragraph 1 is eliminated as part of the Wilson River Primary Highway No. 37.

3. This resolution be entered in the minutes and records of the Highway Commission this 17th day of December, 1956, as Primary Highway Designation Resolution, File No. 20, and the Secretary is directed to mail a duly certified copy thereof to the County Court of Washington County.

EXHIBIT "I"

Minutes of December 17 and 18, 1956

RESOLUTION

WHEREAS, that highway designated as the Pendleton-John Day Highway, otherwise known and designated as State Highway No. 28, is a state highway under the jurisdiction and control of the State Highway Commission; and

WHEREAS, pursuant to the provisions of ORS 373.010, the State Highway Commission has heretofore, selected and designated through the city of Pilot Rock the Pendleton-John Day Highway, and has designated a portion of Main Street in the city of Pilot Rock, as a portion of the route of said highway through said city; and

WHEREAS, under the provisions of ORS 373.050, the Highway Commission is permitted and authorized, whenever the Commission shall have selected and designated a street or streets over which to route a state highway within an incorporated city, to close any street at the point where the same intersects or is intersected by the street or streets designated as the route of the State Highway, by formal agreement with the municipal authorities of a city set out in a resolution or ordinance of the city designating the particular street or streets to be closed by name and intersection; and

WHEREAS, the Highway Commission has given due and careful consideration to the matter, based upon investigations and the reports and recommendations of the State Highway Engineer, and based also upon knowledge of existing traffic conditions.

NOW, THEREFORE, based upon the foregoing recitals of existing facts, it is hereby resolved by this Commission, all members being present and affirmatively voting, as follows:

1. That it hereby is found and declared that the entry and exit of vehicles to and from the Pendleton-John Day Highway at the intersection of Bud Parks Street impairs the free and safe flow of traffic using said highway and tends to and does create dangerous and hazardous traffic conditions.

2. That the closure and dead-ending of Bud Parks Street, where the same intersects with the Pendleton-John Day Highway, is necessary to the safety of the general public, and will contribute to a more expeditious and orderly movement of traffic on said highway.

3. That Bud Parks Street should be closed and dead-ended by constructing or erecting curbs or other suitable barriers at the point where said street intersects with the Pendleton-John Day Highway.

EXHIBIT "I" (Cont)

4. That the Secretary be and he hereby is instructed to furnish said City Officials with a duly certified copy of this resolution.

5. That the State Highway Engineer be and he hereby is directed to request the city of Pilot Rock to take appropriate action to close said Bud Parks Street pursuant to the provisions of ORS 373.050.

6. That this resolution be entered in the minutes and records of the Commission as of the 17th day of December, 1956, said resolution to be known as Miscellaneous Resolution No. 203.

EXHIBIT "J"

Minutes of December 17 and 18, 1956

RESOLUTION

WHEREAS, Chapter 483 of Oregon Revised Statutes, sets forth maximum limits with respect to the size and weight of vehicles or combinations of vehicles, and the number of vehicles that may be coupled together in a combination of vehicles; and

WHEREAS, under the provisions of said law the State Highway Commission is authorized to issue permits for the operation, upon state highways, of vehicles and combinations of vehicles having a size, weight and number in combination in excess of said maximum limits; and

WHEREAS, under the provisions of ORS Section 483.525, when in the judgment of the State Highway Commission any state highway, or section thereof, is capable of carrying any combination of vehicles having a combination of vehicles gross weight in excess of that authorized in subsection (3) of ORS 483.506, or an overall length in excess of that authorized in subsection (4) of ORS 483.504, the Commission is authorized to so declare by resolution and to fix the maximum gross weight and length and types and classes of combinations of vehicles which may be operated thereon. Said law further provides that after such resolution is filed with the Secretary of State no permit shall be required for the operation upon such highway, or section thereof, of any combination of vehicles not exceeding the maximum gross weight and length fixed for combinations of vehicles of that type and class; and

WHEREAS, the State Highway Engineer has made investigations and studies and has compiled information and statistics relative to the strength, stability, design and alignment of all state highways:

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That based upon the studies, investigations, information and statistics made and compiled by the State Highway Engineer, it is the judgment of this Commission that certain highways, or sections thereof, as set forth hereinafter, are capable of carrying combinations of vehicles having a combination of vehicles gross weight in excess of that authorized in subsection (3) of ORS 483.506, or an overall length in excess of that authorized in paragraph subsection (4) of ORS 483.504, or a number of vehicles in the combination in excess of that authorized in subsection (1) of ORS 483.508.

2. That except when engaged in the transportation of logs, poles or piling, any combination of vehicles having an overall length not in excess

of 68,000 pounds may be operated without a permit upon all those highways or sections of highways listed on the attached list of "Group II Highways", which for identification is marked "Attachment A", the attached list of "Group I Highways", which for identification is marked "Attachment B", and the attached list of "Special Group I Highways", which for identification is marked "Attachment C".

3. That except when engaged in the transportation of logs, poles or piling, any combination of vehicles consisting of a truck and full trailer, or of a truck-tractor and semitrailer drawing one trailer, or of a truck-tractor and semitrailer drawing one additional semitrailer mounted on a dolly equipped with a fifth wheel, having an overall length not in excess of 60 feet and a combination of vehicles gross weight not in excess of 76,000 pounds, may be operated without a permit upon all those highways or sections of highways listed on the attached list of "Group I Highways", which for identification is marked "Attachment B".

4. That except when engaged in the transportation of logs, poles or piling, any combination of vehicles consisting of a truck-tractor and semitrailer having an overall length not in excess of 55 feet and a combination of vehicles gross weight not in excess of 72,000 pounds may be operated without a permit upon all those highways or sections of highways listed on the attached list of "Special Group I Highways", which for identification is marked "Attachment C".

5. That nothing contained in this resolution shall be deemed to authorize the operation of vehicles having any gross weight in excess of the applicable gross weights set forth in the tables of weights in subsection (3) and (4) of ORS 483.524, nor any gross wheel, axle or tandem axle weight in excess of that set forth in subsection (3) of ORS 483.506. Nothing contained in this resolution shall be deemed to authorize the operation of any combination of vehicles which is not properly licensed, or does not carry proper Oregon P.U.C. plates and certificates or, except as otherwise expressly provided herein, which does not comply in all respects with the Oregon Motor Vehicle Laws and the Oregon Motor Transportation Code.

6. That the State Highway Engineer shall prepare, or have prepared, prints of a map to be issued to any person requesting the same, showing in contrasting colors the Group I Highways, the Group II Highways, and the Special Group I Highways referred to in paragraphs 2, 3 and 4 of this resolution. Attached hereto, and for identification marked "Attachment D" is a map showing such highways in contrasting colors. Said map is hereby approved by this Commission and prints thereof shall be issued to any interested person requesting the same.

7. That the provisions of this resolution are subject to any order heretofore or hereafter made by this Commission pursuant to ORS 483.532, and the posting of any highway, section of highway, or highway structure to

reduced limits of weights or dimensions shall be to that extent a modification of the weights or dimensions authorized by this resolution. This resolution may be changed, amended or rescinded at any time by resolution adopted by this Commission.

8. That this resolution revokes and supersedes a previous resolution of December 1955, dealing with this subject.

9. That this resolution be entered in the minutes of this Commission as of the 17th day of December, 1956, that the original of this resolution be filed in the records of the Secretary of the Commission, and that a duly certified copy thereof be filed with the Secretary of State, the Public Utilities Commissioner, and the Superintendent of State Police.

ATTACHMENT "A"

GROUP II HIGHWAYS

HWY. No.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
3	Oswego	Jct. US26 in Portland to Jct. US99E in Oregon City	ORE 43
12	Baker-Homestead	Richland to Robinette	ORE 86
22	Crater Lake	Jct. Ore 230 near Union Creek to Crater Lake Park Boundary	ORE 62
26	Mt. Hood	Odell Junction to Parkdale	ORE 35
33	Corvallis-Newport	Burntwoods to Toledo	US 20
38	Oregon Caves	M.P. 6.16 to Oregon Caves	ORE 46
55	Halfway	Jct. Ore 82 north of Robinette to Halfway	- - -
102	Nehalem	Jct. US101 at Astoria to Jct. Ore 47 at Mist	ORE 202
103	Fishhawk Falls	Jct. US 26 near Elsie to Jct. Ore 202 at Jewell	- - -

EXHIBIT "J" (Cont)

ATTACHMENT "A"

GROUP II HIGHWAYS

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
110	Mist-Clatskanie	Jct. US30 at Clatskanie to Mist	ORE 47
125	Crown Point	Larch Mt. Road, M.P. 10.74 to Jct. US30 Expressway at Dodson	US30 Scenic
140	Hillsboro-Silverton	Jct. Ore 8 at Hillsboro to Jct. US99W at Newberg; Also, St. Paul to Jct. US99E at Woodburn; Also, Mt. Angel to Jct. Ore 213 at Silverton	ORE 219-ORE 214
142	Farmington	Jct. Ore 8 at Beaverton to Jct. Ore 219 via Farmington	ORE 208
143	Scholls	Jct. Ore 10 near Hillsdale to Jct. Ore 219 at Scholls	ORE 210
151	Yamhill-Newberg	Jct. Ore 47 at Yamhill to Jct. US99W at Newberg	ORE 240
153	Bellevue-Hopewell	Jct. Ore 18 at Bellevue to Jct. Ore 221 near Hopewell	- - -
154	Lafayette	Jct. Bellevue-Hopewell Hwy. to Jct. Amity-Dayton Highway	- - -
155	Amity-Dayton	Jct. Three Mile Lane Hwy. to Jct. Salem-Dayton Highway	- - -
160	Cascade	Oregon City to Liberal	ORE 213
161	Woodburn-Estacada	Jct. US99E near Woodburn to Hamrick's Corner, M.P. 7.61; Also, M.P. 32.14 to Estacada	ORE 211
163	Silver Creek Falls	Jct. Ore 22 near Shaw to Jct. Ore 213 at Silverton	ORE214
180	Eddyville-Blodgett	Jct. US20 at Blodgett to Jct. US20 near Eddyville via Nortons	- - -
191	Kings Valley	Jct. Ore 22 at Dallas to Kings Valley	ORE 223

EXHIBIT "J" (Cont)

ATTACHMENT "A"

GROUP II HIGHWAYS

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
200	Territorial	Gillespie Corner to Anlauf	- - -
230	Tiller Trail	Tiller to Jct. Ore 62 at Trail	ORE 42
231	Elkton-Sutherlin	Jct. Ore 38 at Elkton to M.P. 14.31	ORE 225
241	Coos River	Eastside, M.P. 1.13 to M.P. 18.86	- - -
242	Powers	M.P. 6.0 to Powers	- - -
250	Cape Blanco	Jct. US101 near Sixes to Cape Blanco	- - -
251	Port Orford	Jct. US101 at Port Orford to U.S. Coast Guard Station Boundary	- - -
270	Little Butte	Jct. Ore 62 at Eagle Point to Jackson-Klamath County Line	- - -
272	Medford-Provolt	Applegate to Jct. US99 at Medford	ORE 238
273	Siskiyou	Jct. Ore 66 near Ashland to Jct. US99 at Siskiyou	- - -
282	Odell	Odell to Jct. Hood River Highway	- - -
290	Sherars Bridge	Jct. US197 near Tygh Valley to Jct. US97 at Grass Valley	ORE 216
301	Fulton Canyon	Jct. US30 to end of highway	- - -
320	Lexington-Echo	Jct. Ore 207 at M.P. 27.28 to Jct. US30 east of Stanfield Jct. via Echo	- - -
321	Heppner-Spray	Jct. Ore 206 near Eight Mile to Jct. Ore 19 near Spray	ORE 207
332	Sunnyside-Umapine	Jct. with Freewater Hwy. at Sunnyside to Washington State Line	- - -

EXHIBIT "J" (Cont)

ATTACHMENT "A"

GROUP II HIGHWAYS

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
337	Stanfield-Pendleton Echo	Jct. US30 near Stanfield to Reith via Echo	- - -
340	Medical Springs	Jct. Ore 203 at Union to Pondosa	ORE 203
375	Redmond-Bend	Jct. US97 at Redmond to Jct. US20 near Tumalo	- - -
410	Sumpter Valley	Jct. Ore 7 at Salisbury to Sumpter	ORE 220
424	Sand Creek	Jct. Sun Mountain Highway to East Boundary Crater Lake National Park	ORE 232
431	Warner	Jct. US395 near Lakeview to Plush via Adel	- - -
451	Vale West	Jct. US20 at Vale to Jct. US20 at M.P. 10.72	- - -
452	Adrian-Parma	Jct. Ore 201 near Adrian to Idaho State Line near Parma	- - -
453	Adrian-Arena Valley	Jct. Adrian-Caldwell Highway to Idaho State Line	- - -
454	Adrian-Caldwell	Jct. Adrian-Parma Highway to Idaho State Line near Caldwell	- - -

ATTACHMENT "B"

GROUP I HIGHWAYS

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
1	Pacific	Junction City to California State Line near Hilt	US99
1E	Pacific East	Washington State Line north of Portland to Junction City	US99E-US99

EXHIBIT "J" (Cont)

ATTACHMENT "B"

GROUP I HIGHWAYS

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
1W	Pacific West	Jct. US99E north of Portland to Junction City	US99-US99W
2	Columbia River	Astoria to Washington State Line near Wallula	US30-730
4	The Dalles-California	Jct. US30 near The Dalles to California State Line near Dorris	US 197-97
5	John Day	Jct. US30 near Arlington to Jct. US20 at Vale	ORE 19 US26
6	Old Oregon Trail	Jct. US730 east of Boardman to Idaho State Line near Nyssa, including Ontario Spur	US30-ORE 90 ORE 201 US26-US20
7	Central Oregon	Jct. US97 at Bend to Jct. Ore 201 at Cairo	US20
8	Oregon-Washington	Jct. US30 near Pendleton to Washington Line near Walla Walla	ORE 11
9	Oregon Coast	Astoria to California State Line near Brookings	US101
10	Wallowa Lake	Jct. US30 at La Grande to Joseph	ORE 82
11	Enterprise-Lewiston	Jct. Ore 82 to Washington State Line	ORE 3
12	Baker-Homestead	Jct. US30 at Baker to Richland	ORE 86
13	Baker-Unity	Jct. US30 at Baker to Jct. US26 near Unity	ORE 7
15	McKenzie	Jct. US99 near Eugene to Belknap Springs, M.P. 56.07	US126
16	Santiam	Jct. US99E at Albany to Jct. US126 east of Sisters	US20

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EXHIBIT "J" (Cont)

ATTACHMENT "B"

GROUP I HIGHWAYS

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
17	McKenzie-Bend	Jct. US126 east of Sisters to Jct. US97 north of Bend	US20
18	Willamette	Jct. US99 near Goshen to Jct. US97 north of Chemult	ORE 58
19	Fremont	Jct. US97 south of Lapine to Calif. State Line near New Pine Creek	ORE 31-US395
20	Klamath Falls-Lakeview	Jct. US97 at Klamath Falls to Jct. US395 at Lakeview	ORE 66
21	Green Springs	Jct. US99 at Ashland to Jct. US97 near Klamath Falls	ORE 66
22	Crater Lake	Jct. US99 at Medford to Jct. Ore 230 near Union Creek	ORE 62
22	Crater Lake	Jct. Sun Mountain Highway near Fort Klamath to Jct. US 97 south of Chiloquin	ORE 62
23	Dairy-Bonanza	Jct. Ore 66 at Dairy to Bonanza	ORE 70
24	Burns-Crane	Jct. US20 at Burns to Crane	ORE 78
25	Redwood	Jct. US99 near Grants Pass to California State Line near O'Brien	US199
26	Mt. Hood	Jct. US99W at Portland to Jct. Warm Springs Hwy. near Government Camp; Also, Odell Jct. to Jct. with US30 at Hood River	US26
27	Alsea	Jct. US101 at Waldport to Jct. US20 near Philomath	ORE 34
28	Pendleton-John Day	Jct. US30 at Pendleton to Jct. with Beach Creek Highway near Mt. Vernon	US395
29	Tualatin Valley	Jct. US26 west of Portland to Jct. US99W near McMinnville	ORE 8-ORE 47

EXHIBIT "J" (Cont)

ATTACHMENT "B"

GROUP I HIGHWAYS

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
30	Willamina-Salem	Jct. Ore 18 to Dolph's Corner; Also, Rickreall to Jct. US99E at Salem	ORE 22
31	Albany-Corvallis	Jct. US99E at Albany to Jct. US99W at Corvallis	US20
32	Three Rivers	Jct. US101 at Hebo to Jct. Ore 18 at Valley Jct.	ORE 22
33	Corvallis-Newport	Jct. US99W at Corvallis to Burntwoods; Also, Toledo to Jct. US101 at Newport	US20
34	Siuslaw	Jct. US101 at Florence to Jct. US99 south of Junction City	ORE 36
35	Coos Bay-Roseburg	Jct. US101 at Coquille to Jct. US99 south of Roseburg	ORE 42
36	Pendleton-Cold Springs	Jct. US730 near Cold Springs to Jct. US30 at Pendleton	US395
37	Wilson River	Jct. US26 near Banks to Jct. US101 at Tillamook	ORE 6
38	Oregon Caves	Jct. US199 to M.P. 6.16	ORE 46
39	Salmon River	Jct. US101 at Otis to Jct. US99W south of McMinnville	ORE 18
40	Beaverton-Hillsdale	Jct. Ore 8 to Jct. US99	ORE 10
41	Ochoco	Jct. US97 at Redmond to Jct. Ore 19 north of Dayville	US126 US26
42	Sherman	Jct. US30 at Biggs to Jct. US197 south of Shaniko	US97
43	Monmouth-Independence	Jct. US99W at Monmouth to Independence	ORE 51

EXHIBIT "J" (Cont)

ATTACHMENT "B"

GROUP I HIGHWAYS

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
44	Wapinitia	Jct. US26 near Bear Springs to Jct US197 north of Maupin	ORE 52
45	Umpqua	Jct. US101 at Reedsport to Jct. US99 at Anlauf	ORE 38
46	Necanicum	Jct. US26 at Necanicum to Jct. US101 near Wheeler	ORE 53
47	Sunset	Jct. US101 north of Cannon Beach to Jct. US99 at Portland	US26
48	John Day-Burns	Jct. US26 at John Day to Jct. US20 east of Burns	US395
49	Lakeview-Burns	Jct. US20 near Oakerman Ranch to Jct. Ore 31 at Valley Falls	US395
50	Klamath Falls-Malin	Jct. US97 at Klamath Falls to Calif. State Line near Malin	ORE 39
51	Wilsonville-Hubbard	Wilsonville-Aurora Interchange to Jct. US99E near Hubbard	- - -
52	Heppner	Jct. US30 at Heppner Jct. to Jct. US395 at Nye	ORE 74
53	Warm Springs	Jct. Ore 35 near Government Camp to Jct. US97 at Madras	US26
54	Umatilla-Stanfield	Jct. US730 east of Umatilla to Jct. Old Oregon Trail near Stanfield	ORE 32
56	T. H. Banfield Expressway	Sandy Blvd., Portland to Jct with Columbia River Highway	- - -
57	R. H. Baldock Expressway	Jct. US99W near Tigard to Jct. US99E south of Salem	US99
102	Nehalem	Mist to Jct. Ore 8 at Forest Grove	ORE 47
104	Fort Stevens	Entire Length	- - -

EXHIBIT "J" (Cont)

ATTACHMENT "B"

GROUP I HIGHWAYS

HWY NO.	HIGHWAY NAME	SECTION	VIA ROUTE NAME
120	Swift	Jct. Columbia Blvd. to Jct. Denver and Union Avenues north of Portland	- - -
122	Vancouver Avenue	Columbia Blvd. to Union Ave. in Portland	- - -
123	N. E. Portland	Jct. US30 near St. Johns to Jct. US30 at Sandy Blvd. in Portland	US 30 By-Pass
124	Sun Dial	Jct. US30 near Troutdale to the Troutdale Airport Boundary	- - -
125	Crown Point	Jct. US30 at Troutdale to Larch Mountain Road, M.P. 10.74	US30 Scenic
140	Hillsboro-Silverton	Jct. US99E near Woodburn to Mt. Angel	ORE 214
141	Beaverton-Aurora	Jct. Ore 8 at Beaverton to Jct. US99W near Tigard	ORE 217
150	Salem-Dayton	Jct. Ore 22 at West Salem to Dayton	ORE 221
155	Amity-Dayton	Dayton to Jct. US99W near Lafayette	ORE 233
156	McMinnville	McMinnville to Jct. US99W north of McMinnville	- - -
160	Cascade	Jct. US30 By-Pass at Killingsworth St., Portland to Oregon City; Also, Liberal to Silverton	ORE 213
161	Woodburn-Estacada	Jct. Canby-Marquam Hwy. M.P. 7.61 to M.P. 32.14 near Estacada	ORE 211
162	North Santiam	Jct. Ore 214 to Jct. US20	ORE 22
163	Silver Creek Falls	Jct. US99E in Salem to Jct. North Santiam Highway at M.P. 8.64	ORE 22

EXHIBIT "J" (Cont)

ATTACHMENT "B"

GROUP I HIGHWAYS

HWY NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
164	Jefferson	Jct. US99E to Jct. US99E via Jefferson	- - -
170	Canby-Marquam	Jct. US99E at Canby to Jct. Ore 211 at Hamrick's Corner	- - -
171	Clackamas	Jct. US99E at Milwaukie to Estacada	ORE 211
189	Dallas-Rickreall	Dallas to Rickreall	ORE 22
191	Kings Valley	Jct. US20 to Kings Valley	ORE 223
192	Dolph Corner-Dallas	Dolph Corner to Jct. with Dallas-Rickreall Hwy.	ORE 22
193	Independence	Independence to Jct. Ore 22 near Salem	ORE 51
200	Territorial	Monroe to Gillespie Corner	- - -
211	Albany-Lyons	Jct. US20 to Lyons	ORE 226
212	Halsey-Sweet Home	Jct. US99 to Jct. US20	ORE 228
213	Mehama-Mill City	Jct. Ore 22 at Mehama to Jct. Ore 22 at Mill City via Lyons	- - -
214	Albany Airport	Jct. US99 to Jct. US20	- - -
220	Richardson-Eugene	Jct. US99 at Eugene to Veneta	- - -
222	Springfield-Creswell	Jct. US126 near Springfield to Jct. Ore 58 near Pleasant Hill	- - -
223	Junction City-Eugene	Jct. US99 at Junction City to Jct. US99 at Eugene	- - -
225	McVay Highway	Jct. US126 to Jct. US99 north of Goshen	- - -

EXHIBIT "J" (Cont)

ATTACHMENT "B"

GROUP I HIGHWAYS

HWY NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
230	Tiller-Trail	Jct. US99 near Canyonville to Tiller	ORE 42
231	Elkton-Sutherlin	M.P. 14.31 to Jct. US99 near Sutherlin via North Connection	ORE 225
232	Crater Lake North	Jct. West Diamond Lake Hwy. M.P. 0.36 to Jct. East Diamond Lake Hwy. M.P. 3.81	ORE 230
233	West Diamond Lake	Jct. Ore 62 near Union Creek to Jct. Crater Lake North Highway	ORE 230
234	Oakland-Shady	Jct. US99 near Oakland to Jct. US99 south of Roseburg	ORE 235
235	Dillard	Jct. Ore 42 to Jct. US99	- - -
236	Yoncalla	Drain to Jct. US99 at Rice Hill, M. P. 168.19	ORE 235
240	Cape Arago	Jct. US101 at North Bend to South Bay	- - -
241	Coos River	Jct. US101 to M.P. 1.13, Eastside	- - -
242	Powers	Jct. Ore 42 to M.P. 6.0	- - -
243	Empire-Coos Bay	Jct US101 to Jct. Cape Arago Hwy. at Empire	- - -
261	Williams	Jct. US99 near Grants Pass to Munger Creek county road	ORE 238
271	Sams Valley	Jct. US99 near Gold Hill to Jct. Ore 62	ORE 234
272	Medford-Provolt	Provolt to Applegate	ORE238
281	Hood River	Jct. Ore 35 at Hood River to Jct. Ore 35 near Parkdale	- - -
282	Odell	Jct. Ore 35 to Odell	- - -

EXHIBIT "J" (Cont)

ATTACHMENT "B"

GROUP I HIGHWAYS

HWY NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
292	Mosier-The Dalles	Jct. US30 at Mosier to Jct. US30 near The Dalles	- - -
300	Wasco-Heppner	Jct. Ore 19 at Condon to Jct. Ore 74 at Heppner	ORE 206-207
320	Lexington-Echo	Jct. Ore 74 at Lexington to Jct. Hermiston Hwy. at M.P. 27.28	ORE 207
330	Weston-Elgin	Jct. Ore 11 at Weston to Jct. Ore 82 at Elgin	ORE 204
333	Hermiston	Jct. US730 near Cold Springs to Jct. Lexington-Echo Hwy at M.P. 17.92	ORE 207
334	Athena-Holdman	Jct. Ore 11 at Athena to Jct. US395 near Holdman	- - -
335	Havana-Helix	Havana to Helix	- - -
337	Stanfield-Pendleton	Reith to Jct. with US30 near Pendleton	- - -
339	Freewater	Jct. Ore 11 near Milton to Washington State Line	- - -
340	Medical Springs	Jct. Ore 86 to Pondosa	ORE 203
341	Starkey	Jct. US30 near Five Points to Starkey	- - -
342	Cove	Island City to Union	- - -
343	La Grande-North Powder	Jct. US30 near La Grande to Jct. US30 near North Powder via Union	ORE 203
350	Little Sheep Creek	Joseph to Imnaha	- - -

EXHIBIT "J" (Cont)

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ATTACHMENT "B"

GROUP I HIGHWAYS

HWY NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
360	Madras-Prineville	Jct. US97 near Madras to Jct. US126 at Prineville	US26
361	Culver	Jct. US97 at Madras to Jct. US97 south of Culver	- - -
371	Powell Butte	Jct. US126 at Powell Butte to Jct. US20 east of Bend	- - -
374	Tumalo-Deschutes	Jct. US20 at Tumalo to Jct. US97 at Deschutes	- - -
401	Beech Creek	Jct. Pendleton-John Day Hwy. to Jct. US26 at Mt. Vernon	US395
402	Kimberly-Long Creek	Jct. US395 to Jct. Ore 19 at Kimberly	- - -
420	Midland	Jct. Ore 66 near Klamath Falls to Jct. US97 near Midland	- - -
422	Chiloquin	Entire length	- - -
423	Lower Klamath Lake	Jct. US 97 near Midland to Jct. Ore 39	- - -
425	East Diamond Lake	Jct. Crater Lake North Hwy. to Jct. US97	ORE 230
426	Hatfield	Jct. Ore 39 near Merrill to California State Line	ORE 39
428	Sun Mountain	Jct. US97 to Jct. Ore 62 near Fort Klamath	- - -
440	Frenchglen	Jct. Ore 78 near Burns to Frenchglen	ORE 205
441	Diamond Valley	Jct. Ore 78 near Princeton to M.P. 25.50 north of Diamond	- - -
442	Crane-Scotts Butte	Jct. Burns-Crane Hwy. near Crane to Jct. US95 near Scotts Butte	ORE 78

EXHIBIT "J" (Cont)

ATTACHMENT "B"

GROUP I HIGHWAYS

HWY NO.	HIGHWAY NAME	SECTION	VIA ROUTE NAME
450	Nyssa-Adrian	Jct. US26-20 at Nyssa to Idaho State Line near Homedale	ORE 201
455	Olds Ferry-Ontario	Jct. US30 near Olds Ferry to Jct. US30 near Ontario, including Weiser and Payette Spurs	US30N-ORE 201-ORE 52
456	Idaho-Oregon-Nevada	Idaho State Line near Malloy Ranch to Nevada State Line near McDermitt (except from M.P. 14.93 to M.P. 21.84)	US95
458	Jordan Valley	Entire length	- - -

ATTACHMENT "C"

SPECIAL GROUP I HIGHWAYS

HIGHWAYS APPROVED FOR 55' TRACTOR-SEMITRAILER COMBINATIONS

HWY NO.	HIGHWAY NAME	SECTION	VIA ROUTE NAME
1	Pacific	Jct. City to California State Line near Hilt	US99
1E	Pacific East	Washington State Line north of Portland to Junction City	US99E-US99
1W	Pacific West	Jct. US99E north of Portland to Junction City	US99-US99W
2	Columbia River	Astoria to Tongue Point Naval Base; Also, Rainier to Washington Line near Wallula	US30-US730
4	The Dalles-California	Jct. Ore 52 near Maupin to California State Line near Dorris	US197-97

EXHIBIT "J" (Cont)

ATTACHMENT "C"

SPECIAL GROUP I HIGHWAYS

HIGHWAYS APPROVED FOR 55' TRACTOR-SEMITRAILER COMBINATIONS

HWY NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
5	John Day	Ochoco Jct., Ore 19 to Prairie City; Also, Brogan to Vale	US26
6	Old Oregon Trail	Jct. US730 east of Boardman to Idaho State Line near Nyssa including Ontario Spur	US30-ORE 201-US26-20
7	Central Oregon	Jct. US97 at Bend to Jct. Ore 201 at Cairo	US20
8	Oregon-Washington	Jct. US 30 near Pendleton to Washington State Line near Walla Walla	ORE 11
9	Oregon Coast	Astoria to Jct. Sunset Hwy. near Cannon Beach; Also, Garibaldi to Jct. Ore 6 at Tillamook; Also, Otis to Gold Beach; Also, Brookings to California State Line	US101
15	McKenzie	Jct. US99 at Eugene to McKenzie Bridge	US126
16	Santiam	Jct. US99E at Albany to Jct. US126 east of Sisters	US20
17	McKenzie-Bend	Jct. US126 east of Sisters to Jct. US97 north of Bend	US20
18	Willamette	Jct. US99 near Goshen to Jct. US97 north of Chemult	ORE 58
19	Fremont	Jct. US97 south of Lapine to California State Line near Pine Creek	ORE 31-US395
20	Klamath Falls-Lakeview	Jct. US97 at Klamath Falls to Jct. US395 at Lakeview	ORE 66

EXHIBIT "J" (Cont)

ATTACHMENT "C"

SPECIAL GROUP I HIGHWAYS

HIGHWAYS APPROVED FOR 55' TRACTOR-SEMITRAILER COMBINATIONS

HWY NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
22	Crater Lake	Jct. with US99 at Medford to Shady Cove	ORE 62
23	Dairy-Bonanza	Jct. with Ore 66 at Dairy to Bonanza	ORE 70
24	Burns-Crane	Burns to Jct. with Diamond Valley Highway	ORE 78
25	Redwood	Jct. US99 near Grants Pass to California State Line near O'Brien	US199
26	Mt. Hood	Jct. US99 in Portland to Jct. Warm Springs Highway near Government Camp; Also, Odell Jct. to Jct. US30 at Hood River	US26-ORE 35
27	Alsea	Philomath to M.P. 54.86 (Larson Lumber Company Mill)	ORE 34
28	Pendleton-John Day	Jct. US30 at Pendleton to Nye Jct.	US395
29	Tualatin Valley	Jct. US26 west of Portland to Scoggins Valley, via Forest Grove	ORE 8
30	Willamina-Salem	Jct. Ore 18 to Dolph Corner; Also, Rickreall to Jct. US99E at Salem	ORE 22
31	Albany-Corvallis	Jct. US99 at Albany to Jct. US99W at Corvallis	US20
33	Corvallis-Newport	Newport to Toledo; Also, Philomath to Corvallis	US20
36	Pendleton-Cold Springs	Jct. US30 at Jct. Athena-Holdman Highway	US395
37	Wilson River	Jct. US26 near Banks to Jct. US101 at Tillamook	ORE 6

EXHIBIT "J" (Cont)

ATTACHMENT "C"

SPECIAL GROUP I HIGHWAYS

HIGHWAYS APPROVED FOR 55' TRACTOR-SEMITRAILER COMBINATIONS

HWY NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
34	Siuslaw	Jct. US99 to Jct. Territorial Highway	ORE 36
39	Salmon River	Jct. US99W near McMinnville to Otis	ORE 18
41	Ochoco	Jct. US97 at Redmond to Jct. Ore 19	US126-26
42	Sherman	Jct. US30 at Biggs to Jct. US197 south of Shaniko	US97
44	Wapinitia	Jct. US26 near Bear Springs to Jct. US197 north of Maupin	ORE 52
45	Umpqua	Jct. US101 at Reedsport to Jct. US99 at Anlauf	ORE 38
47	Sunset	Jct. US101 near Cannon Beach to Jct. US99 at Portland	US26
49	Lakeview-Burns	Jct. US20 near Oakerman Ranch to Valley Falls	US395
50	Klamath Falls-Malin	Jct. US97 to Klamath Falls to California State Line near Malin	ORE 39
51	Wilsonville-Hubbard	Wilsonville-Aurora Interchange to Jct. US99E near Hubbard	- - -
52	Heppner	Nye Jct. to Vinson; Also, Jct. US30 to Lexington	ORE 74
53	Warm Springs	Jct. Ore 35 near Government Camp to Jct. US97 at Madras .	US26
54	Umatilla-Stanfield	Jct. US730 east of Umatilla to Jct. Old Oregon Trail near Stanfield	ORE 32

EXHIBIT "J" (Cont)

ATTACHMENT "C"

SPECIAL GROUP I HIGHWAYS

HIGHWAYS APPROVED FOR 55' TRACTOR-SEMITRAILER COMBINATIONS

HWY NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
5 6	T. H. Banfield Expressway	Sandy Blvd., Portland to Jct. US30	- - -
57	R. H. Baldock Expressway	Jct. US99W near Tigard to Jct. US99 south of Salem	US99
102	Nehalem	Jct. Ore 8 at Forest Grove to Jct. US26 near Manning	ORE 47
120	Swift	Jct. US99 at Denver and Union Avenues to Columbia Blvd., Portland	- - -
123	N. E. Portland	Jct. US30 at St. Johns Bridge to Jct. US30 (Sandy Blvd.) in Portland	US30
150	Salem-Dayton	Jct. Ore 22 at West Salem to Dayton	ORE 221
155	Amity-Dayton	Dayton to Jct. US99W near Lafayette	ORE 233
160	Cascade	Jct. US30 By-Pass (Killingsworth St., Portland) to Gladstone.	ORE 213
161	Woodburn-Estacada	Hamrick's Corner, M.P. 7.61 to 2 miles east of Molalla	ORE 211
162	North Santiam	Jct. Ore 214 to Jct. US20	ORE 22
163	Silver Creek Falls	Jct. US99E at Salem to Jct. North Santiam Highway at M.P. 8.64	ORE 22
164	Jefferson	Jct. US99 to Jct. US99	- - -
170	Canby-Marquam	Canby to Jct. with Ore 211 at Hamrick's Corner	- - -
171	Clackamas	Jct. US99E at Milwaukie to Estacada	ORE 211

EXHIBIT "J" (Cont)

ATTACHMENT "C"

SPECIAL GROUP I HIGHWAYS

HIGHWAYS APPROVED FOR 55' TRACTOR-SEMITRAILER COMBINATIONS

HWY NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
189	Dallas-Rickreall	Dallas to Rickreall	ORE 22
192	Dolph Corner-Dallas	Dolph Corner to Jct. Dallas-Rickreall Hwy.	ORE 22
200	Territorial	Monroe to Jct. Ore 36	- - -
213	Mehama-Mill City	Jct. Ore 22 at Mehama to Jct. Ore 22 at Mill City via Lyons	- - -
214	Albany Airport	Jct. US99 to Jct. US20	- - -
225	McVay Highway	Jct. US126 to Jct. US99 north of Goshen	- - -
226	Goshen-Divide	Jct. US99 at Goshen to M.P. 14.10	- - -
230	Tiller-Trail	Jct. US99 to Tiller	ORE 42
234	Oakland-Shady	Jct. US99 at Oakland to Jct. US99 south of Roseburg	ORE 235
235	Dillard	Jct. Ore 42 to Jct. US99	- - -
236	Yoncalla	Drain to Jct. US99 at Rice Hill, M.P. 168.19	ORE 235
241	Coos River	Jct. US101 to M.P. 1.13, Eastside	- - -
271	Sams Valley	Jct. US99 near Gold Hill to Jct. Ore 62	- - -
281	Hood River	Jct. Ore 35 in Hood River to Jct. Ore 35 near Parkdale	- - -
282	Odell	Jct. Ore 35 to Odell	- - -
292	Mosier-The Dalles	Jct. US30 at Mosier to Jct. US30 near The Dalles	- - -

EXHIBIT "J" (Cont)

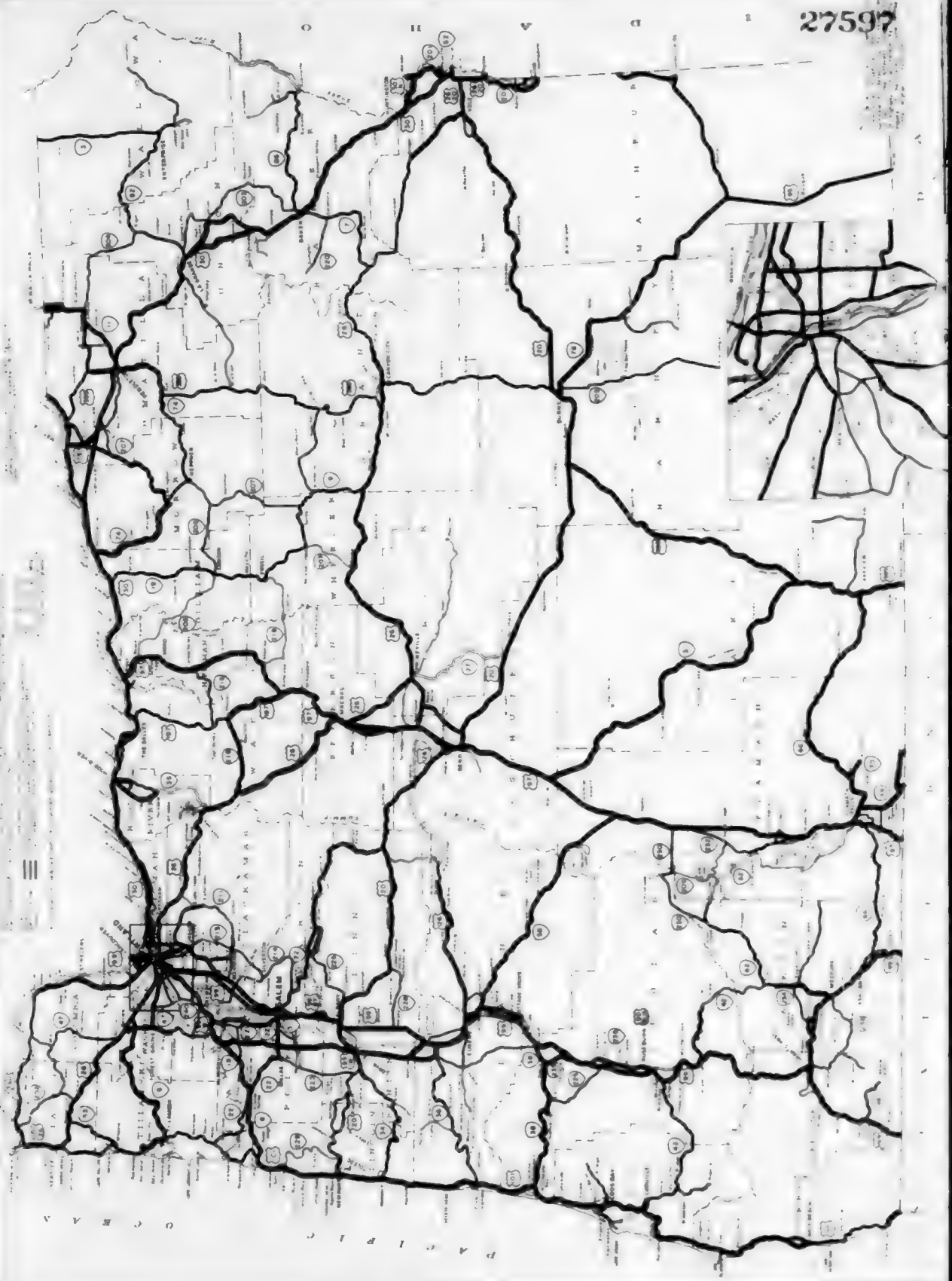
ATTACHMENT "C"

SPECIAL GROUP I HIGHWAYS

HIGHWAYS APPROVED FOR 55' TRACTOR-SEMITRAILER COMBINATIONS

HWY NO.	HIGHWAY NAME	SECTION	VIA ROUTE NAME
320	Lexington-Echo	Lexington to Jct. Hermiston Hwy. at M.P. 27.28	ORE 207
333	Hermiston	Jct. US730 near Cold Springs to Jct. Lexington-Echo Hwy. at M.P. 17.92	ORE 207
334	Athena-Holdman	Jct. US395 to Jct. Ore 11 at Athena	- - - -
335	Havana-Helix	Helix to Jct. with Athena-Holdman Hwy.	- - - -
339	Freewater	Jct. Ore 11 near Milton to Washington State Line	- - - -
343	LaGrande-North Powder	Jct. US30 near LaGrande to Jct. US30 near North Powder via Union	ORE 203
360	Madras-Prineville	Jct. US97 near Madras to Jct. US126 at Prineville	US26
361	Culver	Entire length	- - - -
371	Powell Butte	Jct. US126 at Powell Butte to Jct. US20	- - - -
374	Tumalo-Deschutes	Jct. US20 at Tumalo to Jct. US97 at Deschutes	- - - -
426	Hatfield	Jct. Ore 39 near Merrill to California State Line	ORE 39
442	Crane-Scotts Butte	Jct. Burns-Crane to Jct. I.O.N. Hwy., US 95	ORE 78
450	Nyssa-Adrain	Nyssa to Idaho State Line	- - - -
455	Olds Ferry-Ontario	Jct. US30 near Olds Ferry to Jct. US30 near Ontario including Weiser and Payette Spurs	US30N-ORE201-ORE 52
456	Idaho-Oregon Nevada	Idaho State Line near Malloy Ranch to Nevada State Line near McDermitt (except from M.P. 14.93 to M.P. 21.84)	US95
458	Jordan Valley	Entire length	- - - -

27597



27598

EXHIBIT "K"

Minutes of December 17 and 18, 1956

RESOLUTION

WHEREAS, under the provisions of ORS 366.460, the State Highway Commission may construct and maintain within the right of way of any state highway, or section thereof, sidewalks or footpaths when it appears that such is necessary in the public interest and will contribute to the safety of pedestrians, the motoring public or persons using the highway, and

WHEREAS, it has been proposed that a footpath be constructed along the Tiller-Trail Secondary Highway, No. 230, in the community of Day's Creek along the easterly side of said highway from a point 50 feet southerly of the post office (M.P. 7.68) to a point 50 feet north of the Day's Creek Public School access (M.P. 7.76), and

WHEREAS, investigation discloses that there is considerable pedestrian traffic along the said highway at this location generated by travel to and from the post office and the grade school and that construction of said footpath would result in removing pedestrian travel from the highway,

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission:

1. That construction of a footpath along the easterly side of the Tiller-Trail Secondary Highway in the community of Day's Creek from a point 50 feet south of the Day's Creek post office (M.P. 7.68) to a point 50 feet north of the Day's Creek public school access at Milepost 7.76 is necessary in the public interest and will contribute to the safety of pedestrians, the motoring public and persons using the highway.

2. That the State Highway Engineer is hereby directed to proceed with the construction of said footpath.

3. That this resolution be entered in the minutes and records of this Commission as of the 17th day of December, 1956, as Footpath Construction Resolution No. 4.

EXHIBIT "L"

Minutes of December 17 and 18, 1956

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Camp Creek-Paulina Unit of the Post-Paulina Section on the Paulina Secondary Highway in Crook County, and in connection therewith to prepare maps showing the route and location of said section and to file said maps, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said survey and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That the survey of the Camp Creek-Paulina Unit of the Post-Paulina Section of the Paulina Secondary Highway, beginning at Highway Engineer's Station 0+00, approximately one-half mile east of Camp Creek, and extending in an easterly direction to Highway Engineer's Station 592+38 in the community of Paulina, together with the map, which for identification purposes bears Map File Nos. 8B-4-2 and 8B-4-3 (Drawing No. 1R-5-959) and the date of December, 1956, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.*

2. That when said highway section is permanently constructed, the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That the approval and adoption of said survey shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the construction, reconstruction, or improvement of the highway along and over said survey. Said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right of Way Department to proceed promptly with the acquisition of rights of way pursuant to the normal and approved method.

27600

EXHIBIT "L" (Cont)

4. That this resolution be entered in the minutes and records of the Commission as of the 17th day of December, 1956, as Survey Resolution No. 147.

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*FOOTNOTE:

The maps mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem being filed under File No 147 under the heading "Survey Resolutions" and said maps by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "M-1"

Minutes of December 17 and 18, 1956

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Odell Secondary Highway

Highway number 282 Route number none

Location of Termini				Established Speed
M.P.		to M.P.		MPH
1.66	(750' north of the road to Dee)	2.17	(250' north of the road to Dukes Valley)	40

EXHIBIT "M-1" (Cont)

Location of Termini				Established Speed
M.P.		to M.P.		MPH
2.17	(250' north of road to Dukes Valley)	2.75	(200' east of the road to Dukes Valley)	25

except that between M.P. 1.72 and M.P. 1.91 (450' south of the road to Dee) and between M.P. 2.52 and M.P. 2.71 (Road to Dukes Valley) the indicated speed shall be 20 miles per hour during the hours of school crossings as per provisions of subsection 1a of ORS 483.104.

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 240 be entered in the minutes and records of the Commission as of the 17th day of December, 1956.

EXHIBIT "M-2"

Minutes of December 17 and 18, 1956

RESOLUTION

WHEREAS, the Odell Secondary Highway is under the control and jurisdiction of the State Highway Commission; and

WHEREAS, it appears that on said Odell Secondary Highway, in the vicinity of the road to Dee, vehicles are parked on the shoulders of said highway at said location for extended periods of time; and

WHEREAS, there is a school crossing in this section and said shoulder parking interferes with sight distance of said school crossing; and

WHEREAS, in the opinion of the Commission, public travel and public safety require that parking should be prohibited on said highway within said section.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively as follows:

1. That the Commission does hereby find and declare, based upon recommendations by members of its staff, that the parking of vehicles on either side of the Odell Secondary Highway No. 282 from M.P. 1.76 to M.P. 1.86 (250 feet north and 250 feet south of the road to Dee) creates a hazard to the traveling public and to pedestrians.

2. That in the opinion of this Commission the right of way of said highway in said location is not of sufficient width to permit parking of vehicles thereon and at the same time to provide the degree of safety and convenience which in the opinion of the Commission should be provided the motoring public.

3. That the Commission does further find and declare that the parking of vehicles on the shoulders of the pavement on either side of said Odell Secondary Highway within said termini should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points between said termini as in his judgment are necessary to accomplish the purpose of this resolution and the action of the Commission as herein declared on which signs shall be printed in plain letters the words "No Parking on Highway Shoulders".

EXHIBIT "M-2" (Cont)

5. That a certified copy of this resolution be sent to the Superintendent of the Department of State Police.

6. That this No Parking Resolution No. 154 be entered in the minutes and the records of the State Highway Commission as of the 17th day of December, 1956.

EXHIBIT "M-3"

Minutes of December 17 and 18, 1956

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Cascade Secondary Highway

Highway number 160 Route number ORE 213

Location of Termini		Established Speed
M.P.	to M.P.	MPH
10.22 (0.11 mile North of Jannsen Road)	10.93 (500 feet South of Clackamas Secondary Highway No. 171)	35

except that between M.P. 10.52 (300 feet North of Church Street) and M.P. 10.64 (300 feet South of Church Street) the indicated speed shall be 20 miles per hour during hours of school crossings as per provisions of subsection 1.a. of ORS 483.104.

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 238 be entered in the minutes and records of the Commission as of the 17th day of December, 1956.

EXHIBIT "M-4"

Minutes of December 17 and 18, 1956

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Oregon Coast Highway

Highway number 9 Route number US 101

Location of Termini		Established Speed
M.P.	to M.P.	MPH
139.40 (South of Boiler Bay Park)	140.26 (0.28 mile south of Hawkins Street in Depoe Bay)	35

except that between M.P. 139.96 and M.P. 140.16 the indicated speed shall be 20 miles per hour during the hours of school crossings as per the provisions of subsection 1.a. of ORS 483.104.

EXHIBIT "M-4" Cont.

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled, specifically that portion of Speed Limit Resolution No. 121 pertaining to a reduced speed zone between M.P. 139.40 and M.P. 140.04 on the Oregon Coast Highway, adopted by the Commission September 24, 1953.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 121a be entered in the minutes and records of the Commission as of the 17th day of December, 1956.

EXHIBIT "M-5"

Minutes of December 17 and 18, 1956

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state hgihways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of Highway: Baker-Homestead Highway

Highway number: 12 Route number ORE 86

Location of Termini				Established Speed
M.P.		to M.P.		MPH
41.90	(400 feet west of the west City limits of Richland)	41.98	(West City limits of Richland)	30

EXHIBIT "M-5" (Cont)

Location of Termini		Established Speed		
M.P.		to M.P.		MPH
42.27	(East City limits of Richland)	42.58	(0.31 mile east of the east City limits of Richland)	40

except that between M.P. 42.30 and M.P. 42.50 the indicated speed shall be 20 miles per hour during the hours of school crossings as per the provisions of subsection 1.a. of ORS 483.104.

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 239 be entered in the minutes and records of the Commission as of the 17th day of December, 1956.

EXHIBIT "N-1"

Minutes of December 17 and 18, 1956

RESOLUTION

WHEREAS, the Old Oregon Trail is a primary highway and likewise a Federal-aid highway under the control and jurisdiction of the State Highway Commission; and

WHEREAS, it appears that on said Old Oregon Trail Highway in the town of Lime, Baker County, a hazardous condition is created by the parking of vehicles on a sharp curve at the entrance to a cement plant in said town; and

WHEREAS, parking of vehicles at said location creates traffic congestion and a hazard to pedestrians crossing the highway; and

WHEREAS, in the opinion of the Commission public travel and public safety require that parking of vehicles should be prohibited on the shoulders of said highway at said location.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. The Commission does hereby find and declare, based upon recommendations by members of its staff, that the parking of vehicles on either side of said Old Oregon Trail Highway between M.P. 377.77 (Engineer's Station 2083+50) and M.P. 378.04 (Engineer's Station 2097+60) creates a hazard to the traveling public.

2. That in the opinion of this Commission, the right of way of said highway along said section is not of sufficient width to permit parking of vehicles thereon and at the same time to provide the degree of safety and convenience which, in the opinion of the Commission, should be provided the motoring public.

3. That the Commission does further find and declare that the parking of vehicles on either side of said Old Oregon Trail within said section should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect signs within said termini at such points as in his judgment are necessary to accomplish the purpose of this resolution and the action of the Commission as herein declared, on which signs shall be printed in plain letters, the words "NO PARKING ON HIGHWAY SHOULDERS."

5. That a certified copy of this resolution be sent to the Superintendent of the Department of State Police for his information.

6. That this "No Parking" Resolution No. 155 be entered in the minutes and records of the State Highway Commission as of the 17th day of December, 1956.

EXHIBIT "N-2"

Minutes of December 17 and 18, 1956

RESOLUTION

WHEREAS, the Cascade Secondary Highway is under the control and jurisdiction of the State Highway Commission; and

WHEREAS, it appears that on said Cascade Secondary Highway south of Franklin Street near Portland, vehicles are parked on the shoulders of said highway south of the said intersection; and

WHEREAS, the parking of vehicles on said section restricts the sight distance for motorists who desire to enter said Cascade Secondary Highway from Franklin Street, which condition, in the opinion of the Highway Commission, creates a hazard to the traveling public; and

WHEREAS, in the opinion of the Commission, public travel and public safety require that parking of vehicles should be prohibited on the east side of said Cascade Secondary Highway within said section;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. The Commission does hereby find and declare, based upon recommendations by members of its staff, that the parking of vehicles on the east side of the Cascade Secondary Highway from the south property line of Franklin Street (M.P. 4.43, Engineer's Station 196+60) to a point 60 feet south thereof (M.P. 4.45, Engineer's Station 197+20) creates a hazard to the traveling public.

2. That in the opinion of this Commission, the right of way of said highway along said section is not of sufficient width to permit parking of vehicles thereon and at the same time to provide the degree of safety and convenience which, in the opinion of the Commission, should be provided the traveling public.

3. That the Commission does further find and declare that the parking of vehicles on the east side of said Cascade Secondary Highway within said section should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect signs within said termini as in his judgment are necessary to accomplish the purpose of this resolution and the action of the Commission as herein declared, on which signs shall be printed in plain letters, the words, "NO PARKING ON HIGHWAY SHOULDERS."

EXHIBIT "N-2" (Cont)

5. That a certified copy of this resolution be sent to the Superintendent of the Department of State Police for his information.

6. That this "No Parking" Resolution No. 156 be entered in the minutes and records of the State Highway Commission as of the 17th day of December, 1956.

EXHIBIT "N-3" 27615

Minutes of December 17 and 18, 1956

RESOLUTION

WHEREAS, the Oregon Coast Highway is a primary highway under the control and jurisdiction of the State Highway Commission; and

WHEREAS, it appears that in the vicinity of Harriet Street, a short distance south of Coos Bay, vehicles are parked on the southerly shoulders of said Oregon Coast Highway; and

WHEREAS, the parking of vehicles on said highway section creates a hazard to the traveling public; and

WHEREAS, in the opinion of the Commission public travel and public safety require that parking of vehicles should be prohibited on the southerly side of said highway within said section;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. The Commission does hereby find and declare, based upon recommendations by members of its staff, that the parking of vehicles on the southerly side of the Oregon Coast Highway from a point 110 feet west of Harriet Street (M.P. 239.29, Engineer's Station 2+72) to the west property line of Harriet Street (M.P. 239.32, Engineer's Station 3+82) creates a hazard to the traveling public.

2. That in the opinion of this Commission, the right of way of said highway along said section is not of sufficient width to permit parking of vehicles thereon and at the same time to provide the degree of safety and convenience which, in the opinion of the Commission, should be provided the motoring public.

3. That the Commission does further find and declare that the parking of vehicles on the southerly side of said Oregon Coast Highway within said section should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect signs within said termini at such points as in his judgment are necessary to accomplish the purpose of this resolution and the action of the Commission as herein declared, on which signs shall be printed in plain letters, the words, "NO PARKING ON HIGHWAY SHOULDERS."

5. That a certified copy of this resolution be sent to the Superintendent of the Department of State Police for his information.

6. That this "No Parking" Resolution No. 157 be entered in the minutes and records of the State Highway Commission as of the 17th day of December, 1956.

EXHIBIT "O-1"

Minutes of December 17 and 18, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Willowdale-Lyle Gap Unit, Willowdale-Madras Section of The Dalles-California Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its

discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Willowdale-Lyle Gap Unit, Willowdale-Madras Section of The Dalles-California Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated The Dalles-California Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A". *

3. That the relocation, construction, improvement and maintenance of the said Willowdale-Lyle Gap Unit, Willowdale-Madras Section of The Dalles-California Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this seventeenth day of December, 1956, as Condemnation Resolution No. 697.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 697, under the heading "Real Property Condemnation Resolutions", and said description map and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

27620

EXHIBIT "O-2"

Minutes of December 17 and 18, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: for rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street, quarry sites, gravel pits, storage sites, stock pile sites, or for the acquisition or manufacture of roadbuilding materials, approach or hauling roads, connecting roads, frontage road, highway drainage, drainage tunnels, for the elimination or prevention of hazardous points of entry from adjacent property to state highways, or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, the said Commission is required to designate, locate, relocate, construct and maintain in the State of Oregon a system of highways, including all necessary bridges and culverts; and,

WHEREAS, for the purpose of constructing and maintaining highways of the state highway system, the Commission plans and proposes to acquire certain real property for the acquisition of roadbuilding materials for use in connection with the construction and maintenance of highways of the state highway system, and right of way for a haul road to be used as a means of access thereto; and,

WHEREAS, said Commission is authorized to take fee simple title to said real property.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, as follows:

1. The commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, certain interests in fee simple title to a certain parcel of real property. The said parcel of real property, or particular interest therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, is more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

EXHIBIT "O-2" (Cont)

2. That the highway facilities for which the said parcel of property or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcel of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcel of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 17th day of December 1956, as Condemnation Resolution No. 698.

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*FOOTNOTE:

The name of the property owner and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 698, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

27622

EXHIBIT "O-3"

Minutes of December 17 and 18, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Davis Slough-Bandon Section of the Oregon Coast Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties

EXHIBIT "O-3" (Cont)

hereinafter described are necessary, and that access to and from the said highway should be controlled.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Davis Slough-Bandon Section of the Oregon Coast Highway, as a throughway, certain interests in or fee simple title to certian parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Oregon Coast Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A".*

3. That the relocation, construction, improvement and maintenance of the said Davis Slough-Bandon Section of the Oregon Coast Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trail of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission,

is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 17th day of December, 1956, as Condemnation Resolution No. 699.

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*FOOTNOTE:

The name of the property owner and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 699 under the heading "Real Property Condemnation Resolutions", and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "O-4"

Minutes of December 17 and 18, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Mosier-The Dalles Section of the Columbia River Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real

properties hereinafter described are necessary, and that access to and from the said highway should be controlled.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Mosier-The Dalles Section of the Columbia River Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Columbia River Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property.

3. That the relocation, construction, improvement and maintenance of the said Mosier-The Dalles Section of the Columbia River Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

EXHIBIT "O-4" (Cont)

6. That this resolution be entered in full in the minutes and records of the Commission this 17th day of December, 1956, as Condemnation Resolution No. 700.

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*FOOTNOTE:

The name of the property owner and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 700, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

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EXHIBIT "O-5"

Minutes of December 17 and 18, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Klamath Falls, West Side By-Pass Section of The Dalles-California Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public

welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the Klamath Falls, West Side By-Pass Section of The Dalles-California Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated The Dalles-California Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property.

3. That the relocation, construction, improvement and maintenance of the said Klamath Falls, West Side By-Pass Section of The Dalles-California Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

EXHIBIT "O-5" (Cont)

6. That this resolution be entered in full in the minutes and records of the Commission this 17th day of December, 1956, as Condemnation Resolution No. 701.

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*FOOTNOTE:

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 701, under the heading "Real Property Condemnation Resolutions", and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "O-6"

Minutes of December 17 and 18, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; drainage tunnels, or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, construct, improve and maintain the Pendleton-Pilot Rock Section of the Pendleton-John Day Highway; and

WHEREAS, for the purpose of widening, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The State Highway Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, construction, improvement and maintenance of the said Pendleton-Pilot Rock Section of the Pendleton-John Day Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

EXHIBIT "O-6" (Cont)

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the widened and improved Pendleton-John Day Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property, provided, however, that there shall be reserved unto the respective owners, their heirs and assigns, for service of the respective remaining land, such access reservations as are noted as to each parcel or parcels on the said attached list marked Exhibit "A".*

3. That the widening, construction, improvement and maintenance of the said Pendleton-Pilot Rock Section of the Pendleton-John Day Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Cheif Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 17th day of December, 1956, as Condemnation Resolution No. 702.

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*FOOTNOTE:

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 702, under the heading "Real Property Condemnation Resolutions", and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "O-7"

Minutes of December 17 and 18, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stockpile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads; highway drainage, drainage tunnels, or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part and relocate in part, construct, improve, and maintain the Cornelius-Hillsboro Unit of the Forest Grove-Hillsboro Section of the Tualatin Valley Highway; and

WHEREAS, for the purpose of widening in part, relocating in part, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required for the construction, improvement, betterment, and maintenance of highways of the state highway system and the widening in part, relocation in part, construction, improvement and maintenance of the said Cornelius-Hillsboro Unit of the Forest Grove-Hillsboro Section of the Tualatin Valley Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective

file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said Tualatin Valley Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; provided, however, that there shall be reserved unto the respective owners, their heirs and assigns, for service of the said remaining land, such access reservations as are noted as to each parcel or parcels on the said attached list marked Exhibit "A".*

3. That the widening in part, relocation in part, construction, improvement and maintenance of the said Cornelius-Hillsboro Unit of the Forest Grove-Hillsboro Section of the Tualatin Valley Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 17th day of December, 1956, as Condemnation Resolution No. 703.

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*FOOTNOTE:

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 703, under the heading "Real Property Condemnation Resolutions", and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "O-8" 2763

Minutes of December 17 and 18, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right of interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to locate, construct, improve and maintain the Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be located, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part

of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AN IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the location, construction, improvement and maintenance of the said Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said Portland-Salem Expressway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property.

3. That the location, construction, improvement and maintenance of the said Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to

final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interest of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 17th day of December, 1956, as Condemnation Resolution No. 704.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 704, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

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EXHIBIT "O-9"

Minutes of December 17 and 18, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain The Dalles-California Highway; and

WHEREAS, for the purpose of widening, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said The Dalles-California Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That the widening, improvement and maintenance of the said The Dalles-California Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 17th day of December, 1956, as Condemnation Resolution No. 705.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 705, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

27640

EXHIBIT "O-10"

Minutes of December 17 and 18, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will serve the traveling public, the Highway Commission has relocated, constructed, improved and is maintaining the Siletz-Newport Section of the Oregon Coast Highway; and

WHEREAS, for the purpose of relocation, construction, improvement and maintenance of the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and for right of way purposes for the relocated, constructed and improved Siletz-Newport Section of the Oregon Coast Highway, fee simple title to the following described real property, to wit:

File No. R-4251

A parcel of land lying in Lot 4, of Section 5, Township 10 South, Range 11 West, Willamette Meridian, Lincoln County, Oregon, and being a portion of the following described property: that tract of land which was conveyed by that certain

deed to F. R. Salway, recorded in Book 41, Page 121 of Lincoln County Record of Deeds. The said parcel being all that portion of the foregoing described property included in a strip of land 150 feet in width on the Easterly side of the center line and on the Westerly side all of the said property lying between the high tide line of the Pacific Ocean and the said center line of the Oregon Coast Highway as said highway has been relocated over and across or adjacent to the said property; the location of the said strip of land (in so far as it encroaches upon said property) being determined by the said center line from Station 726+14 to Station 739+66.8 which portion of center line is described as follows:

Beginning at a point which is Engineer's center line Station 726+14 opposite and 150 feet distant from which point the Easterly line of the said strip of land intersects the North line of said Lot 4; said point being 3955 feet South and 2055 feet West of the Northeast corner of Section 5, Township 10 South, Range 11 West, Willamette Meridian, thence South 5° 50' West, a distance of 1259.7 feet; thence on a spiral curve to the left (the long chord of which bears South 5° 49' West, 93.1 feet) a distance of 93.1 feet to Engineer's center line Station 739+66.8, opposite and 100 feet distant Westerly from which Station the Noon High Tide Line of the Pacific Ocean intersects the South line of said Section 5.

The parcel of land to which this description applies contains 4.70 acres outside the strip of land known as the Spruce Production Railroad right of way which contains 2.68 acres.

2. That the relocation, construction, improvement and maintenance of the said Siletz-Newport Section of the said Oregon Coast Highway and the highway facilities for which the said parcel of property is required and has been taken is necessary in the public interest, and the same has been planned, designed, located and has been constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcel of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 17th day of December, 1956, as Condemnation Resolution No. 706.

EXHIBIT "O-11"

Minutes of December 17 and 18, 1956

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Willamina-Salem Highway; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Willamina-Salem Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

EXHIBIT "O-11" (Cont)

2. That the relocation, construction, improvement and maintenance of the said Willamina-Salem Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 17th day of December, 1956, as Condemnation Resolution No. 707.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 707, under the heading "Real Property Condemnation Resolutions", and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "P"

Minutes of December 17 and 18, 1956

RESOLUTION

WHEREAS, the late Governor Paul L. Patterson with the approval of the Oregon State Highway Commission and the Oregon Legislature's Interim Committee on Highways and in order that the Executive Department and the Legislature would be more fully informed concerning the administration of state parks in Oregon, did request Mr. William M. Tugman as Chairman, Mr. Ralph R. Cronise, Mr. J. W. Forrester, Jr., Mr. Herb Grey, Mr. George M. Henderson, Mr. Frank Jenkins, Mr. Fred E. Kiddle, Mr. Frank H. Loggan, Mr. Robert C. Notson, Mr. Arden X. Pangborn, Mr. Arch B. Sanders, since deceased, and Mr. Charles V. Stanton, all being members of the Oregon State Highway Department's Advisory Committee on Travel Information, to make such a study during the interim between the 1955 and the 1957 legislative sessions; and

WHEREAS, after lengthy discussion and due consideration, the committee decided to undertake the study referred to above, and therefore, adopted the following six point plan to guide its inquiries:

1. To ascertain what other states are doing in the development and management of state park systems.

2. To compile a summary statement of the present status of the state parks of Oregon -- number, locations, character of facilities, etc.

3. To prepare a breakdown showing expenditures, past and present, on the Oregon parks.

   (a) For maintenance.
   (b) For management.
   (c) For acquisition and planning.

4. To prepare plans for publicizing the state parks with the idea of increasing use for the traveling public.

5. To arrange hearings to learn the public's desires with reference to state parks.

6. To prepare recommendations with reference to what new machinery is needed, if any, for the future development and management of state parks under the Highway Commission, or otherwise; and

EXHIBIT "P" (Cont)

WHEREAS, the committee submitted a report to the Governor, Legislative Highway Interim Committee, and the Oregon State Highway Commission on July 16, 1956, setting forth the results of its inquiry and study and its recommendations; and

WHEREAS, the individual members of the Oregon State Highway Department's Advisory Committee, in addition to their duties on the Advisory Committee on Travel, and without pay, spent a great deal of time traveling and inspecting state parks in Oregon, Washington, and California; interviewing state park officials in this state and neighboring states; holding public hearings; and studying, discussing and formulating the material and recommendations set forth in the Committee's report to the Governor;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission that:

1. We, for and on behalf of the State of Oregon in general, and for the Highway Department in particular, hereby acknowledge with due appreciation the valuable, able, conscientious, and time-consuming service rendered to the State of Oregon by the Oregon State Highway Department's Advisory Committee as a whole, and by each member, Mr. William M. Tugman, Chairman, Mr. Ralph R. Cronise, Mr. J. W. Forrester, Jr., Mr. Herb Grey, Mr. George M. Henderson, Mr. Frank Jenkins, Mr. Fred E. Kiddle, Mr. Frank H. Loggan, Mr. Robert C. Notson, Mr. Arden X. Pangborn, the late Mr. Arch B. Sanders, and Mr. Charles V. Stanton, and we hereby record official recognition of this service.

2. A certified copy of this resolution be delivered to each of the above-named men.

3. That this resolution be entered in the minutes and records of this Commission as of the 18th day of December, 1956, as State Parks Resolution No. 10.

VOLUME 41

PART IV

PART IV

OF

VOLUME XLI

MINUTES OF OREGON STATE HIGHWAY COMMISSION

COVERING PERIOD

F R O M

JANUARY 1, 1957

TO

MARCH 31, 1957

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OREGON STATE HIGHWAY COMMISSION

Ben R. Chandler, Chairman
Chas H. Reynolds, Commissioner
M. K. McIver, Commissioner

- - - -

W. C. Williams, State Highway Engineer
Robert L. May, Jr., Acting Chief Counsel
H. B. Glaisyer, Secretary

- - - -

HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT

LOCATED AT SALEM, OREGON

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27647	Jan. 22	BIDS received on construction projects.
27650		COMMISSION MEETING MINUTES approved for November 8-9, 1956, December 17-18, 1956, and May 23, 1956.
		PARKS SUPT. reports on following matters:
		Malheur County. Owyhee Reservoir Park Area and Road. Nyssa meeting. Parks Supt. authorized to conduct study.
27651		Umatilla County. McNary Dam. Army Engineers to construct viewpoint and park facilities.
		State Park Fees for use of facilities in parks discussed and approved. See EXHIBIT "F".
		South Waldport Ocean Wayside. Lincoln County. Change of name to "William Keady Wayside" approved.
27652		Champoeg State Park. Marion County. Offer of Oregon Federation of Garden Clubs to furnish flower seeds and plants accepted.
		PARKS. Douglas County. Roseburg. Transfer of 16-acre park area from Veterans Administration to City authorized.
		PARKS. Curry County. Wedderburn area. Lloyd Corp. property. Transfer to State for park purposes near completion.
		REAL PROPERTY. Acquisition approved. See EXHIBIT "A".
		REAL PROPERTY. Acquisition of property not previously authorized.
27653		SALE OF MISCELLANEOUS PROPERTIES report accepted.
		RENTAL REPORT presented.
		REAL PROPERTY. Sale of parcels of property no longer needed for hwy. purposes. See EXHIBITS "B-1" through "B-7".
27654		ACCESS CHANGES on two properties approved.
		MARION COUNTY. North Santiam Secdy. Hwy. Mill City Section. Sale of 1.41 acres of excess property authorized.
27655		PARKS. Samuel H. Boardman State Park. Curry County. Acquisition of 113.9 acres approved.
		RIGHT OF WAY AGENTS. Appraisal I course at U of Oregon. Permission granted for 6 agents to take course in February, 1957.
		UMATILLA COUNTY. Pendleton-John Day Hwy. Pendleton. Location change and widening of 2 access points approved.
27658		CONDEMNATION OF REAL PROPERTY approved. See EXHIBITS "D-1" through "D-16".
27659		CONDEMNATION CASES tried. Counsel's report approved.
27660		CONDEMNATION CASES settled. Counsel's report approved.
27661		CONDEMNATION CASES. Offers for property approved.
		PUC MATTERS re Hwy. Commission. Counsel reports:
		Train speeds within limits of Cities less than 100,000 population.
		Union County. Old Oregon Trail. Glover Overcrossing construction.
		DOUGLAS COUNTY. Pacific Hwy. Myrtle Creek-Canyonville Section. McClure property. Settlement of r/w claim etc. authorized.

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27662	Jan. 22	COOS COUNTY. Oregon Coast Hwy. Hauser-North Bend Section. Buchner oyster beds. Settlement of claim approved.
		WASHINGTON COUNTY. Beaverton-Hillsdale Hwy. Contract #4313. Contractor-surety liable for Sussman dust damage claim.
		TILLAMOOK COUNTY. Oregon Coast Hwy. Fishery Point. Wilmarth property. Reciprocal conveyance and execution of indenture approved.
		CLAIMS. Abandonment of four damage claims approved.
27663		MULTNOMAH COUNTY. Portland. Steel Bridge. Glisan Street Approach. Legal proceedings against the Briscos authorized.
		DOUGLAS COUNTY. Pacific Hwy. Myrtle Creek-Canyonville Section. Brown property. Drilling of new well approved.
27664		DOUGLAS COUNTY. Pacific Hwy. Myrtle Creek-Canyonville Section. Puddicombe property. Well and approach road claim settled.
		CLAIMS. Quarterly report on damage claims to state property accepted.
		LEGISLATIVE MATTERS. Legislative Assembly - 1957. Counsel presented list of bills pertaining to highway matters.
27665		Permission granted for Mr. Mansfield, Legal and R/W Department, to appear before legislative groups re hwy. legislation.
		FEDERAL TAX STAMPS ON DEEDS for acquisition of hwy. r/w. Letters to Oregon Congressional Delegation protesting the tax signed.
		AWARD OF CONTRACTS. Engineer reports awards.
27666		JACKSON COUNTY. Pacific Hwy. Medford By-pass Routes discussed: Bear Creek-Hawthorne Park line approved. See EXHIBIT "J-1".
		UNFINISHED BUSINESS MATTERS discussed:
		RELOCATION OF TELEPHONE AND POWER LINE FACILITIES. Request for State to stand expense opposed by Commission.
27667		JACKSON COUNTY. Pacific Hwy. Medford By-pass route.
		WASCO COUNTY. The Dalles-California Hwy. Tygh Valley-Maupin Section. Request for hwy. improvement denied.
		The Dalles-Eightmile Creek Section extension suggested.
		MULTNOMAH COUNTY. Banfield Expressway. Fairview. Request for hwy. access. Report not complete.
		BAKER COUNTY. Baker. Request for improvements deferred:
		10th St.(US30)-Campbell St. Flashing beacon.
		Main St.(US30)-Washington St. Traffic signal.
		Resort St.-Washington St. Flashing beacon.
27668		JACKSON COUNTY. Ashland. Request for traffic signals:
		Pacific Hwy.-Walker Ave. Jct. Denied.
		Green Springs Hwy.-Walker Ave. Jct. Denied.
		Pacific Hwy.-Toleman Creek Road Jct. Flashing beacon approved.
		MULTNOMAH COUNTY. NE Portland Secdy. Hwy. Portland area:
		NE Cully Blvd. Jct. Traffic signals approved.
		NE Columbia Blvd. Jct. Flashing beacon approved.
		POLK COUNTY. Willamina-Salem Hwy. Rickreall west. Illumination of hwy. intersection approved.
27669		COOS COUNTY. Oregon Coast Hwy. Coos Bay-North Bend Section. Illumination agreement with PP&L Company approved.

Page	Date 1957	Subject
27669	Jan. 22	LINCOLN COUNTY. Oregon Coast Hwy. Gleneden By-pass. Illumination at 2 hwy. access points approved.
		LANE COUNTY. Pacific Hwy. Eugene north. Prairie Road Jct. Flashing beacon and luminaire units approved.
		LINCOLN COUNTY. Oregon Coast Hwy. Yachats-School Section. Footpath construction through business district approved. See EXHIBIT "K".
		COOS COUNTY. Powers Secdy. Hwy. Coos Bay-Roseburg Hwy. Jct. Revision in traffic channelization approved.
27670		COOS COUNTY. Empire-Coos Bay Secdy. Hwy.(Ocean Blvd.) Coos Bay. Central Ave.-West City Limits. Street widening denied.
		UMATILLA COUNTY. Pendleton-Cold Springs Hwy. Pendleton. Tutuilla Creek Bridge. Reconstruction to be investigated.
		CLACKAMAS COUNTY. Clackamas Secdy. Hwy. Clackamas RR Grade Crossing. Payment to SP RR Company for construction of spur track approved.
		SHERMAN-GILLIAM COUNTIES. Columbia River Hwy. Big Eddy-Blalock Section. Agreement with Army Engineers for paving approved.
27671		STATE HIGHWAY REVENUES to Cities and Towns. July 1-December 31, 1956. Destribution resolution submitted. See EXHIBIT "E".
		FOREST HIGHWAY PROGRAM REVISIONS. Changes approved and letter to BPR, Washington, D.C., signed.
27672		EXTENSIONS OF TIME to complete contracts granted.
27674		CONTRACTS completed and accepted. See EXHIBIT "C".
27675		COUNTY FAS SYSTEM ADDITIONS approved in Union-Wallowa Counties.
		COUNTY FAS ADDITIONAL ROAD PROJECTS approved.
27676		MULTNOMAH COUNTY. Columbia River Hwy. Rooster Rock Park Interchange. Increase of project authorization approved.
		YAMHILL COUNTY. Bellevue-Hopewell Secdy. Hwy. Hopewell Section. Location survey adopted. See EXHIBIT "J-2".
		COOS COUNTY. Empire-Coos Bay Secdy. Hwy. Coos Bay-Empire Section. Speed zones established. See EXHIBIT "I".
27677		CURRY COUNTY. Oregon Coast Hwy. Gold Beach north. Nesika Beach area. Request for speed zone denied.
		WASHINGTON COUNTY. Tualatin Valley Hwy. Canyon Lane Jct. No parking zone established. See EXHIBIT "L".
		TRAVEL - OUT OF STATE approved for: W. C. Williams to Los Angeles, March 5-7, 1957. Forrest Cooper to San Francisco, February 4-5, 1957. W. C. Williams to Spokane, February 7-8, 1957. Carl W. Jordan to Dallas, Texas, March 21-April 1, 1957.
27678		Gene Maudlin to Los Angeles, April 3-14, 1957. W. C. Williams and G. S. Paxson, to Olympia, January 31, 1957.
		MEMBERSHIP DUES - 1957. Payment of dues for AASHO, WASHO, and American Road Builders Association authorized.
		STATE HIGHWAY BUILDING. Coffee and Snack Bar. Request from Commission for the Blind to install bar to be investigated.
		WASHINGTON COUNTY. Pacific Hwy. West. Onion Flat-Middleton Section. Settlement of Peterson property damage claim approved. Settlement of Cereghino property damage claim approved.

Page	Date 1957	Subject
27679	Jan. 22	CLACKAMAS COUNTY. Clackamas Secdy. Hwy. Clackamas RR Overcrossing. Abandonment agreement approved.
		CLACKAMAS COUNTY. Clackamas Secdy. Hwy. Clackamas RR Overcrossing. Overcrossing completed and ready for use. See EXHIBIT "G".
		PREQUALIFICATION FORM REVISION approved.
		POLK COUNTY. Salmon River Hwy. Wallace Bridge-Sheridan Unit. Supplemental throughway agreement with County approved.
		SECRETARY'S REPORT on papers signed approved.
		COMMISSION MEETING DATES set for February 28-March 1, 1957, and March 28-29, 1957.
		KLAMATH COUNTY. Willamette Hwy. Odell Lake Maintenance Station. Settlement of Luellwitz pipeline damage claim approved.
27680		MALHEUR COUNTY. Old Oregon Trail. Olds Ferry-Ontario Section. Three power agreements with Idaho Power Company approved.
		WASCO COUNTY. Columbia River Hwy. Chenoweth-The Dalles Section. Agreement with Chenowith Irrigation approved.
		DOUGLAS COUNTY. Pacific Hwy. Shady-Booth Ranch Section. Roberts Mt. Slide area. Contract project to remove slide approved.
		MARION COUNTY. Silver Creek Falls Secdy. Hwy. Salem. 12th Street. Designation as hwy. route. See EXHIBIT "H".
		COMMISSION MEETING RECESSED at 12:00 noon to reconvene at 2:30 p.m.
27681		CONTRACTS. Award of contracts publicly announced.
27682		AGREEMENTS and other papers signed.
27684		COMMISSION MEETING ADJOURNED at 3:30 p.m.
	Jan. 23	COMMISSION MEETING RECONVENED at 9:00 a.m.
		BIDS received on construction projects.
27686		POLK COUNTY. Willamina-Salem Hwy. Dolph Corner-Rickreall illumination project. Walton bid accepted.
		OREGON ROADSIDE COUNCIL. Old Oregon Trail and Pacific Hwy. Discussion of prohibiting signboards along hwys.
27687		TILLAMOOK COUNTY. Delegation requests consideration for following: Oregon Coast Hwy. Bay City-Garibaldi Section. Hwy. improvement. Netarts Secdy. Hwy. Tillamook River Bridge. Bridge construction. Little Nestucca Secdy. Hwy. Hwy. improvements.
27688		COMMISSION MEETING RECESSED at 11:10 a.m. to reconvene at 2:00 p.m.
		GRANT COUNTY. Request for following improvement projects: Pendleton-John Day Hwy. John Day north. Cutoff route. John Day Hwy. Improvement of several sections.
		CLATSOP COUNTY. Astoria. Delegation discusses: Proposed Columbia River Bridge and meeting at Olympia.
27689		Astoria east and west. Signboards and turnouts requested. Megler Ferry Landing. Signboards and turnouts requested.
		CLATSOP COUNTY. Astoria. Columbia River Bridge (proposed). Financing and other problems discussed.
27690		CONTRACTS. Award of contracts publicly announced.
27691		LINCOLN COUNTY. Oregon Coast Hwy. Otter Crest. Badley property. Use of "Lookout" in naming Depoe Bay building protested.
		COMMISSION MEETING ADJOURNED at 3:00 p.m.

Page	Date 1957	Subject
27692	Jan. 23	EXHIBIT "A". Real property acquisition.
27725		EXHIBITS "B-1" through "B-7". Sale of excess property.
27737		EXHIBIT "C". Contracts completed and accepted.
27740		EXHIBITS "D-1" through "D-16". Condemnations.
27781		EXHIBIT "E". State Highway Revenues to Cities and Towns.
27788		EXHIBIT "F". State Park Fees for use of facilities.
27792		EXHIBIT "G". Clackamas County. Clackamas Secdy. Hwy. Clackamas RR Overcrossing completed and ready for use.
27794		EXHIBIT "H". Marion County. Silver Creek Falls Secdy. Hwy. Salem. 12th Street. Designation as hwy. route.
27796		EXHIBIT "I". Speed zones established.
27798		EXHIBITS "J-1" - "J-2". Surveys adopted.
27802		EXHIBIT "K". Lincoln County. Oregon Coast Hwy. Yachats-School Section. Footpath construction.
27803		EXHIBIT "L". No parking zone established.
27804	Feb. 28	BIDS received on construction projects.
27808		COMMISSION MEETING MINUTES approved for January 22-23, 1957.
		RECREATIONAL AREAS DEVELOPMENT. Snake River and Owyhee Reservoir. Report given by Mr. Bell on possibilities.
27809		PARKS SUPT. report on following matters:
		Vista House. Multnomah County. Installation of water pipe approved.
		Lincoln County. Depoe Bay Concession Building. Badley protest against use of "Lookout" in name denied.
		Sunset Bay State Park. Coos County. Authority granted to negotiate for acquisition of land.
27810		Fort Stevens State Park. Clatsop County. Iredale Road opening and maintenance approved.
		Beaches. Use of beaches by autos discussed.
		Clackamas County. North Fork Clackamas River Hydroelectric Project. Report on recreational development by PGE.
		Fire Protection Services. State Board of Forestry. Service payment from January 1, 1953, to August 3, 1955, approved.
27811		Vista House. Multnomah County. Objection of Mrs. Moore against Mr. Flaucher for sale of food items discussed.
		Ochoco Lake State Park. Crook County. Installation of log float approved conditionally.
		Owyhee Reservoir. Malheur County, Progress report on proposed recreational developments presented.
		Travel - Out of State. Parks Supt. to Washington, D.C., March 7, 1957, for National Conference on State Parks.
27812		REAL PROPERTY. Acquisition approved. See EXHIBIT "A".
		MISCELLANEOUS SALES AND SUPPLEMENTAL RENTAL REPORTS presented.
		COOS COUNTY. Oregon Coast Hwy. McCullough Bridge. Brelage property. Cancellation of old lease and new lease approved.
		SALE OF EXCESS PROPERTY authorized. See EXHIBITS "B-1"
27813		through "B-6".
		ACCESS CHANGES on four properties approved.
		BENTON COUNTY. Corvallis-Newport Hwy. Corvallis-Philomath Section. Neer property. Conveyance of land to owners approved.

Page	Date 1957	Subject
27813	Feb. 28	CURRY COUNTY. Oregon Coast Hwy. Gold Beach-Cape Sebastian Section. Larson property. Owner's offer declined.
27814		DOUGLAS COUNTY. Pacific Hwy. Ford Bridge Unit. Forest Protective Ass'n. Settlement of well damage claim approved.
		MALHEUR COUNTY. Rome Flight Strip. Transfer to State Board of Aeronautics approved.
		COOS COUNTY. Coos River Secdy. Hwy. Catching Slough-Chandler Bridge Section. Location of phone line easement granted.
		CURRY COUNTY. Oregon Coast Hwy. North Brookings Section. West Coast Tel. Company. Exchange of easements approved.
		YAMHILL COUNTY. Pacific Hwy. McMinnville. Adams Street. Hackney property. Deeding back 0.29 acre to owner approved.
		LINCOLN COUNTY. Newport. Pacific View. 574 lots deeded to State for park purposes in exchange of property.
27815		LANE COUNTY. Pacific Hwy. Eugene. 7th St. Connection. Sale of ½ acre excess property authorized. See EXHIBIT "B-6".
		WASHINGTON COUNTY. Tualatin Valley Hwy. Forest Grove-Hillsboro Section. Sale of 0.33 acre approved conditionally.
		CLATSOP COUNTY. Astoria area. Installation of historical signs on r/w denied. Approach roads to signs on private property approved.
27816		COMMISSION MEETING RECESSED at 11:50 a.m. to reconvene at 2:00 p.m.
		CONDEMNATION OF REAL PROPERTY approved. See EXHIBITS "D-1" through "D-13".
27820		CONDEMNATION CASES tried. Counsel's report approved.
27821		CONDEMNATION CASES settled. Counsel's report approved.
27822		CONDEMNATION CASES. Offers for property approved.
27823		PUC MATTERS re Hwy. Commission. Counsel reports:
27824		Lincoln County. Toledo. Fir Street and County Road #530. SP Company trackage across streets.
		Marion County. Oregon Electric Rwy. Company. Orville. County Road #906 Jct. Grade separation reconstruction.
		Clackamas County. SP Company. Tillamook Branch. Oswego-Bryant Station Section. Rebuilding of overcrossing.
		Umatilla County:
		Pendleton-Cold Springs Hwy. 3 private road crossings.
		Columbia River Hwy. Cold Springs Jct. Undercrossing.
		JACKSON COUNTY. Pacific Hwy. COPCO vs State Hwy. Commission. Claim for overhang easements to be referred to Supreme Court.
		YAMHILL COUNTY. Three Mile Lane Secdy. Hwy. McMinnville Airport-Dayton Jct. Section. Settlement of Pearson claim re septic tank.
27825		LEGAL AND RIGHT OF WAY DEPARTMENT. Salary increases for 7 attorneys approved.
		LAKE COUNTY. Klamath Falls-Lakeview Hwy. Lakeview west. Thomas Creek Drainage District. Drainage problem referred to Counsel
27826		LEGISLATIVE MATTERS. 1957 Legislature. Counsel presented report.
		ACCESS CONTROL. Proposed change in policy re control of access to
27827		hwys. discussed. Action deferred to next meeting.
		COURT CASES. Counsel presented report on 3 cases. Claims to be resisted.

Page	Date 1957	Subject
27828	Feb. 28	WHEELER COUNTY. Ochoco Hwy. Mitchell. Sigfrit vs State of Oregon. Case set over to April 8, 1957, re flash flood damage.
		TILLAMOOK COUNTY. Wilson River Hwy. Tillamook-Donaldson Section. Paving contract awarded to Calkins Crushing Company.
		COOS COUNTY. Seven Devils Chrome Mine Access Road. Transfer of title to County approved.
		LOAD LIMITS. Placed on 7 hwy. sections and removed on 1 section.
27829		PUBLIC EMPLOYEES FAITHFUL PERFORMANCE BOND. Aetna Casualty and Surety Company bid accepted for $50,000 3-year bond.
		CLATSOP COUNTY. Astoria-Megler Ferry. No change in charges for livestock @ 50¢ a head.
		MULTNOMAH COUNTY. Banfield Expressway. Fairview Avenue Jct. Request for hwy. access denied.
		Arata Road and Rockwood Road Jcts. to have additional signs.
27830		WEIGHMASTER OPERATIONS. Report accepted.
		UNFINISHED BUSINESS MATTERS discussed:
		UMATILLA COUNTY. Pendleton. Tutuilla Creek Bridge. Bridge reconstruction project still pending.
		COFFEE AND SNACK BAR. State Hwy. Building basement. Request for Blind to install bar referred to Secretary of State.
		CLATSOP COUNTY. Astoria area. Historical signs on r/w denied. Off r/w approved with approach roads to signs.
27831		INCREASE IN PROJECT AUTHORIZATIONS approved for: Contracts #4650, #4632, #4326, and #4646.
		UMATILLA COUNTY. Athena. Watermans Gulch. Main St. Hwy. Route. Construction of new culvert to handle flood waters approved.
		CLATSOP COUNTY. Oregon Coast Hwy. Seaside. Mill Creek. Installation of culvert and tide gates as FA Project approved.
27832		CLATSOP COUNTY. Seaside. Roosevelt Drive By-pass Route. Engineer to investigate new High School location.
		COUNTY FAS SYSTEM PROPOSED ADDITIONS approved in Douglas and Lake Counties.
		COUNTY FAS SYSTEM PROJECTS for 1958-59. List of projects approved.
27833		LINCOLN COUNTY. Waldport area. Request for 2 shoulder widening projects denied.
		KLAMATH COUNTY. The Dalles-California Hwy. Klamath Falls. Reimbursement to City for destruction of tennis court approved.
27834		STATE TAX STREET FUNDS. Plans approved. See EXHIBIT "E".
		LANE COUNTY. McKenzie Hwy. Finn Rock-Elk Creek Section. East Unit. Request for 0.28 mile extension deferred.
		EXTENSIONS OF TIME to complete contracts granted.
27836		CONTRACTS completed and accepted. See EXHIBIT "C".
27837		WASHINGTON COUNTY. Pacific Hwy. West. Tigard. Request for school crossing signals as follows:
		Greenburg Road Jct. Traffic signal approved.
		St. Anthony's Parochial School. Signals denied.

Page	Date 1957	Subject
27837	Feb. 28	CLATSOP COUNTY. Oregon Coast Hwy. Warrenton. Fort Stevens Secdy. Hwy. Jct. Request for improvements denied.
		LINCOLN COUNTY. Oregon Coast Hwy. Oceanlake. Columbus St. north. Pruning foliage and shrubbery on divider strip approved.
		SPEED ZONES ESTABLISHED as follows:
		Linn County. Halsey-Sweet Home Secdy. Hwy. Brownsville. See EXHIBIT "H-1".
		Washington County. Tualatin Valley Hwy. Hillsboro. See EXHIBIT "H-2".
27838		Linn County. Pacific Hwy. East. Albany. See EXHIBIT "H-3".
		Washington County. Beaverton-Hillsdale Hwy. Beaverton-Multnomah County Line Section. See EXHIBIT "H-4".
27839		Lane County. Siuslaw Hwy. Tiernan. See EXHIBIT "H-5".
		SCRAP MATERIAL. Bend Shops. Scrap tires. Approved reimbursement of $100 to Wyatt's due to ice in tires.
		COOS COUNTY. Coos Bay. Dairy Queen neon sign. Payment for broken sign approved.
27840		CURRY COUNTY. Wedderburn. Bruner property. Knox suggestions for acquisition discussed. Usual procedure to be used.
		GILLIAM COUNTY. Wasco-Heppner Secdy. Hwy. Airforce Base Road Jct. Change in stop signs approved. See EXHIBIT "I".
		SIGNS. Request for installation of signs as follows:
		Douglas County. Pacific Hwy. North and south boundaries. Request denied.
		Clatsop County. Astoria area. Installation of signs on r/w denied. Approach roads to signs on private property approved.
27841		PERMITS FOR OVERWEIGHT AND OVERLENGTH VEHICLES. Substitution of wording in permit form approved. See EXHIBIT "J".
		PERMITS FOR VEHICLES OF 13.5 FEET HEIGHT OR LESS. Amendment to resolution of October 29, 1953, approved. See EXHIBIT "K".
27842		JOSEPHINE COUNTY. Pacific Hwy. Jumpoff Joe Creek-Louse Creek Unit. Proposed throughway and abandonment agreement deferred.
		SECRETARY'S REPORT ON PAPERS SIGNED approved.
		COMMISSION MEETING DATES set for March 28-29, 1957, regular, and tentatively for May 9-10, 1957.
		UNION COUNTY. Old Oregon Trail. Glover Overcrossing. Construction agreement with OWRR&N Company and UP RR Company approved.
		SPECIAL ONE-TRIP PERMITS FOR MACHINERY AND EQUIPMENT. Amendment of resolution #111-a of November 8, 1956, approved. See EXHIBIT "G".
		CURRY COUNTY. Oregon Coast Hwy. Rinehart Creek-Frankport Section. Nelson prehistoric gardens. Modification of access restrictions approved. Agreement to cover.
27843		TRAVEL - OUT OF STATE approved for F. B. Crandall, J. Al Head, Val Johnson, and L. E. George, to Seattle, April 11-12, 1957.
		UMATILLA COUNTY. Pendleton. Traffic study report approved.
		VOUCHERS. Auditor and Ass't. Auditor authorized to authenticate vouchers to Secretary of State for FA project funds. See EXHIBIT "F".

Page	Date 1957	Subject
27843	Feb. 28	CONTRACTS. Award of contracts publicly announced.
27845		MORROW COUNTY. Morgan-Arlington Road (proposed). Request for designation and construction of new road denied.
		LAKE COUNTY. Fremont Hwy. Lakeview. Hwy. improvement through City discussed.
27846		DESCHUTES COUNTY. Century Drive Secdy. Hwy. Bachelor Butte Extension. Request for extension of hwy. denied.
		COLUMBIA COUNTY. Columbia River Hwy. St. Helens. Columbia Blvd. Jct.-South City Limits. Paving unpaved portion for 1958 program.
		DELEGATION PROBLEMS discussed.
		COMMERCIAL BANK OF SALEM, Withholding Tax Money. Request for designation as depositary of money denied.
27847		CLATSOP COUNTY. Fort Stevens State Park. Appreciation expressed. Fort Stevens-north jetty road extension discussed.
		CLATSOP COUNTY. Cannon Beach. Motor vehicles use of beach discussed.
		CLACKAMAS COUNTY. Eagle Creek-Sandy Secdy. Hwy. Reclassification of hwy. to Group I approved.
		COMMISSION MEETING ADJOURNED at 4:45 p.m.
	Mar. 1	COMMISSION MEETING RECONVENED at 9:00 a.m.
		BIDS received on construction projects.
27852		MALHEUR COUNTY. Old Oregon Trail (old). Malheur River Bridge. Temporary Chester Road Connection approved.
		TRAVEL - OUT OF STATE approved for Gene Huntley to Purdue University, April 22-27, 1957, for Annual Hwy. Conference.
		WASHINGTON COUNTY. Sunset Hwy. Murray Road Jct. Request for improvement at intersection.
		WASHINGTON COUNTY. Pacific Hwy. West. Tigard. St. Anthony's Parish. Engineer to continue study of traffic hazard.
27853		MALHEUR COUNTY. Owyhee Reservoir. Gordon Gulch Road. Delegation urges park development and road construction. No action.
27855		MULTNOMAH COUNTY. Columbia River Hwy. Crown Point. Vista Cafe. Mrs. Moore's objection to food-beverage sales denied.
27856		COMMISSION MEETING RECESSED at 12:00 noon to reconvene at 2:00 p.m.
		LANE COUNTY. "Q" Street Route. Springfield Section. 19th St.-McKenzie Hwy. Connection. Survey to be completed.
		DOUGLAS COUNTY. Riddle County Road. Pruner Bridge contract awarded to West Coast Steel Works with County approval.
		LAKE COUNTY. Fremont Hwy. Lakeview. 3rd St.-9th St. Section. Hwy. improvement considered for 1958 on city-state basis.
27857		CONDEMNATION OF REAL PROPERTY approved. See EXHIBITS "D-14" through "D-17".
27859		LINN COUNTY. Pacific Hwy. East. Tangent. Bear Creek. Steiger property. Payment of $100 for fence replacement approved.
		LEGISLATIVE MATTERS. Bill for Relocation of Telephone and Power Line Facilities at State expense opposed by Commission. Bill re Center Line Striping. Solid line striping opposed by Commission.

Page	Date 1957	Subject
27860	Mar. 1	Bill for State responsibility in change of grade on state hwys. or county roads. Commission opposed to bill.
		Changing names to T. H. Banfield Expressway and Portland-Salem Expressway (R. H. Baldock Freeway) opposed.
		AGREEMENTS and other papers signed.
27862		CONTRACTS. Award of contracts publicly announced.
27864		COMMISSION MEETING ADJOURNED at 3:10 p.m.
27865		EXHIBIT "A". Real property acquisition.
27909		EXHIBIT "B-1" through "B-6". Sale of excess property.
27920		EXHIBIT "C". Contracts completed and accepted.
27922		EXHIBITS "D-1" through "D-17". Condemnations.
27968		EXHIBIT "E". State Tax Street Funds.
27970		EXHIBIT "F". Vouchers. Auditor and Ass't. Auditor authorized to authenticate vouchers to Secretary of State for FA project funds.
27971		EXHIBIT "G". Special one-trip permits for machinery and equipment.
27973		EXHIBITS "H-1" through "H-5". Speed zones established.
27983		EXHIBIT "I". Gilliam County. Wasco-Heppner Secdy. Hwy. Airforce Base Road Jct. Change in stop signs.
27985		EXHIBIT "J". Permits for Overweight and Overlength Vehicles.
27987		EXHIBIT "K". Permits for vehicles of 13.5 feet height or less.
	Mar.28	
27992		BIDS received on construction projects.
27996		PARKS SUPT. reports on following matters:
		Curry County. Coos-Curry County Electric Co-op. requests:
		Cape Sebastian State Park. Power line approved.
		Carpenterville-Brookings Wayside. Power line approved conditionally. Report.
		Multnomah County. Columbia Gorge. McLoughlin Park 80-acre tract. Acquisition from Portland approved.
27997		Lincoln County. Delake. 20 acres on Devils Lake. Offer of land for park purposes to be studied with other areas.
		Tumalo State Park. Deschutes County. McMullin property. Change in entrance road location approved.
		Coos County. Bandon. Coquille jetty south. Request for development as park area denied.
27998		Lane County. Woahink Lake. Small parcel of land deeded to the Flippens.
		Vista House. Multnomah County. Request from Robert-Moore interests for discontinuance of food sale denied.
		Nehalem Sand Spit State Park. Tillamook. Request from State Board of Aeronautics for flight strip approved. Agreement.
		Sunset Bay State Park. Coos County. Overnight camping facilities. Condemnation approved if necessary.
27999		1956 Annual State Parks Report. Commission complimented Parks Supt. re report.
		REAL PROPERTY. Acquisition approved. See EXHIBIT "A".
		MISCELLANEOUS SALES AND SUPPLEMENTAL RENTAL REPORTS presented.

Page	Date 1957	Subject
27999	Mar.28	MARION-LINN COUNTIES. Pacific Hwy. East. North Jefferson Jct.-Albany Section. Stiles property. Additional payment approved.
		UNION COUNTY. Old Oregon Trail. Meacham area. BPA land. Easement authorizing hwy. construction across land.
		HOOD RIVER COUNTY. Mt. Hood Hwy. Whiskey Creek Slide Area. Gates land. Exchange of properties approved.
		SALE OF EXCESS PROPERTY authorized. See EXHIBITS "B-1" and "B-2".
28000		DOUGLAS COUNTY. Pacific Hwy. Stockpile site. Easement granted to COPCO for installation of pole and anchor.
		GRANT COUNTY. John Day-Burns Hwy. Isee Road Jct. Request of Mr. Oliver to acquire 1.29 acres of land approved.
		YAMHILL-POLK COUNTIES. Salmon River Hwy. Ground lease agreement with subcontractor (R. S. Burch) approved.
		CONDEMNATION OF REAL PROPERTY approved. See EXHIBITS "J-1" through "J-16".
28004		MULTNOMAH COUNTY. Columbia River Hwy. Troutdale area. Martin property. New offer to be submitted to owners without frontage road.
28005		CONDEMNATION CASES tried. Counsel's report approved.
		CONDEMNATION CASES settled. Counsel's report approved.
28006		CONDEMNATION CASES. Offers for property approved.
28008		PUC MATTERS re Hwy. Commission. Counsel reports: Clackamas County. Oswego Hwy. Oswego. Hwy. connection. Yamhill County. McMinnville Secdy. Hwy. McMinnville. Orchard Avenue connection.
28009		Lane County. Siuslaw Hwy. Swisshome. County Road connection.
		LINCOLN COUNTY. Oregon Coast Hwy. Alexandria. Buford's Addition. "Consent to Vacate" several streets approved.
		LAKE COUNTY. Klamath Falls-Lakeview Hwy. Lakeview. O.V.L. Addition. "Consent to Vacate" alleys approved.
		DOUGLAS COUNTY. Pacific Hwy. Divide-Rice Hill Section. 2-acre tract. Conveyance to the Lawrences by quitclaim approved.
		CLATSOP COUNTY. Oregon Coast Hwy. Astoria. Astor St.-Bond St. Section. Quitclaim deeds on slope easements approved.
28010		CLAIMS. Abandonment of two damage claims approved.
		BAKER COUNTY. Baker-Homestead Hwy. Idaho Power Company. Revised agreement to be signed when Company concurs in changes.
28011		LEGISLATIVE MATTERS. Status of legislation re State hwys. reviewed by Counsel.
		ACCESS CONTROL. Proposed changes in policy re control of access to
28013		hwys. discussed and approved.
		AWARD OF CONTRACTS. Engineer reports awards.
28014		LOAD LIMITS placed on 3 hwy. sections.
		HWY. RECLASSIFICATION to Group I status on 3 State hwy. sections.
28015		USED EQUIPMENT AND SCRAP MATERIALS. Sale held March 25, 1957, presented and confirmed.
		"MANUAL ON UNIFORM CONTROL DEVICES FOR STREETS AND HIGHWAYS". Adoption of Manual discussed and approved.

Page	Date 1957	Subject
28015	Mar.28	KLAMATH COUNTY. Lake of the Woods Road. Placing road on secdy. system deferred pending County's adherence to original plan.
28016		CLATSOP COUNTY. Seaside. Roosevelt Drive By-pass Route. Construction of new high school not to conflict with hwy. construction.
		WASHINGTON COUNTY. Pacific Hwy. West. Tigard. St. Anthony's Parochial School. Signals again denied.
		LANE COUNTY. "Q" Street Route. Eugene-Springfield. Juvenile home (proposed). Exchange of land with County approved.
28017		LANE COUNTY. Eugene. "Big Y". Inquiry re progress in sale of State owned property.
		UNFINISHED BUSINESS MATTERS discussed:
		COOS COUNTY. Sunset Bay State Park. Overnight camping facilities.
		ACCESS CONTROL. Policy change re control of use of access.
		CLATSOP COUNTY. Seaside. Roosevelt Drive By-pass Route. Possibility of new school interfering.
		JOSEPHINE COUNTY. Pacific Hwy. Jumpoff Joe Creek-Louse Creek Unit. Throughway and Abandonment Agreement approved.
		WASHINGTON COUNTY. Pacific Hwy. West. Tigard. St. Anthony School traffic signal.
		INCREASE IN PROJECT AUTHORIZATIONS approved for: Contracts #4852, and #4513.
28018		SURVEYS completed and adopted on 8 hwy. sections. See EXHIBITS "G-1" through "G-5".
		CROOK COUNTY. Paulina Secdy. Hwy. Paulina-Beaver Creek Bridge Extension approved. See EXHIBIT "H".
28019		DOUGLAS COUNTY. North Umpqua Hwy. (FA). Agreement with BPR re placing of bituminous mat on hwy. approved.
		US COAST AND GEODETIC SURVEY AGREEMENT. Termination of agreement as of June 30, 1957.
		JACKSON COUNTY. Pacific Hwy. Medford By-pass route. Engineer presented status report on r/w acquisition.
		HARNEY COUNTY. Frenchglen Secdy. Hwy. Burns-The Narrows Section. Request for hwy. improvement denied.
		JOSEPHINE COUNTY. Engineer reports on following projects: Grants Pass. 6th St.-7th St. one-way couplet.
28020		Redwood Hwy. Rogue River Bridge and hwy. continuation.
		EXTENSIONS OF TIME to complete contracts granted.
		CONTRACTS completed and accepted. See EXHIBIT "D".
28021		COOS COUNTY. Charleston. South Slough Bridge Swing Span. Request for automatic controls deferred.
		COMMISSION MEETING RECESSED at 12:00 noon to reconvene at 2:00 p.m.
		COOS COUNTY. South Coos River Route (proposed). Coos Bay-Roseburg. Request for reconnaissance survey denied.
		COOS COUNTY. Coos Bay-Roseburg Hwy. Request for: Rink Creek-Myrtle Point Section. No funds for relocation.
28022		Camas Valley-Powers Jct. Section. Hwy. reconstruction solution for section.
		FEDERAL-AID COUNTY ROAD SYSTEM ADDITIONS. Clackamas-Marion. County road sections approved for FA County Road System.
		COOS COUNTY. Oregon Coast Hwy. Davis Slough-Bandon Section. Coquille-Bandon Section (old) to become secdy. hwy. Davis Slough-Coquille Section (old) to become extension of Coos Bay-Roseburg Hwy. See EXHIBIT "I".

Page	Date 1957	Subject
28023	Mar.28	COUNTY FEDERAL-AID ROADS. Clackamas-Harney-Wheeler Counties. List of projects for improvements approved.
28024		LINN COUNTY. Santiam Hwy.(Park St.). Lebanon. Grant St.-Oak St. Repaving center portion approved.
		MALHEUR COUNTY. Old Oregon Trail. Ontario north. Chester Blvd. Jct. Cloverleaf connection from old route approved conditionally.
28025		PRESS CLIPPING SERVICE. Subscribing to clipping service declined.
		COOS COUNTY. Powers Secdy. Hwy. Yellow Creek Section (old). Abandonment agreement approved. See EXHIBIT "C".
		MALHEUR COUNTY. I.O.N. Secdy. Hwy. Duncan Ferry Reservoir Site. Agreement with US Bureau of Reclamation for reimbursement for reconnaissance survey approved.
		SECRETARY'S REPORT on papers signed from February 26, to March 26, 1957, approved.
28026		COMMERCIAL BANK OF SALEM. Withholding Tax Money. Request for designation as depository of money approved.
		INSTALLATION OF AIDES TO NAVIGATION. Lease agreement with US Coast Guard. Columbia River Hwy. Deschutes River-John Day River Section.
		MARION COUNTY. R. H. Baldock Freeway. MP 28.50. Southbound lane. Permit to install public telephone booth approved.
		MARION COUNTY. Pacific Hwy. East. Salem south. Cherry City Bowling Alley. Shoulder parking prohibited. See EXHIBIT "F-1".
		WASHO. Houston, Texas, June 11-15, 1957. Selection of officials to attend meeting.
28027		TRAVEL - OUT OF STATE authorized for: G. S. Paxson to La Salle, Illinois, April 12, 1957, for Bridge Advisory Panel of AASHO Road Test. G. S. Paxson to Ames, Iowa, May 7-9, 1957, Iowa State College, for discussion of prestressed concrete. W. C. Williams to La Salle, Illinois, for AASHO Advisory Board meeting. Discussion of funds for travel expenses.
		SPEED ZONES ESTABLISHED as follows: Marion County. Jefferson Secdy. Hwy. Jefferson north. See EXHIBIT "E-1". Washington County. Beaverton-Tualatin Secdy. Hwy. Beaverton-Tigard Section. See EXHIBIT "E-2".
28028		WASHINGTON COUNTY. Beaverton-Aurora Secdy. Hwy. Scholls Secdy. Hwy. Jct. Through hwy. designation. Removal of stop sign approved.
		MULTNOMAH COUNTY. Pacific Hwy. East. Oregon Slough Bridge. Agreement with Peninsula Drainage District re dike approved.
		COMMISSION MEETING DATES set for April 19, regular, and May 16-17 and June 27-28, 1957, tentative.
		MALHEUR COUNTY. Owyhee Reservoir. Report on road and park improvements.

Page	Date 1957	Subject
28028	Mar.28	HARNEY COUNTY. Request for traffic signals as follows: Central Oregon Hwy. Burns east. RR Crossing. Denied. Burns-Crane Hwy. Burns. RR Crossing. Denied. Burns. Broadway St.-Monroe St. Jct. Flashing beacon approved.
28029		MULTNOMAH COUNTY. Portland. Interstate System. Planimetric map of Portland area authorized. BPR to handle.
		MARION-LINN COUNTIES. Pacific Hwy. East. North Jefferson Jct.-SPRR Overcrossing Unit. Throughway agreements approved.
		WALLOWA COUNTY. Enterprise-Lewiston Hwy. Payment to BPR for hwy. maintenance approved.
		UMATILLA COUNTY. Pendleton. Frazier Street. Request for cooperation in widening project denied.
28030		DOUGLAS COUNTY. Oregon Coast Hwy. Gardiner south. Longbell Lbr. Co. Log Dump. Permission granted to make improvements. No shoulder parking zone established. See EXHIBIT "F-2".
		UNION COUNTY. Old Oregon Trail. Ladd Canyon Section. County Sand Shed. Request for access to be investigated.
		DELEGATION PROBLEMS discussed.
		CONTRACTS. Award of contracts publicly announced.
28032		AGREEMENTS and other papers signed.
28034		COMMISSION MEETING ADJOURNED at 4:00 p.m.
	Mar.29	COMMISSION MEETING RECONVENED at 9:00 a.m.
28035		BEN R. CHANDLER. Retirement as Chairman of Commission announced.
		BIDS received on construction projects.
28039		COOS-DOUGLAS COUNTIES. Coos Bay-Roseburg. Hwy. Myrtle Point-Camas Valley Section. Hwy. improvement to be considered.
		JACKSON COUNTY. Pacific Hwy. Ashland By-pass (proposed). Siskiyou Blvd. widening to be investigated. Mountain Avenue Interchange. No action.
28040		CLACKAMAS COUNTY. Delegation requests considered: Marion County. Portland-Salem Expressway. Hayesville Interchange. Additional signs re tourist facilities on old route. Cascade Secdy. Hwy. improvement. Oregon City-Molalla Section. County FAS Hwy. Program. Surveys for r/w acquisition.
		LINN-BENTON COUNTIES. Albany-Corvallis Hwy. Request for hwy. improvement referred to Engineer for cost study.
28041		WASHINGTON COUNTY. Beaverton-Aurora Secdy. Hwy. Progress-Beaverton Section. Speed zone established on previous day.
		CURRY COUNTY. Cape Sebastian State Park. Carpenterville-Brookings Wayside. Power line construction referred to Parks Supt.
		MULTNOMAH COUNTY. Banfield Expressway. 102nd Avenue. Repair of septic tank authorized on rental property.
28042		BAKER COUNTY. Baker-Homestead Hwy. Idaho Power Company. Signed copies of agreement returned from Power Company.
		LEGISLATIVE MATTERS. Champoeg State Park Memorial Building bill. $105,000 authorized as hwy. share for building construction.
		GRANT COUNTY. John Day-Burns Hwy. Canyon City area. Kerner mining claim. Removal of fence from hwy. r/w by April 1, 1957.
		SAFETY REGULATIONS. State truck drivers. Training program being conducted emphasizing safety precautions.
		COMMISSION MEETING RECESSED at 12:00 noon to reconvene at 2:00 p.m.

Page	Date 1957	Subject
28043	Mar.29	LINCOLN COUNTY. Oregon Coast Hwy. Delake. Devils Lake. Offer of 25 acres for park purposes to be studied with other areas.
		KLAMATH COUNTY. Lake of the Woods Road. Designation as secdy. hwy. deferred pending County taking over section of Klamath Lake Secdy. Hwy.
28044		CROOK COUNTY. O'Neil Secdy. Hwy. MP 9.20 - MP 17.81. Load limit lifted.
		BAKER COUNTY. Old Oregon Trail. Haines-Baker Section. Report on dangerous condition existing. Engineer to investigate.
		CONTRACTS. Award of contracts publicly announced.
28046		COMMISSION MEETING ADJOURNED at 3:10 p.m.
28047		EXHIBIT "A". Real property acquisition.
28075		EXHIBITS "B-1" - "B-2". Sale of excess property.
28078		EXHIBIT "C". Coos County. Powers Secdy. Hwy. Yellow Creek Section (old). Abandonment agreement.
28080		EXHIBIT "D". Contracts completed and accepted.
28082		EXHIBITS "E-1" - "E-2". Speed zones established.
28086		EXHIBITS "F-1" - "F-2". No shoulder parking zones established.
28090		EXHIBITS "G-1" through "G-5". Surveys completed and adopted.
28098		EXHIBIT "H". Crook County. Paulina Secdy. Hwy. Paulina-Beaver Creek Bridge Extension.
28100		EXHIBIT "I". Coos County. Oregon Coast Hwy. Davis Slough-Bandon Section (old). Disposition of section.
28102		EXHIBITS "J-1" through "J-16". Condemnations.

Portland, Oregon
January 22, 1957

The Oregon State Highway Commission met in regular session at 9:00 a.m. in the Queens Room of the Imperial Hotel. Present were:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
Robert L. May, Jr., Acting Chief Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
H. G. Glaisyer, Secretary

Bids as follows were opened and read aloud by the Secretary who then announced that the Commission would award contracts at 3:00 p.m. in the same room.

COOS AND DOUGLAS COUNTIES
MYRTLE POINT-CAMAS VALLEY ROCK PRODUCTION PROJECT ON THE COOS BAY-ROSEBURG HIGHWAY

C. C. Meisel, McMinnville	$ 48,500.00
Calkins Crushing Co., Oceanlake	53,200.00

DOUGLAS AND JOSEPHINE COUNTIES
AZALEA-MACKIN GULCH ROCK PRODUCTION PROJECT ON THE PACIFIC HIGHWAY

Calkins Crushing Co., Oceanlake	$ 30,500.00

DOUGLAS COUNTY
GRADING MISSOURI BOTTOM-FORDS BRIDGE UNIT, MYRTLE CREEK-CANYONVILLE SECTION OF THE PACIFIC HIGHWAY

Kuckenberg Construction Co., Portland	$1,049,843.00
Roy L. Houck & Sons, Salem	1,138,307.50
Earl L. McNutt Co., Eugene	1,154,825.00
G. D. Dennis & Sons, Portland	1,174,712.50
White Bros. Co., Walla Walla, Wn.	1,279,137.50
Gibbons & Reed Co., Portland	1,355,095.00
Donald M. Drake Co., Portland	1,438,063.00
Morrison-Knudsen Co., Seattle, Wn.	1,785,315.00

27648

LANE COUNTY
INSTALLATION OF TRAFFIC SIGNALS AT THE INTERSECTION OF SIXTH AND SEVENTH AVENUE ON GARFIELD STREET IN THE CITY OF EUGENE

Trowbridge Electric Co., Roseburg	$ 7,795.00

LINCOLN COUNTY
CONSTRUCTION OF CAMPING AREA AND ROADWAYS IN BIG CREEK PARK OVERNIGHT CAMP EXPANSION PROJECT, ABOUT 3 MILES SOUTH OF WALDPORT

Angell Bros., Eastside	6,783.00
Butler Contracting Co., Inc., Salem	7,741.00
Parker & Fuhrman, Portland	10,565.00
James G. Robertson, Clackamas	11,555.00
Keiser Sand & Gravel Co., Salem	11,749.75
Q. L. Rufener, Inc., Portland	12,317.50
Henry H. Miller Contractors, Inc., Roseburg	12,607.50
Standard Construction Co., Portland	13,060.00
Hamson & Myers, Oswego	14,932.50
Schrader Construction Co., Portland	23,445.00

LINCOLN COUNTY
CONSTRUCTION OF UTILITY BUILDING AND SERVICE FACILITIES IN BIG CREEK PARK CAMP FACILITIES EXPANSION PROJECT, ABOUT 3 MILES SOUTH OF WALDPORT

Robert I. Randolph, Salem	18,211.00
Enoch I. Maerz, Salem	18,485.30
Butler Contracting Co., Inc., Salem	18,703.75
Schrader Construction Co., Portland	19,299.00
P. S. Lord Mechanical Contractors, Portland	23,842.25
James G. Robertson Clackamas	23,901.00
Q. L. Rufener, Inc., Portland	24,756.78
Lee-Built Homes & John D. Backman, Springfield	27,670.00
Standard Construction Co., Portland	28,486.00

MARION COUNTY
PAVING ON THE SUBLIMITY GUN CLUB-STOUT CREEK SECTION OF OF THE NORTH SANTIAM HIGHWAY

Roy L. Houck & Sons, Salem	560,153.20
Rogers Construction Co., Portland	569,225.50
Vernie Jarl, Gresham	579,518.50
J. C. Compton Co., McMinnville	588,287.00
Parker-Schram Co., Portland	655,768.40
Newport Construction Co., Portland	657,406.80
J. Ira McNutt Construction Co., Springfield	668,060.00
Dorman Construction Co., Vancouver, Wn.	683,030.00
Acme Construction Co., Redmond, Wn.	746,231.00
Porter W. Yett, Portland	784,272.50

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TILLAMOOK COUNTY

CONSTRUCTION OF CAMP AREA, ROADWAYS AND FOOTPATHS IN CAPE LOOKOUT PARK OVERNIGHT CAMP EXPANSION PROJECT, ABOUT 10 MILES SOUTHWEST OF TILLAMOOK

Eugene Gardens, Eugene	$ 15,827.70
Standard Construction Co., Inc., Portland	16,910.00
Ray V. Hutton, General Construction, Portland	17,317.00
Johnson & Amens, McMinnville	19,145.00
Parker-Fuhrman, Portland	21,028.00
Tittle Construction Co., Tillamook	22,068.00
Henry H. Miller Contractors, Inc., Roseburg	25,242.50
Barger Construction Co., Gresham	28,965.00
Q. L. Rufener, Inc., Portland	33,260.00
Schrader Construction Co., Portland	36,210.00

TILLAMOOK COUNTY

CONSTRUCTION OF STANDARD LATRINE AND UTILITY BUILDING IN CAPE LOOKOUT PARK CAMP FACILITIES EXPANSION PROJECT, ABOUT 10 MILES SOUTHWEST OF TILLAMOOK

Lloyd G. Sperling, Tillamook	$ 34,719.23
Enoch I. Maerz, Salem	35,808.37
R. I. Randolph Construction Co., Salem	36,061.08
Gilbert Roberts, Hood River	37,634.50
Johnson & Amens, McMinnville	37,874.85
Schrader Construction Co., Portland	38,570.00
Q. L. Rufener, Inc., Portland	42,681.86
P. S. Lord Mechanical Contractors, Portland	49,897.00
Standard Construction Co., Inc., Portland	56,320.00

TILLAMOOK COUNTY

PAVING ON TILLAMOOK-DONALDSON SECTION OF THE WILSON RIVER HIGHWAY, EAST FROM TILLAMOOK

Calkins Crushing Co., Oceanlake	$ 289,226.20
C. C. Meisel, McMinnville	311,049.50
The Central Heating Co., Ore. Ltd., Eugene	317,397.10
Babler Bros., Inc., Portland	341,894.00
K. F. Jacobsen & Co., Inc., Portland	361,687.50
Rogers Construction Co., Portland	362,281.00
The United Contracting Co., Portland	395,693.80
Porter W. Yett, Portland	404,575.80

UMATILLA COUNTY

GRADING AND OILING AND CONSTRUCTION OF TWO CONCRETE BRIDGES ON THE CAYUSE-THORNHOLLOW SECTION OF THE ADAMS-CAYUSE COUNTY ROAD

Vernie Jarl, Gresham	$ 183,445.00

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Grading and Oiling and bridge construction on the Cayuse-Thornhollow Section - Cont.

K. C. Dack Construction Co., Milton-Freewater	$ 204,164.00
Rogers Construction Co., Portland	228,620.50
Babler Bros., Inc., Portland	257,699.00

UMATILLA AND UNION COUNTIES
PENDLETON-HILGARD ROCK PRODUCTION PROJECT ON THE OLD OREGON TRAIL HIGHWAY

Umatilla Ready Mix Co., Umatilla	$ 49,950.00
Vernie Jarl, Gresham	63,750.00
C. C. Meisel, McMinnville	65,850.00
C. E. Leseberg, Nyssa	82,500.00
Rogers Construction Co., Portland	120,000.00
Calkins Crushing Co., Oceanlake	120,000.00

The Commission approved the minutes for the regular meetings of the Commission held November 8 and 9, 1956, and on December 17 and 18, 1956. The minutes of the public hearing that was held on May 23, 1956, in Albany concerning relocation of the Pacific Highway were also approved by the Commission.

The Parks Superintendent reported on the following park matters:

1. Meeting at Nyssa concerning proposed park and highway facilities at Owyhee Reservoir in Malheur County: The Parks Superintendent stated that he had recently attended a meeting in Nyssa concerning the recreational value of this area, the cost of constructing a road into the area, and the development of park facilities at the Reservoir. At the meeting were representatives of the U. S. Bureau of Reclamation, the U. S. National Park Service, the Bureau of Public Roads, the State Game Commission, the Ontario, Vale, Nyssa, and Portland Chambers of Commerce, and the State Highway Department. It was pointed out at the meeting that the cost to construct a road to the dam to accommodate an estimated 160,000 visitors in three months' time, or 500 cars per day, would be approximately $1,000,000, which is very high in relation to the number of people who will use it. The group decided to ask the State Highway Commission to sponsor the project and to arrange to place the road on the Federal Secondary Highway system. It was his opinion that the Parks Division should make an independent study of the area as to use and cost. The Engineer observed that the reservoir area is approximately 20 miles from the nearest state highway but it was his feeling that the 1957 Legislature may repeal the existing law which provides that state parks must be adjacent to highways and in that event the area could be developed without the road leading to it. Commissioner Reynolds inquired as to how important development of the road to the Reservoir is in relation to use of

the proposed park area. The Parks Superintendent replied that the existing roads will take care of the present traffic but would not be adequate if the amount of use increases materially. Commissioner Reynolds then inquired if proposed park developments around the Snake River Reservoirs would compete with the Owyhee project. The Parks Superintendent replied in the affirmative but pointed out that plans for development on the Snake River are still very indefinite, although present plans do provide that reservoir levels will be held reasonably constant during the summer months, which will make the reservoirs very attractive for recreational purposes. Chairman Chandler stated that from the information at hand it appears that use of the Owyhee project will be primarily for the benefit of people in Idaho as the nearest population center is in the state of Idaho. As a result of the discussion the Commission granted the Parks Superintendent authority to conduct a study of the Owyhee project as he suggested.

2. Request of Umatilla County Development Association for construction of a view point and park facilities at the east city limits of Umatilla, opposite McNary Dam: A study was made of this proposed site, the Parks Superintendent stated, and it was found that the U. S. Army Corps of Engineers has plans for a development at the same location and have arranged with the Highway Department for entrance to and from the state highway. As the development is being taken care of, he recommended that the request be denied. The Commission accepted his recommendation.

3. Fees to be charged for use of facilities in state parks during 1957: The Parks Superintendent presented a schedule of fees and pointed out briefly that in most cases they are the same as in 1956. An increase, however, is recommended from $1.25 to $1.50 for overnight trailer camping. This new price, he stated, will be in line with charges made by private operators, and in addition, the cost to provide facilities for trailer use is considerably more than for tent-camp use. He also called attention to the necessity for establishing a checking-out hour as at times there are a number of cars waiting for space at the park entrance. He mentioned that for the first time, operation of Honeyman State Park is in the "black" and no appreciable number of complaints have been filed concerning the charge for use of the bathhouse facilities. Total park attendance in 1955, he stated, was 6,800,000 people, and 7,500,000 people visited state parks in 1956. The Commission approved the fees for park use during the year 1957 as recommended and also approved establishment of a check-out time. The attached resolution relative thereto, marked EXHIBIT "F", which resolution by this reference is made a part hereof with like effect as though extended in full herein, was thereupon adopted by the Commission by unanimous vote.

4. Renaming the South Waldport Ocean Wayside as requested by William F. Keady of Waldport: The Parks Superintendent stated that in 1937 Mr. and Mrs. William F. Keady deeded to the State 10.2 acres of land in South Waldport. Mr. William P. Keady, father of William F. Keady, was the first owner of this land, having obtained it from the federal government by means of a commissioner's certificate. The area, he

stated, was known for a number of years as Keady Park but was later changed to South Waldport Ocean Wayside. He recommended that the name be changed to "William Keady Wayside", as requested by the donors and in honor of Mr. Keady, who was a public-spirited person. The Commission approved the change in the name as recommended.

5. Offer of the Oregon Federation of Garden Clubs to assist in development of Champoeg State Park by furnishing native flower seeds and plants: The Parks Superintendent explained that during the past several years landscaping has been undertaken in this park by using native shrubs and trees to provide a sort of native arboretum. Planting of flowers has been discussed but not undertaken as it is difficult and expensive to obtain the necessary seeds and plants. The Federation of Garden Clubs, he said, now offers to furnish flower seeds and plants to provide additional interest in the park area. He recommended that cooperation of the garden clubs be accepted. The Commission approved his recommendation with the understanding that the project will not involve an excessive expenditure of highway funds.

Proposed transfer of park area at Roseburg secured from the U.S. Government Veterans Administration: The Parks Superintendent stated that the City of Roseburg has offered to take over the 16 acre tract that recently was acquired from the Federal Government under the provisions of the Recreational Act, if Federal approval can be secured. He recommended acceptance of the offer and that he be authorized to negotiate for transfer of the property to the City without charge on condition that no access to the highway shall be allowed. The Chief Counsel pointed out that the property was secured from the Federal Government for recreational purposes and if it is not so used, title will revert to the Government. The Commission authorized negotiations to transfer the property to the City by deed or lease without access to the highway, provided that necessary assurance is given that it will be used for recreational purposes only and that the property will revert to the State if used otherwise.

Proposed transfer by Lloyd Corporation of property near Wedderburn for park purposes: The Parks Superintendent reported that he has been informed by an official of the Lloyd Corporation that necessary legal procedure to effect the transfer of the property to the State will soon be completed and that title will be transferred to the State within a short time.

The Right of Way Engineer presented for consideration options secured for acquisition of real property that is needed for state highway right of way or for other purposes. After consideration, the Commission unanimously approved closing the options at the prices mentioned therein by adopting the attached resolution relative thereto, marked EXHIBIT "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Right of Way Engineer reported that in connection with the improvements of several state highway sections it has become necessary to acquire land for which authority had not been previously granted. He asked

the Commission to authorize him to negotiate for acquisition of the following:

COUNTY	SECTION	FILE NO. AND NAME	PURPOSE	AREA	HIGHWAY
Grant	Beech Creek	25967 R. E. Sproul	Quarry	9.98 ac.	Pendleton-John Day
		25968 U. S. Forest Service	Haul Road	.27 ac.	"
Lane	Springfield-Waterville	25969 John L. Beeson	Drainage Ditch	.21 ac.	McKenzie
Marion	Mill City-Gates	25972 Ray S. and Marie Peterson	Scale Site	.55 ac.	North Santiam

The Commission granted authority as requested.

A report was presented by the Right of Way Engineer showing Miscellaneous Property Sales which have been made since the last Commission meeting. The Commission accepted the report. (For details, see the Property Manager's report, dated January 22, 23, 1957, in the General Files).

The Right of Way Engineer also presented a report on properties rented and rentals terminated, including a summary of the receipts of the Property Management Division during the calendar year of 1956. He pointed out briefly that rental receipts for the month of December amounted to $9,091.45 and total receipts for the year 1956 from rentals, sales of buildings, land and timber, had totaled $443,413.97. The Commission accepted the report. (For details, see the Right of Way Engineer's letter to the Commission dated January 16, 1957, which has attached to it Supplemental Rental Report showing terminations and new rentals for the period from December 6, 1956 to January 10, 1957, and the Property Management Report showing receipts for the calendar year, 1956, in the General Files).

Authority to sell several parcels of property was requested by the Right of Way Engineer. He explained that none of the parcels are needed for highway purposes, that each has been appraised as to value, and that the established minimum prices represent fair values for the property. He recommended that the following parcels of property be offered at public sale:

a. Remnants of Lots 7 through 12, Block 42, and Lots 20 through 23, Block 2, Kenton Addition, consisting of 11,762 square feet located in the city of Portland, on the Pacific Highway West, for a minimum price of $4,000 and without any access restrictions. File Nos. 5058, 5059, and 5066. (SEE EXHIBIT "B-1")

b. 4,326 square feet, consisting of portions of Lots 1 and 16, Block 3, Jonesmore Addition, on N. E. Halsey Street in Portland, for a minimum price of $2,000 and without access restrictions. File Nos. 14858 and 14859. (SEE EXHIBIT "B-2")

c. 1.02 acres of the former Brown property on the Albany Section of the Pacific Highway East, in Albany, for a minimum price of $1,020, without access to the highway. File No. 7866. (SEE EXHIBIT "B-3")

d. 0.12 acre of the former Howard property on the Coos Bay Section of the Oregon Coast Highway, for a minimum price of $4,500. File No. 12617. (SEE EXHIBIT "B-4")

e. 0.08 acre of the former Martin and Hollingsworth properties on the northbound route of the Pacific Highway in Ashland, for a minimum price of $3,000, without access restriction. File Nos. 23255 and 23256. (SEE EXHIBIT "B-5")

f. 0.12 acre of the former Schmoe and Lear properties on the northbound route of the Pacific Highway in Ashland, for a minimum price of $5,000, without access restriction. File No. 23261. (SEE EXHIBIT "B-6")

g. 0.15 acre of the former Gronke property on the Salem By-Pass Section of the Pacific Highway East, for a minimum price of $1,000, with access to a frontage road. File No. 17363. (SEE EXHIBIT "B-7")

The Commission authorized the offering of these parcels for public sale by adopting the attached resolutions relative thereto, marked EXHIBITS "B-1" through "B-7", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

"Indentures of access" involving changes in existing points of access to state highways were presented by the Right of Way Engineer. He explained that in each instance the change in an existing point of access has been requested for the benefit of the traveling public and the convenience of the property owner. Upon his favorable recommendation, the Commission approved the following "indentures of access":

a. Newvine property, File No. 20040, on the Mt. Vernon-John Day Section of the John Day Highway in Grant County.

b. Clarence and Iva Lee Jones property, File No. 17617, on the Jones Ranch-Mitchell Section of the Ochoco Highway in Wheeler County.

The Right of Way Engineer presented for consideration a proposed sale of 1.41 acres of property between Engineer's Stations 601+00 and 609+50 on the abandoned Mill City Section of the North Santiam Highway. This property, he said, is no longer needed for highway purposes, and was originally acquired by Marion County. The value of the land has been

appraised at $200 and when it is sold he recommended that the proceeds, after deducting cost of the sale, be remitted to Marion County. The Commission authorized the sale as recommended.

The Commission considered acquisition of 113.19 acres of land, consisting of Lots 3 and 4, and the SE¼ NE¼ of Section 21, T. 39 S., R. 14 W., W.M., Curry County. This property, the Right of Way Engineer said, is located in the area set aside for the Samuel H. Boardman State Park on the Gold Beach-Brookings Section of the Oregon Coast Highway. The property is now under the jurisdiction of the Bureau of Land Management and can be transferred to the State for an amount equal to 70 percent of the appraised value of the land plus the value of the timber, which totals $67,863. This property, he continued, will be needed as a part of the park site, and a portion of it will also be required for the relocation of the Oregon Coast Highway. He recommended that the property be acquired for the amount stated, and advised that the Parks Superintendent also recommends purchase of the property at such figure. The Commission approved the purchase as recommended.

Permission was requested by the Right of Way Engineer for approximately six Right of Way agents to attend the "Appraisal I" course at the University of Oregon in February, 1957. He proposed that the individuals pay their own tuition cost and that the Highway Department pay for their subsistence while they are taking the course. He recalled that a similar plan was used last year, with beneficial results. The Commission granted the permission as requested.

The Right of Way Engineer stated that the City of Pendleton has requested changes in location and width of two access points at Engineer's Station 166+00 and Engineer's Station 175+00 on the Pendleton-Pilot Rock Section of the Pendleton-John Day Highway in Umatilla County. These access points, he said, are located within the city and are to be widened to 60 feet to match proposed city streets. He recommended approval of the city's request. The Commission approved the changes as recommended.

The Acting Chief Counsel requested authority to acquire by condemnation, if necessary, the following properties that are needed as right of way in connection with various highway improvements and for other purposes, and to tender offers for the same in conformity with instructions given him by the Commission's resolution dated December 20, 1951:

Cascade Locks-Viento Section of the Columbia River Highway

R-25874 - Fredrick Courtland Hathaway and Adeline Arlene Hathaway
Right of Way (Hood River County)
6.70 acres

27656

Washington County Line-Hillsdale Section of the Beaverton-Hillsdale Highway

R-23210 - Elizabeth Wardin, Albert W. Wardin and Ann S. Wardin
Right of Way (Multnomah County)
0.045 acre

R-24030 - Elizabeth Wardin, Albert W. Wardin and Ann S. Wardin
Right of Way (Multnomah County)
29,565 square feet

Albany-Judkins Point Section of the Pacific Highway East

R-25281 - Raymond L. Briggs, Winifred A. Briggs and Marie A. Briggs
Right of Way (Lane County)
9.27 acres

R-25315 - Robert G. Kintigh and Margaret K. Kintigh
(Lane County)
Parcel No. 1: 0.35 acre for Right of Way
Parcel No. 2: 0.20 acre for Excess Taking

Walton-Noti Section of the Richardson-Eugene Secondary Highway

R-25330 - Otto W. Heider and Callie B. Heider
Right of Way (Lane County)
0.15 acre

West Salem-Dayton Section of the Salem-Dayton Highway

R-25393 - W. E. Bass, Jr., and Blanch D. Bass
Material Site (Polk County)
14.83 acres

Tillamook-Donaldson Creek Section of the Wilson River Highway

R-25970 - John Kunzi
Right of Way, Including Construction and Maintenance of a Weighing Station (Tillamook County)
0.34 acre

Buena Vista Ocean Wayside

R-25530 - Alma F. Russell
(Curry County)
Enlargement and Maintenance of Buena Vista Ocean Wayside
5.51 acres

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Buena Vista Ocean Wayside - Cont.

R-25532 - Oleta A. Walker
(Curry County)
Enlargement and Maintenance of Buena Vista Ocean Wayside
Parcel No. 1: 11.25 acres
Parcel No. 2: 3.3 acres

R-21141 - Robert DeGross and Bernard DeGross
(Curry County)
Enlargement and Maintenance of Buena Vista Ocean Wayside
25.0 acres

Gold Beach-Cape Sebastian Section of the Oregon Coast Highway

R-25518 - Richard Buffington and Ruth M. Buffington
(Curry County)
Parcel No. 1: 0.10 acre for Right of Way
Parcel No. 2: 0.05 acre for Right of Way
Parcel No. 3: 0.01 acre for Right of Way
Parcel No. 4: 0.03 acre for Slope Easement
Parcel No. 5: 0.02 acre for Slope Easement
Parcel No. 6: 0.09 acre for Slope Easement

R-25530 - Alma F. Russel
Right of Way (Curry County)
2.2 Acres

R-25532 - Oleta A. Walker
(Curry County)
Parcel No. 1: 6.13 acres for Right of Way
Parcel No. 2: 4.16 acres for Right of Way

R-25495 - Bess H. Bruner
Right of Way (Curry County)
2,100 square feet

R-21141 - Robert DeGross and Bernard DeGross
Right of Way (Curry County)
28.25 acres

Beverly Beach State Park

R-24036- F. R. Salway
(Lincoln County
Development and Maintenance of Beverly Beach State Park
Parcel No. 1: 12.5 acres
Parcel No. 2: 1.74 acres

Myrtle Creek-Canyonville Section of the Pacific Highway

R-21030 - Ora Weaver Carter and Harlan B. Carter
(Douglas County)
Parcel No. 1: 13.0 acres for Right of Way
Parcel No. 2: 0.2 acre for Drainage Easement
Amendment to resolution dated November 9, 1956, to revise description of Parcel No. 1

Klamath Falls, West Side By-Pass Section of The Dalles-California Highway

R-23051 - Vera C. Powell, Joan A. Thompson and Harold M. Rush
Right of Way (Klamath County)
4.0 acres

Right of way maps, construction plans and other data were submitted to the Commission and the Engineer advised that acquisition of the properties listed is required in order to carry out plans for highway improvements and other projects heretofore authorized by the Commission. After considering the matter in the light of the information and advice submitted, together with the general knowledge of the members of the Commission concerning the various projects and the properties involved, the Commission approved the Chief Counsel's request by adopting the attached resolutions relative thereto, marked EXHIBITS "D-1" through "D-16", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Commission considered and accepted a report from the Acting Chief Counsel concerning cases which have been tried in court since the Commission meeting held December 17 and 18, 1956, as follows:

REPORT OF CONDEMNATION CASES TRIED DECEMBER 18, 1956 TO JANUARY 14, 1957

Case	County	Highway	Section	State's Offer	Defendant's Demands	Verdict
Walters R-22699	Clackamas	Cascade Secondary	S. E. Flavel St.-Lake Road	$3,525.	$7,500.	$3,500.
Wills R-24589	Coos	Coos River	Catching Slough-Chandler Bridge	750.	750.	750.
Cottew R-25124	Marion	Portland-Salem Expressway	Willamette River-Hayesville	675.	675.	675.
Kuck R-7666	Wasco	The Dalles-California	Seufert-Dufur	1,000.	1,000.	1,000.

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(For additional details, see the Acting Chief Counsel's letter of January 16, 1957, in the General Files).

The Commission considered and accepted a report submitted by the Acting Chief Counsel showing cases which have been settled out of court since the Commission's meeting held December 17 and 18, 1956, as follows:

REPORT OF CONDEMNATION CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
Betsch R-23109	Klamath	The Dalles-California	Klamath Falls-West Side By-Pass	$ 350.	$ 350.
Wilder-muth R-23099	Klamath	The Dalles-California	Klamath Falls-West Side By-Pass	3,600.	4,000.
Tina Linda Peters R-18157	Polk	Willamina-Salem	Dolph Corner-Rickreall	585.	585.
Miller R-24870	Umatilla	Pendleton-John Day	Pendleton-Pilot Rock	3,800. including 735.00 fencing	250. State to fence
Car-Vue Theater R-24404	Wash-ington	Tualatin Valley	Forest Grove-Hillsboro	9,670.	11,000.
Wood-ward R-25169	Jose-phine	Rogue River Loop	River Banks Farm	2,950.	3,600.
Renner R-24182	Klamath	Willamette	Odell Butte	1,910.	4,000.
Smith R-25813	Wasco	Columbia River	Mosier-The Dalles	1,900.	2,250.
Smith R-23324	Jose-phine	Pacific	Jump Off Joe Creek-Grants Pass	13,000. for 4.75ac.	22,000. for 5.5 ac.

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(For additional details concerning these settlements, see the Acting Chief Counsel's letters dated January 15, 1957 and January 21, 1957, in the General Files).

The Acting Chief Counsel stated that, in compliance with a resolution that was adopted by the Commission on December 20, 1951, offers for acquisition of certain parcels of real property were tendered to the property owners prior to the institution of condemnation proceedings. The Commission approved the offers as follows:

Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway

R-20986 - Hazel D. Clark, et al. 0.823 acre for right of way purposes. Offer of $11,000.00 approved by Mr. McIver January 4, 1957.

R-20998 - George A. Edwards, et al. 3,750 square feet for right of way purposes. Offer of $300.00 approved by Mr. McIver December 21, 1956.

R-22733 - Melanie E. Parke, et al. 1.04 acre for right of way purposes. Offer of $6,000.00 approved by Mr. McIver January 4, 1957.

R-23148 - J. Jerold Norman, et ux. 375 square feet for right of way purposes. Offer of $300.00 approved by Mr. McIver December 21, 1956.

R-25032 - Grace M. Powell, et al. 23,000 square feet for right of way purposes. Offer of $11,500.00 approved by Mr. McIver January 4, 1957.

R-25801 - Ove Hartmann Petersen et vir. 6,280 square feet for right of way purposes. Offer of $200.00 approved by Mr. McIver January 4, 1957.

R-25802 - Carrie E. Tibbitts, et al. 6,280 square feet for right of way purposes. Offer of $200.00 approved by Mr. McIver January 4, 1957.

Myrtle Creek-Canyonville Section of the Pacific Highway

R-25810 - A. L. Matthews, et ux. 1.04 acres for right of way purposes. Offer of $420.00 approved by Mr. Reynolds January 4, 1957.

Judkins Point-Goshen Section of the Pacific Highway

R-20205 - Byrthae M. Bennett, et al. 1,440 square feet for right of way purposes. Offer of $2,370.00 approved by Mr. Reynolds January 4, 1957.

Klamath Falls, West Side By-Pass Section of The Dalles-California Highway

R-23043 - Herbert D. Amos, et al. 156 square feet for right of way purposes. Offer of $375.00 approved by Mr. Reynolds January 4, 1957.

Beverly Beach State Park

R-24035 - Oregon Pulp and Paper Company. 37.7 acres for state park and recreational purposes. Offer of $5,750.00 approved by Mr. McIver December 21, 1956.

A report concerning orders issued by the Public Utilities Commissioner in which the State has been made a party was presented by the Acting Chief Counsel and accepted by the Commission, which orders are summarized as follows:

PUX 191: Train speeds within the limits of incorporated cities of less than 100,000 population on the main and branch lines of S.P. & S. system. In general, the order set the maximum train speeds in accordance with the speed schedules of the railroad companies involved.

PUX 197: Glover Overcrossing of the right of way of tracks of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, near Glover, on the Old Oregon Trail in Union County. This matter involves construction of a new overcrossing of the Old Oregon Trail on new location over the tracks of the Railroad Company. The new structure will be constructed without participation from funds of the Railroad Companies.

Settlement of a claim covering purchase of right of way and other commitments in connection with construction of the Myrtle Creek-Canyonville Section of the Pacific Highway was discussed. The Acting Chief Counsel reported that by option Harrison C. McClure had agreed to sell to the State, 1.05 acres of land for the sum of $1,200, plus the cost of moving a house located partly on the right of way and partly on his remaining property. Subsequent developments disclosed that Harrison C. McClure was the owner of only one-half interest in the property and that he was administrator for the estate of the deceased owner of the other one-half interest. The State carried out its obligation by making payment of $1,200 and moving the house and digging a well. Creditors of the estate had a new administrator appointed who has threatened sale of the deceased owner's share, including the portion sold to the State, to raise money to pay the creditors' claims of approximately $900. However, after further negotiations, the attorney for the administrator has advised that the sum of $600 will be acceptable in full settlement. The Acting Chief Counsel recommended that this amount be paid and that he be authorized to attempt to obtain reimbursement from the grantor. The Commission accepted his recommendation.

Consideration was given to a proposed settlement with Merle C. Buchner for additional damages to oyster beds caused by construction of the Hauser-North Bend Section of the Oregon Coast Highway. The Acting Chief Counsel recalled that settlement of these cases had been made in 1956 but in the settlement with Buchner, tracts 89, 90 and north one-half of tract 88 had been omitted. On the basis of the previous settlement, he recommended that Mr. Buchner be paid the sum of $1,812.50 upon receipt of a release relinquishing all further claims for any properties involved in the settlement. The Commission approved the settlement.

A report was presented by the Acting Chief Counsel concerning a summons and complaint served on Mr. H. B. Glaisyer, Commission's Secretary, by Gladys Sussman for recovery of the sum of $750 plus $250 attorney's fees. This complaint, he stated, was made as the result of dust damage incurred to Mrs. Sussman's home during construction of the Beaverton-Multnomah County Line Section of the Beaverton-Hillsdale Highway by Porter W. Yett, under Contract No. 4313. The contractor in this case, he said, is liable for such damages and the contractor and his surety have been advised that the sum of $1,000 will be retained until Mrs. Sussman's claim has been concluded. The report was accepted by the Commission.

Upon the favorable recommendation of the Acting Chief Counsel, the Commission approved a reciprocal conveyance of real property in the vicinity of Fishery Point on the Oregon Coast Highway, in Tillamook County. The Acting Chief Counsel explained that Mr. and Mrs. John B. Wilmarth, owners of the property, wish to make developments on their land but before doing so they wish to locate definitely the boundaries of approximately 5 acres reserved for the State Highway Commission which was transferred to the State by the County of Tillamook prior to 1933. The reciprocal indentures are necessary to define the boundary lines of the State Highway right of way and the Wilmarth property, and no monetary consideration is involved. He recommended that the Commission approve the reciporcal conveyance and execute the indenture. The Commission approved the recommendation.

A report of abandoned claims was presented by the Acting Chief Counsel, who advised that all reasonable means to collect the claims have been used. He recommended that the Commission formally abandon collection efforts on the following claims:

CAO-53-48, Leonard Bergstrom and Robert F. Smith: On June 30, 1953, Mr. Bergstrom damaged a culvert headwall at Mile Post 26.7 on The Dalles-California Highway, in the sum of $165.35. During the three and one-half years since the accident, strenuous efforts have been made to collect the amount of the damages but as both men appear to be transients it has been impossible to locate them and to take appropriate action.

CAO-55-36, Chester Junior Gilliam: On March 18, 1955, a car driven by Mr. Gilliam damaged the Slate Creek Bridge at M.P. 28.21 on

the Redwood Highway, in the amount of $369.21. It appears that when the brakes were applied suddenly on Mr. Gillian's vehicle, the car swerved into the northbound traffic lane, colliding with a lumber truck, which, in turn, collided with the Slate Creek Bridge and then with two other vehicles, causing considerable damage and one fatality. Mr. Gilliam contends that he is not at fault, and, as he is presently in the Navy, it would be difficult to press legal proceedings against him.

CAO-56-341, Peter Molgaard: On August 10, 1956, a car driven by Mr. Molgaard, a resident of Iowa, collided with a State Highway Department dump truck, causing damage in the amount of $15.00. Mr. Molgaard and his insurance carrier have denied the claim of the State, and as the cost of instituting proceedings against a resident of Iowa is considerable, the claim has been abandoned.

CAO-56-381, George William Lemay: On October 6, 1956, Mr. Lemay's car collided with a guardrail at M.P. 65.16 on the Columbia River Highway, causing damage in the amount of $161.47. Mr. Lemay's automobile was licensed in California and was abandoned by him. As his whereabouts cannot be determined, the claim has been abandoned.

The Commission confirmed abandonment of the claims.

The Acting Chief Counsel requested authority to institute legal proceedings against Dennis R. and Bobbie Brisco, Portland, for damages to the Glisan Street approach to the Steel Bridge in Portland, in the amount of $365.37, and for the cost of flagging train traffic by the Union Pacific Railroad, in the sum of $59.42. It appears that the left door of the Brisco automobile came open and in attempting to close the door the operator lost control of his car and collided with the bridge. It also appears that the Briscos ignore letters sent to them and apparently intend to take no action to reimburse the State. The Commission granted the authority as requested.

The Commission considered a proposed expenditure of $1,813.50 to drill a well to replace two existing wells located on property to be acquired by condemnation from Darrell E. Brown, on the Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County. The Acting Chief Counsel explained that in negotiations to acquire the property it had been planned to provide water by connecting to the City of Canyonville's water system. However, the City of Canyonville refused to make such a connection, as the property is outside the city limits. The defendants have advised that, if the State will drill a substitute well which will provide a supply of water comparable to the two existing wells, the matter of water supply will not be made an issue in the trial of the condemnation case. It appears that there is an excellent chance of locating a source of water which will be satisfactory. The Acting Counsel recommended, inasmuch as an expenditure of $2,200 had been contemplated to connect with the city water system, that the State proceed with drilling a new well, upon receipt of proper permits and stipulations from the defendants. The Commission accepted his recommendation.

The Commission considered payment of a claim of $1,000 to Mrs. G. M. Puddicombe for loss of a well and an unsatisfactory approach road to her property on the Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County. The Acting Chief Counsel pointed out that, under an option approved September 22, 1955, the State was obligated to construct two 30-foot road approaches and was also obligated to re-establish the grantor's water supply if an existing well were destroyed. It now appears that the existing well has been destroyed and the State is obligated to re-establish a water supply; also, the constructed road approaches are not satisfactory to Mrs. Puddicombe. Mrs. Puddicombe, however, has now indicated a willingness to accept the sum of $1,000 for the destroyed well and the unsatisfactory road approaches, provided the State will pave the road approaches to the right of way line and to a width of 30 feet. He recommended that her claim be settled as outlined, provided she will relinquish all claims for damages against the State. He also recommended that a bill from Bare Brothers Well Drilling Company in the amount of $200 for attempting to redrill the existing well be paid. The Commission approved payment of the Claims as presented.

A quarterly report of damage claims, in which the State seeks to collect for damages inflicted to State property, was presented by the Acting Chief Counsel, who pointed out briefly that approximately $10,000 had been collected during the last three months. The Commission accepted the report.

The Acting Chief Counsel presented a list of bills pertaining to highway matters to be introduced in the 1957 Legislative Assembly. He stated that the House Highway Committee has agreed to introduce 13 bills and he had asked them to place at the top of the list a bill pertaining to the issuance of $8,000,000 of highway bonds. The following bills were given to the House Roads and Highways Committee:

1. Bill relating to the authority and duties of the State Highway Commission concerning throughways.

2. Bill relating to the operation of vehicles and combination of vehicles upon public highways, roads and streets; amending ORS 483.528.

3. Bill relating to the measuring and weighing of motor vehicles; amending ORS 483.534.

4. Bill relating to angling from bridges; and providing penalties.

5. Bill relating to the control and jurisdiction over and use of the shore of the Pacific Ocean.

6. Bill relating to stop signs or markers at entrances to main traveled or through highways and at intersections, amending ORS 483.204.

7. Bill relating to the routes of State highways.

8. Bill relating to the control of traffic; amending ORS 483.040 and ORS 483.128.

9. Bill relating to facilities, things or appurtenances on the right of way of roads and highways; amending ORS 374.305, 374.310 and 374.325.

10. Bill relating to the emergency or revolving fund of the State Highway Engineer; amending ORS 366.165.

11. Bill relating to the turning movement of vehicles; amending ORS 483.132.

12. Bill relating to the exercise or performance of the authorities and duties of the State Highway Commission.

13. Bill authorizing the State Highway Commission to issue and sell state highway bonds.

The Commission approved the Acting Chief Counsel's action and upon his request granted permission for Mr. William A. Mansfield, an attorney employed in the Legal and Right of Way Department, to appear before various legislative groups in behalf of highway legislation.

The Acting Chief Counsel presented letters addressed to the members of the Oregon Congressional Delegation, protesting the placing of federal tax stamps on deeds for the acquisition of highway right of way. This letter, he said, is in substance about the same as a letter that was sent to the Congressional Delegation in 1953 concerning the same matter. The Commission approved and signed the letter.

The Engineer reported that under authority previously granted by the Commission he has awarded contracts as follows, the conditions of the awards having been satisfied:

(1) Grading, paving and construction of a concrete structure on Chenoweth Creek-The Dalles Section of Columbia River Highway, Wasco County. Bids received November 8, 1956. Conditions of award satisfied December 19, 1956. Roy L. Houck & Sons, Salem, Low bidder.

(2) Grading on Davis Slough-Beaver Lookout Section of relocated Oregon Coast Highway, Coos County. Bids received December 17, 1956. Conditions of award satisfied December 27, 1956. Morrison-Knudsen Co., Inc., Seattle, Washington, low bidder.

(3) Grading and paving on West 3rd Street-East First Street (Enterprise) Section of Wallowa Lake Highway and Main Street in Enterprise, Wallowa County. Bids received December 17, 1956. Conditions of award satisfied December 28, 1956. H. J. and H. W. Miller, Baker, low bidder.

(4) Grading on Myrtle Creek-Missouri Bottom Unit, Myrtle Creek-Canyonville Section of Pacific Highway, Douglas County. Bids received December 17, 1956. Conditions of award satisfied January 16, 1957. C. R. O'Neil, Grants Pass, low bidder.

The Commission confirmed the awards as reported.

The Engineer reported that five routes for the Pacific Highway by-pass around the city of Medford have been carefully studied as to cost and feasibility, and two routes have been considered worthy of consideration - one being the Genessee Street route, and the other the Bear Creek-HawthornePark route. Either of these two routes, he stated, would serve the city of Medford to good advantage and each is roughly parallel to Bear Creek. The West Medford line and the High Line were eliminated because of high cost. The Hillcrest line, although comparable in cost with the Genessee and Hawthorne Park lines, has the disadvantage of disrupting many orchards and other agricultural lands and would not adequately serve the city of Medford. The Hawthorne Park line, he continued, offers less disruption to homes and farmland than the Genessee route, although the cost is approximately 2% higher. After very careful study of all information available it appears that the Bear Creek-Hawthorne Park line will provide the greatest good to the traveling public and to the Medford area commensurate with its cost. He recommended that it be adopted. The Commission approved his recommendation by adopting the attached resolution relative thereto marked EXHIBIT "J-1", which resolution by this reference is made a part hereof with like effect as though extended in full herein. The Commission also approved a news release stating the reasons for adopting this route.

Consideration was given to items of unfinished business as shown on the Secretary's summary of unfinished business, dated December 18, 1956, as follows:

1. Request of telephone and power line representatives concerning relocation of their facilities on highways at State expense: The Engineer recalled that a delegation at the November meeting urged the Commission to offer no objection to a proposed change in the law which would provide that relocation of such facilities be made at State expense. This matter, he stated, has been carefully studied and it was ascertained that during 1956, the State paid approximately $235,000 for relocation of facilities of this nature, most of which were in the Portland area, and the Utilities spent approximately $475,000 during the same period. He pointed out that utilities located outside of the highway right of way are moved at State expense, and when they are on highway right of way by permit, the

Utilities are required to pay for the move. It was his considered opinion that highway users should not be charged the cost to move the facilities, but such expense should be paid by the people who use the facilities. He recommended that the Commission go on record as opposed to the proposed revision of the law. The Commission approved the recommendation and ordered the item deleted from the list of unfinished business.

2. Proposed Pacific Highway By-pass Route around the city of Medford: This item was deleted from the list of unfinished business as a route was previously adopted.

3. Offer of Wasco County Court to contribute $500,000 for improvement of The Dalles-California Highway at Tygh Valley and Maupin: The Engineer stated that Wasco County officials previously agreed to acquire the right of way for revised alignment of the highway from The Dalles south to Eightmile Creek, and that this right of way is estimated to cost approximately $100,000, which would leave $400,000 of County money for other purposes. The projects at Tygh Valley and at Maupin, he continued, are very expensive jobs and the money available would do very little good. He pointed out that additional federal-aid money cannot be secured simply because additional match money might be available. He recommended that the County Court be advised of the circumstances and that the money could be used to the best advantage by extending the proposed improvement between The Dalles and Eightmile Creek southerly as far as the additional funds would permit. The Commission approved his recommendation and ordered the item deleted from the list of unfinished business.

4. Request of Fairview delegation for access to the T. H. Banfield Expressway at Fairview Avenue in the city of Fairview: The Engineer stated that his report concerning this matter is not yet complete, although it appears that the project will cost in the neighborhood of $1,000,000. This item is to remain on the list of unfinished business.

Attention was given to a request from the City of Baker for improvement of traffic conditions at the intersections of 10th and Campbell, Main and Washington, and Resort and Washington Streets. This matter, the Engineer reported, was investigated and personal contacts made with city officials. The investigation indicated that a flashing beacon should be installed at the intersection of 10th (US30) and Campbell Streets, with flashing amber to 10th Street and flashing red to Campbell Street, at an estimated cost of $600, to be borne by the State, and the City to furnish electrical energy and maintenance. The investigation also indicated that a traffic signal should be installed at Washington and Main Streets on US30. The City, however, does not have sufficient monies to participate at this time and he recommended that the installation be deferred until the City has the necessary funds. The feasibility of a flashing beacon at the intersection of Washington and Resort Streets was also confirmed by the investigation. However, these are city streets not on the highway

system and the State would participate only by preparing plans while the City would pay for the cost of installation, which he estimated at $300. The City of Baker, he stated, has agreed to deposit the estimated cost with the State prior to installation by State forces. The Commission approved the projects as presented by the Engineer.

The Commission gave attention to a petition from citizens of Ashland, containing 168 signatures, requesting the installation of traffic signals at the intersections of the Pacific Highway and ORE 66 with Walker Avenue within the City of Ashland, and at the intersection of the Pacific Highway with the Toleman Creek Road, south of Ashland. An investigation was made, the Engineer stated, and it was found that the two intersections on Walker Avenue are both embraced by a 25 mile per hour speed zone within the City. The conditions at these two intersections, he said, are not even close to standard warrants for installation of traffic signals, so it is his recommendation that the request be denied. The Toleman Creek Road intersection was also investigated and it was found that both vehicular and pedestrian volumes are less than required by standard warrants for the installation of a traffic signal; however, inasmuch as this is the first major intersection on the Pacific Highway after leaving the Siskiyou Mountains, he recommended that a flashing beacon be installed, at an estimated cost of $600. The Commission approved his recommendations.

Consideration was given to requests from Mr. Harry R. Folk, Ground Safety Director, U. S. Air Force, Portland, and Mr. Paul C. Northrup, Multnomah County Roadmaster, for an investigation of traffic conditions at the intersection of N. E. Portland Secondary Highway and N. E. Cully Boulevard. A request was also considered from the County Roadmaster's Office for an investigation of traffic conditions at the intersection of N. E. Portland Secondary Highway and N. E. Columbia Boulevard. These matters, the Engineer stated, were investigated and at the N. E. Cully Boulevard intersection it was found that conditions exceed the accident warrant and very closely approach the interruption of continuous traffic and total volume warrants as formulated by the American Association of State Highway Officials. He recommended that a fully-actuated traffic signal be installed at that point at an estimated cost of $7,000, to be paid entirely by the State, as the location is outside the City. The investigation at the N. E. Columbia Boulevard intersection, he said, indicated that a more positive stop indication is needed than provided by the regular stop signs. He recommended that a flashing beacon be installed at this intersection, at an estimated cost of $500, to be paid entirely by the State, as the area also is outside the City. The Commission approved the recommendations.

The Commission approved a recommendation by the Engineer that an illumination project be authorized by contract at the new junction just west of Rickreall on the Dolph Corner-Rickreall Section of the Willamina-Salem Highway, at an estimated cost of $11,400. He pointed out that it is anticipated that the paving of this section may be completed by June or July, 1957, and that the intersection should be illuminated when the new highway is opened to traffic.

The Engineer recommended installation of illumination units on a gap of approximately one-quarter mile on the Oregon Coast Highway between the city limits of Coos Bay and North Bend. He pointed out that the two cities are installing linear illumination within their respective city limits, and they have asked the State to illuminate the short section between the two cities so that there will be continuous illumination. It was his feeling that it would be dangerous to leave an unilluminated short section between the cities, particularly in view of the large number of employees of lumber companies, docks, and other concerns which operate along that section. He recommended that the State enter into an agreement with Pacific Power and Light Company to install illumination over the quarter-mile section, at an estimated cost of $12,000, using wooden poles, payment to be made at the rate of $169.40 per month over a period of ten years, such payment to include maintenance and the cost of electrical energy used. The Commission accepted the recommendation.

The Engineer reported that the new alignment of the Oregon Coast Highway south of Kernville by-passes the town of Gleneden, and that access to Gleneden is available by way of the old highway from connections to the north and south of that place. In the interests of safety, he said, it is advisable that these intersections be illuminated at an estimated cost of $1,600, and he so recommended. The Commission approved the installations.

A hazardous condition at the intersection of the Pacific Highway and Prairie Road, north of Eugene, was reported by the Engineer. He said that at this point the Pacific Highway starts its transition from two to four lanes southbound and from four to two lanes northbound. The accident record at this location has been bad and he recommended that a flashing beacon and two mercury-vapor luminaire units be installed, at an estimated total cost of $1,100. The Commission approved the installation.

Attention was given to a request from the Yachats Chamber of Commerce for construction of a footpath from the business district to the school along the Oregon Coast Highway, a distance of approximately one-quarter mile. The Engineer recalled that this matter was considered by the Commission on April 26, 1956, when it was reported that facts disclosed by an engineering study indicated that the project did not warrant an estimated expenditure of $11,500, and the request was denied; however, a subsequent investigation indicates that a limited sidewalk project through the business district only, costing approximately $3,000 is justified. He recommended construction of such a footpath in order to eliminate a major portion of the hazard. The Commission approved his recommendation by adopting the attached resolution relative thereto, marked EXHIBIT "K", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The Engineer reported that a number of complaints have been received concerning traffic conditions at the intersection of the Powers Secondary Highway and the Coos Bay-Roseburg Highway east of Myrtle

Point. He said that the matter was investigated and that a revision in the traffic channelization at the intersection has been worked out which will help turning movements by log trucks and other vehicles. He estimated the cost of the work involved at $2,800 and he recommended approval of the project. The Commission approved the expenditure.

Consideration was given to a resolution submitted by the Common Council of the City of Coos Bay requesting a study to determine the need to widen Ocean Boulevard between Central Avenue and the west city limits as are necessary to eliminate existing traffic hazards. The Engineer stated that Ocean Boulevard is the route of the Empire-Coos Bay Secondary Highway; that the street carries a heavy volume of traffic, and there is need for improvement but no funds are available to finance this improvement. He recommended that the request be denied for the time being. The Commission accepted the recommendation.

Attention was given to a petition submitted by residents of Pendleton requesting reconstruction of the Tutuilla Creek Bridge on the Pendleton-Cold Springs Secondary Highway near the westerly city limits of Pendelton, to eliminate the flooding of private property. The Engineer commented that the petitioners are protesting the extension of Tutuilla Creek Bridge which is now underway as they feel that the plans for the bridge do not provide adequate clearance for flood waters. The matter, he stated, is being investigated by Highway Engineers and also by U. S. Army Engineers and a report will be made when the facts have been fully determined.

The Engineer reported that in connection with the elimination of the grade crossing of the Southern Pacific Company by the Clackamas Secondary Highway near Clackamas Station, it was necessary that the State build an unloading dock for the National Guard and a spur track to this dock. It was anticipated that the track would be built by State forces; however, it was more advantageous to have the work done with railroad forces, and it was so performed. The Railroad Company, he said, has now billed the State for the cost of the work in the amount of $7,107.31. This billing, he continued, is in accordance with previous agreement and he recommended that the Railroad Company be reimbursed in the amount as stated. The Commission approved the reimbursement.

Attention was called to an agreement between the Highway Commission and the U. S. Army Corps of Engineers for reconstruction of portions of the Columbia River Highway between Big Eddy and Blalock. The Engineer pointed out that the original date set for completion of the paving was set for July 1, 1956, but later it was determined more feasible to lay an oil mat until the highway had undergone subsidence which would occur as a result of the filling and drawing down of the pool resulting from The Dalles Dam. The Corps of Engineers, he stated, has concurred in this delay and has submitted a supplemental agreement which extends the completion date for the paving to October 30, 1959. Upon his favorable recommendation, the Commission approved the supplemental agreement.

The Engineer submitted a form of resolution showing distribution to the various cities and towns of the State their proportionate shares of State Highway Revenues that accrued during the period of July 1 to December 31, 1956. He pointed out that the money is allocated directly to the cities by the Secretary of State under the provisions of Oregon Law, which stipulates that 10 percent of the total highway revenues for each year, less the sum of $250,000 for Special State Tax Street Funds, be allocated to the cities on a semi-annual basis. The total share to be allocated to the cities at this time, he stated, is $3,012,186.05. The Commission, following the Engineer's favorable recommendation, adopted the attached resolution relative thereto, marked EXHIBIT "E", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The Commission considered revisions in the Forest Highway Program recommended by the Bureau of Public Roads. Upon the Highway Engineer's favorable recommendation, the Commission approved changes and thereupon signed the following letter relative thereto:

"Commissioner of Public Roads
Chief, Forest Service
Washington 25, D. C.

Gentlemen:

In accordance with the Rules and Regulations for administering Forest Highways, the following revision of the existing Oregon Forest Highway Programs, approved January 4, 1956 and October 30, 1956, is recommended by the Regional Forester, Region 6, the Oregon State Highway Department, and the Division Engineer of the Bureau of Public Roads.

Previous unprogramed balance (lapsing) $329,979.42

Project and Account No.	Route Name and Type of Work	Length (Miles)	Forest Highway Funds
	Withdraw previously approved projects		
1957 Fiscal Year			
FH 8-A3, B3 (L-3232-00)	Umpqua Highway Grading & Temp. Surf.	2.5	$250,000
1958 Fiscal Year			
FH 8-A4 (L-3346-00)	Umpqua Highway Grading & Surf.	3.5	400,000

January 22, 1957

27672

Substitute the
following project

1958 Fiscal Year

FH 8-A3, B3 (L-3376-00)	Umpqua Highway Grading	5.488	700,000
Revised unprogramed balance (lapsing)			279,979.42"

The Commission considered and upon recommendation by the Engineer granted the following extensions of time within which to complete state highway contracts. Reimbursement for engineering expense and other extra expenses incurred by the State in connection with the work during the period of these extensions was waived by the Commission.

1. Knight Pearcy, Contract No. 4508, for screen planting on the Judkins Point-Seven Oaks Section of the Pacific Highway in Douglas, Jackson and Lane Counties, requested an extension of time from June 1, 1956 to December 15, 1956. Approved as requested.

2. Babler Bros., Inc., Contract No. 4597, for oiling on the South Unit, Lapine-Silver Lake Section of the Fremont Highway in Klamath and Lane Counties, requested an extension of time from August 31, 1956 to November 12, 1956. Approved as requested.

3. Vernie Jarl, Contract No. 4604, for rock production on the Condon Section of the John Day and Wasco-Heppner Highway in Gilliam County, requested an extension of time from August 31, 1956 to December 31, 1956. Approved to December 7, 1956, the actual completion date of the contract.

4. Coos Bay Dredging Co., Inc., Contract No. 4562, for rock production on the Hunters Creek-Macks Arch Section of the Oregon Coast Highway in Curry County, requested an extension of time from July 31, 1956 to November 23, 1956. Approved as requested.

5. The United States Steel Corporation, Contract No. 4681, for fencing on Harbor Drive Median of Hooker Street to Pennoyer Street (Portland) on the Pacific Highway in Multnomah County, requested an extension of time from September 30, 1956, to December 4, 1956. Approved as requested.

6. United Builders, Inc., Contract No. 4690 for the Dairy Creek Bridge widening on the Tualatin Valley Highway in Washington County, requested an extension of time from December 31, 1956 to June 30, 1957. Approved as requested.

January 22, 1957

7. General Construction Co., Contract No. 4687, for the Nehalem drawbridge, dolphin and drawrest replacement on the Oregon Coast Highway in Tillamook County, requested an extension of time from October 31, 1956 to December 15, 1956. Approved to December 3, 1956, the actual completion date of the contract.

8. Tom Lillebo, Contract No. 4356, for the Umpqua River Bridge pier protection project on the Oregon Coast Highway in Douglas County, requested an extension of time from July 31, 1956 to November 30, 1956. Approved as requested.

9. Tom Lillebo, Contract No. 4537, for constructing, grading and surfacing the Yokum Bridge over Cow Creek on the Yokum Road in Douglas County, requested an extension of time from October 31, 1956 to December 31, 1956. Approved to December 20, 1956, the actual completion date of the contract.

10. Fred H. Slate Co. & E. C. Hall Co., Contract No. 4576, for grading and paving the Coquille-Rink Creek Section of the Coos Bay-Roseburg Highway in Coos County, requested an extension of time from September 30, 1956 to November 8, 1956. Approved as requested.

11. Warren Northwest, Inc., Contract No. 4703, for grading and paving the North Brookings Section of the Oregon Coast Highway in Curry County, requested an extension of time from October 15, 1956 to November 30, 1956. Approved as requested.

12. Q. L. Rufener, Inc., Contract No. 4656, for grading and oiling the Davis Creek-Bethel Creek Section of the Oregon Coast Highway in Coos County, requested an extension of time from September 30, 1956 to November 27, 1956. Approved as requested.

13. Roseburg Paving Company, Contract No. 4730, for grading and paving South Wilbur Truck Scale Site on the Pacific Highway in Douglas County, requested an extension of time from August 31, 1956 to November 23, 1956. Approved as requested.

14. Birkemeier Construction Company, Contract No. 4566, for grading and oiling Baker Creek Section of the Scholls Highway in Washington County, requested an extension of time from August 31, 1956 to December 31, 1956. Approved as requested.

15. Workman and Wilson, Contract No. 4589, for the Nehalem River Bridge on the Miami Valley Road in Tillamook County, requested an extension of time from November 30, 1956 to January 31, 1957. Approved as requested.

16. Erick Enquist, Contract No. 4699, for construction of the North Fork Scappoose Creek Bridges on the Pittsburg-Scappoose Highway in Columbia County, requested an extension of time from December 31, 1956 to April 1, 1957. Approved as requested.

17. Russellville Nursery, Contract No. 4506, for roadside improvement from 42nd Avenue to 99th Avenue on the T. H. Banfield Expressway in Multnomah County, requested an extension of time from May 31, 1956 to December 30, 1956. Approved to December 21, 1956, the actual completion date of the contract.

18. Roseburg Paving Co., Contract No. 4744, for grading and paving South Oakland Interchange, Chenoweth Park-Deady Section of the Pacific Highway in Douglas County, requested an extension of time from September 30, 1956 to December 20, 1956. Approved as requested.

19. Calkins Crushing Company, Contract No. 4646, for grading and paving on the Chehalem Mountain-Newberg Section of the Hillsboro-Silverton Highway in Yamhill County, requested an extension of time from September 30, 1956 to December 29, 1956. Approved as requested.

20. Barney B. Helser, Contract No. 4727, for rock production on the Myrtle Point-Powers Section of the Coos Bay-Roseburg and Powers Highway in Coos County, requested an extension of time from August 31, 1956 to January 11, 1957. Approved as requested.

21. J. H. Wise & Son, Inc., Contract No. 4639, for construction of the Olds Ferry Interchange structure on the Old Oregon Trail Highway in Malheur County, requested an extension of time from September 30, 1956 to November 24, 1956. Approved to November 23, 1956, the actual completion date of the contract.

FOOTNOTE: The action taken by the State Highway Commission upon the extensions of time within which to complete the highway contracts listed above was based upon the recommendation of the Engineer and his reports, which considered but did not necessarily adopt either or any of the reasons given by the contractors in their requests for such extensions of time. For details regarding these extensions of time, see copies of the contractors' requests and the Engineer's recommendations on file in the respective contracts in the Secretary's office.

The Engineer reported that Contract numbers 4356, 4485, 4507, 4508, 4537, 4557, 4562, 4566, 4571, 4576, 4604, 4639, 4646, 4656, 4681, 4687, 4694, 4710, 4727, 4730, 4768, 4788, 4797, 4798, 4801, 4815, and 4833 for highway construction have been completed according to the requirements of the contracts or modifications thereof and that said contracts are now ready for acceptance by the Commission. After due consideration, the Commission accepted said contracts by adopting the attached resolution relative thereto, marked EXHIBIT "C", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

Proposed additions to the county federal-aid secondary system in Union and Wallowa Counties were presented by the Engineer. These additions, he stated, meet the requirements of the Federal government for such highways and he recommended approval of the following:

Union County: FAS 478, 2 miles - to extend existing FAS 478 from its southerly terminus at the junction with the Wallowa Lake Highway in La Grande, easterly along Cove Avenue to a junction with FAS 544, south of Island City; FAS 796, 2.2 miles - extending from a junction with existing FAS 478 at the north side of the Riverside City Park, north of La Grande, easterly to a junction with existing FAS 481, north of Island City.

Wallowa County: FAS 697, 2.9 miles - extending from the community of Flora, easterly to the Enterprise-Lewiston State Highway. This route was formerly part of the Enterprise-Lewiston State Highway and was transferred to Wallowa County by agreement.

The Commission approved the additions as recommended.

A tabulation was presented by the Engineer showing additional federal-aid secondary construction projects on county roads in Douglas, Umatilla, Union and Wallowa Counties. The total estimated value of these projects, he stated, is $499,000 and, if they are approved, there will still remain an unprogramed balance of $3,626,000 for the 1958 and 1959 program. The Commission approved the following projects:

County	FAS Hwy. No.	Section and Description	Programed Amount	FAS Fund
Douglas	244	Pruner Bridge. Partial cost-additional funds for 1957 project.	$ 100,000	'58
Umatilla	475	South Mission Road Section, 3.5 miles. G. S. & O.	$ 150,000	'59
Union	478	Cove Avenue Section, 1.7 miles) Oiling	) $ 40,000	'58
	796	Fruitdale Road Section, 2.2	)	
		miles. Oiling	)	
	488	North Powder-Davis Ranch Section, 4.2 miles. Regrade S. & O.	$ 82,000	'59
		Subtotal, Union County....	$ 122,000	
Wallowa	484	Wallowa River and Hurricane Creek Bridges (2). Structures only.	$ 30,000	'58

County	FAS Hwy. No.	Section and Description	Programed Amount	FAS Fund
Wallowa (Cont)	697	Flora Spur Section, 2.9 miles. G. S. & O.	$ 97,000	'59
		Subtotal, Wallowa County. .	$ 127,000	
TOTAL ADDITIONAL 1958 and 1959 FAS FUNDS. .			$ 499,000	

SUMMARY BY FISCAL YEARS	1957 & 1958	1959	Total
Available September, 1956	$ 4,443,000	$3,800,000	$8,243,000
Previously Approved	3,168,000	950,000	4,118,000
Unprogramed Balance	$ 1,275,000	$2,850,000	$4,125,000
Proposed Projects 1/15/57	170,000	329,000	499,000
Unprogramed Balance	$ 1,105,000	$2,521,000	$3,626,000

An increase of $16,000 in the project authorization for the Rooster Rock Park Interchange project on the Columbia River Highway was requested by the Engineer. He explained that the major portion of the overrun was caused by an increase in excavation quantities and the consequent haul. A minor portion of the overrun was caused by substitution of a double-hung guardrail in the median area instead of the six-foot concrete dividers originally planned. The Commission approved the increase.

The Engineer reported that a location survey has been completed on a short section of the Bellevue-Hopewell Highway in the community of Hopewell. He pointed out that the 1957 budget contains an item of $25,000 for reconstruction of this section which is very hazardous because of sharp reverse curves. Upon his favorable recommendation the Commission approved the survey by adopting the attached resolution relative thereto, marked EXHIBIT "J-2", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

Consideration was given to a request from Miss Lillian Farley, Coos County School Superintendent, Coquille, for speed control on the Empire-Coos Bay Highway between Coos Bay and Empire. The Engineer stated that an investigation disclosed that a reduced speed zone is warranted. He recommended the establishment of a 40 mile per hour speed zone between a point 0.13 mile east of the east city limits of Empire (M.P. 0.60) and the west city limits of the City of Coos Bay (M.P. 1.69); and a 35 mile per hour speed zone between a point 0.14 mile east of Butler Road (M.P. 2.39) and a point 0.29 mile east of Butler Road (M.P. 2.54). He explained that the investigation extended into the City of Coos Bay and that it is his intention to recommend to the State Speed Control Board

establishment of a 35 mile per hour speed zone on the urban portion, to conform with that recommended for the rural portion. The Commission accepted his recommendation by adopting the attached resolution relative thereto, marked EXHIBIT "I", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

Consideration was given to a request from the Ophir Parent-Teacher Association for establishment of a reduced speed zone on the Oregon Coast Highway through the community of Nesika Beach, which is located on a temporary section of this highway several miles north of Gold Beach. A traffic engineering investigation which was conducted, the Engineer stated, revealed that the prevailing speeds and the favorable accident record do not warrant designation of a reduced speed zone, particularly in view of the fact that the new highway will be opened to traffic in August of this year. He recommended that the request be denied. The Commission accepted his recommendation.

The Commission gave attention to a request from Robert Parmellee, Portland, for installation of "No Parking" signs on a section of the Tualatin Valley Highway near its intersection with Canyon Lane. The Engineer explained that Mr. Parmellee, who owns the Valley View Apartments, has called attention to the obstruction of sight distance caused by parked vehicles at this intersection. The matter was investigated, he said, and based on the facts disclosed it is his recommendation that parking be prohibited on the southerly side of the Tualatin Valley Highway from its intersection with the southerly leg of Canyon Lane at Engineer's Station 15+30 to Engineer's Station 15+68. The Commission approved the recommendation by adopting the attached resolution relative thereto, marked EXHIBIT "L", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The Engineer recommended and the Commission approved out-of-state travel expense for the following Highway Department personnel:

W. C. Williams, State Highway Engineer, to attend conference sponsored by the BPR, AASHO, WASHO, University of California, and California Division of Highways, at Los Angeles, California, March 5, 6, and 7, 1957, at an estimated cost of $170.00

Forrest Cooper, Deputy State Highway Engineer, to attend second Pacific Coast Conference on Asphalt Specifications, to be held in San Francisco, California, February 4 and 5, 1957, at an estimated cost of $105.00.

W. C. Williams, to attend regional meeting of Associated General Contractors of Oregon, Washington, Idaho and Montana, in Spokane, Washington, February 7 and 8, 1957, at an estimated cost of $60.00.

Carl W. Jordan, Director, Travel Information Division, to attend Travel and Vacation Show in Dallas, Texas, March 21 - April 1, 1957, at an estimated cost of $422.65.

Gene Maudlin, Assistant Director of Travel Information Division, to attend Travel and Vacation Show in Los Angeles, California, April 3-14, 1957, at an estimated cost of $317.70.

W. C. Williams and G. S. Paxson, Assistant State Highway Engineer, to go to Olympia, Washington, on January 31, 1957, for a conference with the Washington Legislative Highway Committee regarding the proposed Astoria Bridge, at an estimated cost of $20.00.

The Commission authorized payment of 1957 membership dues in the American Association of State Highway Officials amounting to $1,519.50; in the Western Association of State Highway Officials in the amount of $50.00; and in the American Road Builders Association in the amount of $7.50.

A request was considered from Mr. Clifford A. Stocker, Administrator of the Commission for the Blind, for permission to install a coffee and snack bar in the basement of the State Highway Building in Salem. The Engineer explained that the Commission for the Blind has been establishing such facilities to be operated by blind people at various places where there is a concentration of people. There are many details to be worked out but he gave as his opinion that the cost to the Highway Commission would not be great and would consist largely in putting water and ventilation in Room 4 in the basement. He requested permission to proceed with an investigation to determine costs and other details. The Commission granted the request, with instructions to submit a report when the details are known.

Consideration was given to a claim submitted by Edward F. Peterson for damages to his land adjacent to the Onion Flat-Middleton Section of the Pacific Highway West in Washington County. The Engineer reported that during a storm in December, 1955, the water level of the Tualatin River raised to such an extent that the water backed up against a new fill and washed some of the fill material onto Mr. Peterson's property. Mr. Peterson, he stated, has offered to accept the sum of $100 as payment in full for the damage that resulted. He recommended that such settlement be approved. The Commission approved the settlement and ordered that a proper release be secured from Mr. Peterson.

The Commission also considered and approved a similar claim made by John and James Cereghino for damages to their land situated adjacent to the same highway section. The Engineer reported that the storm of December, 1955, not only washed material from the highway fill onto the property of the Cereghino brothers, causing damage, but also destroyed a tile drain belonging to these men who have agreed to accept the sum of $350.00 for the damage to their ground and crop loss, plus the sum of $147.94 for replacement of the drain tile. He recommended that they be paid these amounts. The Commission approved the payments and instructed that a proper release be obtained.

The Engineer presented a form of agreement with Clackamas County concerning abandonment of a portion of the Clackamas Secondary Highway because of realignment of the highway at the Clackamas Railroad Overcrossing. This agreement, the Engineer stated, provides that the County will accept jurisdiction over the old section of the Clackamas Highway. The Commission approved the agreement.

The Engineer then reported that construction of the Clackamas Railroad Overcrossing Section on the Clackamas Secondary Highway has been completed and opened to public travel, and under the terms of an agreement previously entered into with Clackamas County, the old section of the Clackamas Secondary Highway can now be formally turned over to the jurisdiction of Clackamas County. He presented a resolution to accomplish this purpose. The Commission approved the attached resolution relative thereto, marked EXHIBIT "G", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The Commission considered a revised form of "Confidential Financial Statement, Equipment and Experience Questionnaire" to be used in determining the prequalification of highway contractors. The Secretary stated that the form has been shortened and revised in conformity with a request made by the Associated General Contractors for a prequalification form that can be used by all governmental agencies in Oregon who come under the prequalification law. The form, he continued, has not been changed in its fundamentals but has been modernized. The Commission, by unanimous vote, approved the new form.

The Commission considered and, upon favorable recommendation by the Engineer, approved a supplemental throughway agreement with Polk County pertaining to the Wallace Bridge-Sheridan Unit of the Valley Junction-Sheridan Section of the Salmon River Highway. The Engineer explained that the original agreement was dated January 26, 1956, and that the supplemental agreement provides, among other things, for conveyance to the County of rights of way acquired for the widening and reconstruction of a county road and for the closure of County Road No. 6714.

The Commission accepted the Secretary's report on papers signed by him in behalf of the Commission during the period of December 14, 1956 to January 17, 1957.

The Commission discussed a date for its next regular Commission meeting and decided to hold such meeting in Portland on Thursday and Friday, February 28 and March 1, 1957. The Commission also set Thursday and Friday, March 28 and 29 as the date for its next following meeting. The Secretary was instructed to arrange to hold these meetings in the Queens Room of the Imperial Hotel.

Attention was given to a claim submitted by Gus Luellwitz in the amount of $228.89 for repairing and relocating a water pipeline near the Odell Lake maintenance station on the Willamette Highway. An investigation was made, the Engineer stated, and it was finally resolved that

highway employees were responsible for the damage while performing grading work preparatory to the construction of a trailer-house shelter. The Legal Department, he said, has reviewed the matter carefully and has determined that Mr. Luellwitz' current use permit from the U. S. Forest Service is a valid permit and that the State is legally liable for the damage. He recommended, therefore, that the claim for $228.89 be paid. The Commission approved the payment.

The Engineer presented and the Commission approved three agreements with the Idaho Power Company covering the furnishing of electrical energy for illumination and signalization at three locations on the Olds Ferry-Ontario Section of the Old Oregon Trail in Malheur County.

An agreement with Chenowith Irrigation Cooperative, Inc., The Dalles, was presented by the Engineer. This agreement, he advised, pertains to the rearrangement of the cooperative's facilities to permit construction of the Chenoweth-The Dalles Section of US30. In connection with this permit it is necessary to issue a pipeline permit, and because the pipeline permit will vary materially from the type of permit which the Director of Permits is authorized to issue, he recommended that the Commission specifically approve the issuance of this permit, to be signed by Mr. G. S. Paxson, Assistant State Highway Engineer. The Commission approved the agreement and the recommendation concerning the pipeline permit. Mr. Paxson was authorized to sign the permit.

The Engineer reported that a serious slide condition has developed at the summit of Roberts Mountain on the Shady-Booth Ranch Section of the Pacific Highway in Douglas County. A large amount of material on the westerly side, he stated, is moving onto the roadway and it appears that approximately 136,000 cubic yards of it will have to be removed at an estimated cost of $165,000. Participation by the Bureau of Public Roads is being requested on the interstate fund basis of 90 percent by the Federal Government and 10 percent by the State. He recommended approval of a project authorization in the amount of $165,000 so that a contract may be let for the work in time to avoid delay in opening this important section of highway. The Commission approved the project as recommended.

The matter of rerouting the Silver Creek Falls Secondary Highway No. 163, in Salem, was brought up for discussion by the Engineer. He advised that the 12th Street project has been completed by the contractor and that it is now in order for the Commission to take formal action re-routing this highway in conformity with previously approved plans. He mentioned that the new route will be along 12th Street from State Street to Marion Street; thence west on Marion Street to Capitol Street for westbound travel, and on Center Street from Capitol Street to 12th Street for eastbound travel. He recommended approval of such routing. The Commission accepted the recommendation by adopting the attached resolution relative thereto marked EXHIBIT "H", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The meeting recessed at 12:00 noon and reconvened at 2:30 p. m., with the same persons present and participating.

The Commission discussed with the Engineer the bids received at the morning session and at 3:00 p. m. Commissioner Reynolds announced awards of contracts as follows:

"Rock production project on the Myrtle Point-Camas Valley Section of the Coos Bay-Roseburg Highway in Coos and Douglas Counties: The Commission awarded the contract to C. C. Meisel, McMinnville, the low bidder at $48,500.00

"Rock production project on the Azalea-Mackin Gulch Section of the Pacific Highway in Douglas and Josephine Counties: Calkins Crushing Co., Oceanlake, submitted the only bid for this project at $30,5 00.00. The Commission rejected the bid as being too high.

"Grading on the Missouri Bottom-Fords Bridge Unit, Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County: The Commission awarded the contract to Kuckenberg Construction Co., Portland, who submitted the low bid at $1,049,843.00

"Traffic signal installation in Eugene in Lane County: Trowbridge Electric Co., Roseburg, submitted the only bid received at $7,795.00. The Commission awarded the bid to Trowbridge Electric Co., Roseburg.

"Construction of camping area and roadways in the Big Creek Park Overnight Camp Expansion Project in Lincoln County: The Commission awarded the contract to Angell Bros., Eastside, who submitted the low bid at $6,783.

"Construction of utility building and service facilities for 20 trailer stalls in Big Creek Park Camp Facilities Expansion Project in Lincoln County: The Commission awarded the contract to the low bidder, Robert I. Randolph, Salem, at $18,211.00.

"Paving on the Sublimity Gun Club-Stout Creek Section of the North Santiam Highway in Marion County: The Commission awarded the contract to Roy L. Houck & Sons, Salem, who submitted the low bid of $560,153.20.

"Construction of camp area, roadways and footpaths in the Cape Lookout Park Overnight Camp Expansion Project in Tillamook County: The Commission awarded the contract to Eugene Gardens, Eugene, who submitted the low bid of $15,827.70.

"Construction of latrine and utility building in the Cape Lookout Park Camp Facilities Expansion Project in Tillamook County: The Commission awarded the contract to Lloyd G. Sperling, Tillamook, the low bidder at $34,719.23.

"Paving on the Tillamook-Donaldson Section of the Wilson River Highway in Tillamook County: The Commission elects to accept the low bid of Calkins Crushing Co., Oceanlake, in the sum of $289,226.20 and directs the State Highway Engineer to award the contract to said bidder as soon as

necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Grading, oiling and construction of two concrete bridges on the Cayuse-Thornhollow Section of the Adams-Cayuse County Road in Umatilla County: The Commission elects to accept the low bid of Vernie Jarl, Gresham, in the sum of $183,445.00, and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Umatilla County is received and the sum of $41,550.00 is deposited by the County.

"Rock production on the Pendleton-Hilgard Section of the Old Oregon Trail in Umatilla and Union Counties: The Commission awarded the contract to the low bidder, Umatilla Ready Mix Co., Umatilla, at $49,950.00.

The Commission signed the following agreements and other papers:

"Indentures of Access" on the following properties.

a. Newvine property on Mt. Vernon-John Day Section of John Day Highway, Grant County.

b. Clarence Jones property on Jones Ranch-Mitchell Section of Ochoco Highway, Wheeler County.

"Indenture" quitclaiming to Mr. and Mrs. John D. Wilmarth certain real property adjacent to Oregon Coast Highway in vicinity of Fishery Point, Tillamook County, in exchange for quitclaim by Mr. and Mrs. Wilmarth of property located inside the right of way of Oregon Coast Highway at this location.

"Supplemental Agreement" with Corps of Engineers to allow for extension of the completion date from July 1, 1956, to October 30, 1959, for paving the Columbia River Highway (US30) between Big Eddy and Blalock.

"Letter" to Commissioner of Public Roads, Washington, D. C., covering revisions in Umpqua Highway Project in existing 1957 and 1958 fiscal year Forest Highway Programs.

"Supplemental Throughway Agreement" with Polk County covering Wallace Bridge-Sheridan Unit, Valley Junction-Sheridan Section of Salmon River Highway.

"Abandonment Agreement" with Clackamas County covering the Clackamas Railroad Overcrossing Section of the Clackamas Highway No. 171. (Contract completed August 1956)

"Agreement" with Idaho Power Company for furnishing electrical energy for illuminating and signalizing the Olds Ferry-Ontario Section of the Old Oregon Trail, Malheur County.

"Agreement" with Chenowith Irrigation Cooperative, Inc., The Dalles, covering relocation of the Cooperative's water supply distribution system and facilities on Chenoweth Creek-The Dalles Section of the Columbia River Highway, Wasco County, necessitated by construction of this highway section.

"Easement and Agreement" with Southern Pacific Co. covering encroachments on the right of way on the Ashland Undercrossing-Helman Street Section of the Pacific Highway in Ashland.

"Agreement" with City of Eugene covering the traffic signal installation at 6th and 7th Avenues at Pacific Highway in Eugene. (Authorized 9-27-56.)

"Agreement" with J. L. Campbell covering their operation of the Silver Falls Lodge, Silver Falls State Park, for one year beginning January 1, 1957 and ending December 31, 1957.

"Bargain & Sale Deed" to Everett L. Darr for a parcel of land on the Laurel Hill-Still Creek Section of the Mt. Hood Highway in Clackamas County. (Authorized 9-27-56.)

"Bargain & Sale Deed" to Leonard B. Opheim for a parcel of land on the Forest Grove-Hillsboro Section of the Tualatin Valley Highway in Washington County. (Authorized 12-17-56.)

"Bargain & Sale Deed" to Orville Paulin for a parcel of land on the Beaverton-Forest Grove Section of the Tualatin Valley Highway in Washington County. (Authorized 12-17-56.)

"Bargain & Sale Deed" to Forrest H. Tower for a parcel of land on the Forest Grove-Hillsboro Section of the Tualatin Valley Highway in Washington County. (Authorized 12-17-56.)

"Bargain & Sale Deed" to Clarke T. Wheelbarger for a parcel of land on the Barbur Blvd.-White School Section of the W. Portland-Hubbard Highway in Washington County. (Authorized 12-17-56.)

"Bargain & Sale Deed" to Bernard F. Schreiner for a parcel of land on the Gervais-Hayesville Unit of the Portland-Salem Expressway in Marion County. (Authorized 12-17-56.)

"Minutes of Hearing in Albany on May 23, 1956.

"Minutes of November 8 and 9, 1956 and December 17 and 18, 1956 meetings.

The meeting adjourned at 3:30 p.m., to reconvene at 9:00 a.m. on the following day.

Portland, Oregon
January 23, 1957

The meeting of the State Highway Commission reconvened at 9:00 a.m. in the Queens Room of the Imperial Hotel. The following people were present:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
Robert L. May, Jr., Acting Chief Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

Bids as follows were opened and read aloud by the Secretary who announced that the Commission would award contracts in the same room at 2:30 p.m.:

CLATSOP COUNTY
CONSTRUCTION OF CAMP AREA AND ROADWAYS IN FORT STEVENS PARK OVERNIGHT CAMP EXPANSION PROJECT

Parker & Fuhrman, Portland	$ 11,988.00
Grimstad & Vanderveldt, Astoria	13,654.50
Barger Construction Co., Gresham	13,820.00
Keizer Sand & Gravel Co., Salem	15,287.00
Henry H. Miller Contractors, Inc., Roseburg	16,546.00
Hamson & Myers, Oswego	23,619.00

CLATSOP COUNTY
CONSTRUCTION OF LATRINE AND UTILITY BUILDING IN FORT STEVENS PARK CAMP FACILITIES EXPANSION PROJECT

Robert I. Randolph, Salem	$ 33,198.46
Enoch I. Maerz, Salem	34,300.90
P. S. Lord Mechanical Contractors, Portland	36,798.00
Grimstad & Vanderveldt, Astoria	37,276.00
Engineering Construction Co., Inc., Portland	43,899.37

JOSEPHINE COUNTY
PAVING ON THE LOUSE CREEK-GRANTS PASS SECTION OF THE PACIFIC HIGHWAY

Central Paving Co., Independence	$ 462,550.60
The Central Heating Co., Ore. Ltd., Eugene	464,211.00

JOSEPHINE COUNTY
HAYES HILL-W. FORK ILLINOIS RIVER ROCK PRODUCTION PROJECT ON THE REDWOOD HIGHWAY

John R. Saxton, Roseburg	$ 27,435.00
Marlin Tryon, Fort Dick, California	37,785.00

POLK COUNTY
ILLUMINATION INSTALLATION ON THE DOLPH CORNER-RICKREALL SECTION OF THE WILLAMINA-SALEM HIGHWAY

J. J. Walton, Salem	$ 6,293.00
Rochat Electric, Portland	6,450.00
Trowbridge Electric Co., Roseburg	6,600.00
Olson Electric Co., Vancouver, Wn.	7,589.00

WALLOWA COUNTY
ENTERPRISE ROCK PRODUCTION PROJECT ON THE WALLOWA LAKE AND ENTERPRISE-LEWISTON HIGHWAYS

J. F. Konen Construction Co., Inc., Lewiston Idaho	$ 51,375.00
Barney B. Helser, Beaverton*	55,350.00
N. A. Toole Construction Co., Ontario	59,100.00
C. E. Leseberg, Nyssa	91,020.00

*Bidder will not accept award of more than one contract.

WHEELER AND GILLIAM COUNTIES
THIRTYMILE CREEK-SERVICE CREEK ROCK PRODUCTION PROJECT ON THE JOHN DAY HIGHWAY

Barney B. Helser, Beaverton*	$ 40,990.00
Vernie Jarl, Gresham	43,150.00
Allum Bros., Eugene	54,400.00

*Bidder will not accept award of more than one contract.

YAMHILL COUNTY
PAVING AND TEMPORARY CONNECTION OILING ON THE WALLACE BRIDGE-SHERIDAN SECTION OF THE SALMON RIVER HIGHWAY

Central Paving Co., Independence	$ 491,399.50
Parker-Schram Co., Portland	504,894.60
Newport Construction Co., Portland	521,566.25
Warren Northwest, Inc., Portland	569,884.00

January 23, 1957

Paving and temporary connection oiling on Wallace Bridge-Sheridan Section of the Salmon River Highway, (Cont)

The Central Heating Co., Ore. Ltd., Eugene	$ 586,541.00
Porter W. Yett, Portland	587,429.90

LAKE COUNTY
LAKEVIEW ROCK PRODUCTION ON 3 STATE HIGHWAYS IN THE VICINITY OF LAKEVIEW

L. A. Decker, Lakeview	$ 27,050.00
Allum Bros., Eugene	30,000.00
Asphalt Paving Co., Klamath Falls	44,900.00

At 10:10 a.m., Mr. F. A. Query, Assistant Secretary, arrived from Salem with a bid from J. J. Walton, Salem, for the illumination installation on the Dolph Corner-Rickreall Section, on which project bids were read at 9:00 a.m. He stated that the bid was handed to him at about 4:50 p.m. on the previous day in the Salem Office of the Highway Department, and that although he had left Salem at 7:15 this morning, he had been unavoidably delayed enroute by a traffic jam on Barbur Boulevard caused by snow and ice. The Acting Chief Counsel who was consulted by the Commission, gave as his opinion that the bid is a legitimate one, inasmuch as it was in the custody of a Commission representative prior to the bid opening. In view of this information, the Commission decided unanimously to accept the bid and consider it along with others that were received for this particular project. The bid thereupon was opened and read aloud by the Secretary.

A delegation representing the Oregon Roadside Council came before the Commission concerning legislation to prohibit signboards along the Old Oregon Trail and the Pacific Highway, which are interstate highways. The following people were present: Messrs. Harold Gill, President, Oregon Roadside Council; Thornton T. Munger, Vice President; and E. B. MacNaughton, Past President; all of Portland. Mr. Gill, who acted as spokesman, asked the Commission to support them in sponsoring legislation which would do away with such signboards. Chairman Chandler stated that the Commissioners feel that as a commission, they cannot support legislation which is not strictly a highway matter, however, as an individual and a private citizen each is in sympathy with the objectives of the Roadside Council. Commissioner McIver stated that he is of the same opinion as the Chairman, and that the Commission's interest in roadside signs cannot extend beyond the safety and convenience of the traveling public. Mr. MacNaughton inquired as to why the Commission cannot acquire rights from property holders when land is purchased so as to control signboards. It

was his feeling that construction of a new highway, such as the Baldock Freeway, created additional values to the adjoining property owners and that they should not be allowed to capitalize on such increased value by selling space for billboard erection. He urged the Commission to try to get the additional authority that is needed to control signs. The Acting Chief Counsel pointed out that the Commission's authority to spend highway funds is strictly limited by law. He recalled that the 1955 legislative assembly passed a mild law to restrict billboard advertising which limits the actions of the Commission. Highway revenues, he continued, are carefully guarded for highway purposes and the matter of restricting billboards is not in that category. Commissioner McIver pointed out that the Highway Commission is now under considerable criticism because a segment of the public believes that the Commission has too much authority. Pressure to restrict billboards, he stated, would be far more effective if it came from public groups rather than asking the Highway Commission to exert its influence. Mr. Munger stated that the Oregon Roadside Council is considering the sponsoring of a bill which will give the Highway Commission authority to acquire sign rights from property holders. The Engineer pointed out that in the operation of its plan for improvement of interstate highways, the Federal Government is working in the direction of restricting roadside advertising, but so far it has not provided funds to finance it. The Commission took no further action on this matter.

A delegation from Tillamook County came before the Commission concerning improvement of the Oregon Coast Highway between Bay City and Garibaldi, construction of a new bridge across Tillamook River on the Netarts Highway, and additional improvements on the Little Nestucca Highway. The following people were present: O. E. Effenberger, Tillamook County Judge; Charles Ross, Chairman, Tillamook County Highway Committee; F. H. Guyton, Highway Committee of Chamber of Commerce; Wesley Schulmerich, Tillamook County Commissioner; all of Tillamook; Verne Ayers, Manager, Oregon Coast Association, Newport; Donald B. McRae, City Councilman; Burford Wilkerson, Manager, Chamber of Commerce; Earl K. Sweet, Highway Committee of Chamber of Commerce; and Mark Edmonston; all of Garibaldi. Judge Effenberger headed the group and introduced the members. He urged favorable consideration by the Commission on their projects. Mr. Ross, commenting on the Bay City-Garibaldi improvement, stated that the Garibaldi City Council has considered the several routes that the Highway Engineers have studied for this improvement and has voted in favor of the "low alternate" route as being in the best interests of their community, and they want that route given first consideration. Mr. McRae commented that people in Garibaldi, although not unanimously in favor of the "low alternate" route, are primarily concerned in eliminating excessive curvature in this section and would probably favor any reasonable location which would reduce the curvature.

Mr. Guyton called attention to the extremely narrow bridge across Tillamook River on the Netarts Secondary Highway just west of the City of Tillamook. This bridge, he stated, should be replaced on new alignment.

The Engineer said that all available funds have been allocated for the present two-year program, which does not include this bridge, and no provision has been made for it in any future program. Judge Effenberger pointed out the need for a new bridge to accommodate log trucks which have difficulty in negotiating the present bridge. Mr. Schulmerich urged improvements to the Little Nestucca Secondary Highway, particularly at the east (Dolph) end. He recalled that several years ago new bridges were constructed on this highway but very little was done to improve the rest of the road. Traffic over the road, he said, is mostly local as the road is not good enough to serve as a tourist attraction. He pointed out that if the east end of the highway is improved it will allow a great many products from the Nestucca valley, including logs, to move to the east. On the western end of the highway, which is now improved to a gravel surface, the residents are desirous of having the most westerly two-mile section oiled to allay the dust condition in the summer and mud and pot holes in the winter. Judge Effenberger stated that they would appreciate having the State Highway Engineer look over these various problems with them. This concluded this conference.

The meeting recessed at 11:10 a.m. and reconvened at 2:00 p.m. in the same room, with the same persons present and participating.

Mr. Herman Oliver, former member of the State Highway Commission, from April 1, 1940 to March 31, 1943, called on the Commission concerning improvement on US395 immediately north of the city of John Day. The existing highway, he stated, now follows Beach Creek south and westerly to Mount Vernon and then easterly to John Day. He urged construction of a cutoff route from a point north and east of Mount Vernon which would extend southerly and easterly, thereby reducing the distance several miles. He pointed out that a great many cattle are shipped from Central Oregon over the John Day Highway because of its water-grade route but much improvement of the highway is needed as many sections are very crooked and narrow. Truckers, he continued, are reluctant to haul heavy loads over the Ochoco summit west of Mitchell because of a great deal of adverse grade. He thanked the Commission for work which has been performed on the Central Oregon Highway east and west of Burns. The Engineer mentioned that $500,000 has been allocated for improvement of the John Day Highway over Butte Creek summit and that a survey has been completed of the section from John Day to Loos School, and another survey is now underway. There followed a general discussion of highway matters in Grant County without action.

Mr. R. J. Bettendorf, Manager, Port of Astoria, and Mr. Charles DeFoe, Manager, Chamber of Commerce, both of Astoria, came before the Commission concerning the proposed bridge across the Columbia River at Astoria. Mr. Bettendorf stated that he was somewhat surprised that news reports had indicated that the bridge is practically a dead issue, whereas people who are interested in the bridge have no intention of abandoning efforts to secure it. On January 31, 1957, he stated, the House and Senate Highway Committees of the Washington legislature will hold a

joint hearing in Olympia, Washington, concerning this bridge and among other things, they are going to ask how far the States of Oregon and Washington will cooperate in construction of the bridge. He urged the Commission to authorize at least one representative to attend this meeting. There is a good possibility, he said, that some members of the Oregon Legislature will also attend the meeting. He then mentioned that US101 where it crosses the Columbia River between Astoria and Megler presently is not designated as a part of the federal highway system. He urged appropriate action to secure such designation, which in his estimation, will help solve the financial problem. Chairman Chandler stated that the Commission has authorized Mr. Williams, State Highway Engineer, and Mr. Paxson, Assistant Highway Engineer, to attend the meeting on January 31. Commissioner Reynolds stated that the Commission is very much interested in the project and is of the feeling that it should go forward if some feasible method of financing it can be found. Chairman Chandler stated that the Commission will instruct the Engineer later as to just how far the Commission will allow him to go in making commitments at the meeting in Olympia, January 31.

Mr. DeFoe complimented the Commission on the excellent results obtained by the Travel and Information Department in its tourist advertising campaign. He stated that the Astoria Chamber of Commerce wants to erect large signboards at the east and west city limits of Astoria and at the ferry landing at Megler, containing information for tourists, and they would also like to make arrangements for construction of turnouts at these locations. He asked the Commission to approve their project. The Commission instructed the Engineer to investigate the requests and submit a report.

Following departure of the delegation, the Commission conferred with the Engineer regarding information that can be released at the Olympia hearing, January 31. The Engineer said that, in his opinion, the State of Oregon could probably contribute about $250,000 per year for a period of 10 or 12 years, to match a like amount of Washington money, and that this expenditure could be largely justified by the present deficit in ferry operations, and more so if an additional ferry is required, which very likely will be in the not distant future. The Washington Highway Director, Mr. W. A. Bugge, had indicated, the Engineer said, that the State of Washington might contribute a like amount. Commissioner Reynolds gave as his opinion that the Highway Commission should cooperate to as great an extent as is possible without hurting statewide projects. He inquired if it is feasible to designate a section across the Columbia River between Astoria and Megler as a primary highway and as a part of route US101. The Engineer replied in the negative, stating that the State of Oregon could designate only as far as the middle of the river. Commissioner McIver then inquired if the Engineer in meeting with the Washington people on January 31, intends to bring into the discussion construction of a bridge at some other location than at Astoria. He pointed out that if the bridge were to be placed upstream 10 or 12 miles, the cost might be greatly reduced. It was his opinion that the matter of locating the bridge upstream should be discussed with the Washington representatives.

The Engineer replied that an investigation was made in 1946 concerning an upstream location and it was determined that the cost to build a bridge at that point would be approximately one-half of the cost of constructing it at Astoria. Most of the tourist traffic, he stated, would not be inconvenienced by the upstream location but the people of Astoria are not in favor of it.

The Commission discussed with the Engineer, bids received at the morning session, and at 2:30 p.m. Commissioner McIver announced awards of contracts as follows:

"Construction of a camp area and roadways in Fort Stevens Park Overnight Camp Expansion Project in Clatsop County: The Commission awarded the contract to the low bidder, Parker & Fuhrman, Portland, for $11,988.00.

"Construction of a latrine and utility building in the Fort Stevens Park Camp Facilities Expansion Project in Clatsop County. The Commission awarded the contract to the low bidder, Robert I. Randolph, Salem, for $33,198.46.

"Paving on the Louse Creek-Grants Pass Section of the Pacific Highway in Josephine County: The Commission awarded the contract to the low bidder, Central Paving Co., Independence, for $462,550.60.

"Rock production project on on the Hayes Hill-West Fork Illinois River Section of the Redwood Highway in Josephine County: The Commission awarded the contract to the low bidder, John R. Saxton, Roseburg, for $27,435.00.

"Illumination installation on the Dolph Corner-Rickreall Section of the Willamina-Salem Highway at Rickreall Junction in Polk County: The Commission awarded the contract to the low bidder, J. J. Walton, Salem, for $6,293.00.

"Rock production project on the Wallowa Lake and Enterprise-Lewiston Highways in Wallowa County: The Commission awarded the contract to the low bidder, J. F. Konen Construction Co., Inc., Lewiston, Idaho, for $51,375.00.

"Rock production project on the Thirtymile Creek-Service Creek Section of the John Day Highway in Wheeler and Gilliam Counties: The Commission awarded the contract to the low bidder, Barney B. Helser, Beaverton, for $40,990.00.

"Paving on the Wallace Bridge-Sheridan Section of the Salmon River Highway in Yamhill County: The Commission awarded the contract to the low bidder, Central Paving Co., Independence, for $491,399.50.

"Lakeview rock production project on three State highways near Lakeview in Lake County: The Commission awarded the contract to the low bidder, L. A. Decker, Lakeview, for $27,050.00.

The State Parks Superintendent stated that Mr. Badley, who operates a tourist business at Otter Crest on the Oregon Coast Highway, has offered objections to the use of the word, "Lookout", on the sign that the Highway Commission is maintaining at the concession building at Depoe Bay. Mr. Badley alleges that the use of the word, "Lookout", infringes on his rights, as he has used that word in connection with his establishment for a long time, he has threatened to institute legal proceedings. The Commission decided not to change the name of the building at Depoe Bay, and instructed the Park Superintendent to endeavor to work out something with Mr. Badley.

There being no further business to consider, the meeting was declared adjourned by Chairman Chandler at 3:00 p.m.

State Highway Engineer

Chairman

Commissioner

Secretary

Commissioner

January 23, 1957

EXHIBITS "A" through "L"

MINUTES

of the

OREGON STATE HIGHWAY COMMISSION MEETING

held on

JANUARY 22 and 23, 1957

EXHIBIT "A"

Minutes of January 22 and 23, 1957

R E S O L U T I O N

WHEREAS, in connection with the future improvement of the highway herein designated, and for the convenience and benefit of the public, it is and has been necessary to acquire property for rights of way, quarry sites, gravel or other material sites, sites for the storage of materials, and properties for other purposes authorized by statute as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the following described properties are hereby declared to be necessary for State highway, park and other uses under the jurisdiction of the Commission, and that the several options or bases of settlement hereinafter enumerated be, and the same hereby are approved and accepted, and that the attorney for the Commission be, and he hereby is, instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon, by and through its State Highway Commission. The said properties hereby ordered and authorized to be acquired are as follows:

WEST UNIT-SANDY-FOREST BOUNDARY SECTION - MT. HOOD HIGHWAY

25578 Brown, Laura P. and Fred O. (Stuntz)
Right of Way
Option expires June 12, 1957

0.55 acre at $1,000 per acre	$ 550.00	
House, 1,308 sq.ft., garage, lily pond, ch. house	10,706.00	
Timber	62.00	
Severance damage	600.00	
Amount to be paid owners - chrg to Right of Way		$11,918.00

Grantors to vacate 60 days from notice or 5 days after receipt of payment or enter into rental agreement.

EXHIBIT "A" (Cont)

WEST UNIT-SANDY-FOREST BOUNDARY SECTION-MT. HOOD HIGHWAY (Cont)

25578 Brown, Laura P. and Fred O. (Cont)

THINGS TO BE DONE BY THE STATE

Construct an approach road at Sta. 271+50
Access: 271+50, N., private residential, farming, development, harvesting and transportation of forest products, and production and transportation to market of nursery stock.

Access controlled -

25586 Anderson, Ernest and Flossie (Stuntz)
Right of Way
Option expires June 18, 1957

2.24 acres at $500 per acre	$1,120.00
Allow. for rem. or wrecking house	3,284.00
Septic tank	300.00
60 rods fencing at $4 per rod	240.00
Moving bulbs and plants	421.00
Allow. for drilling new well	750.00
Timber	185.00

Amount to be paid owners - chrg to Right of Way $6,300.00

Grantors to vacate by May 1, 1957, unless weather is too severe for moving operations.

THINGS TO BE DONE BY THE STATE

Construct an approach road at approx. Sta. 303+70.
Access: 303+70, S., private residential, farming and development, harvesting and transportation of forest products.

Access controlled -

25559 Dahrens, Helen A. (Stuntz)
Right of Way
Option expires June 18, 1957

0.52 acre at $250 per acre	$130.00
Timber	22.00

Amount to be paid owner - chrg to Right of Way $152.00

EXHIBIT "A" (Cont)

WEST UNIT-SANDY-FOREST BOUNDARY SECTION-MT. HOOD HIGHWAY (Cont)

25559 Dahrens, Helen A. (Cont)

Owner reserves and may construct access at 221+00 for residential, timber and farm purposes.

Access controlled -

25692 Henneman, Lulu (Black)
Right of Way
Option expires June 25, 1957

6.24 acres at $300 per acre	$1,872.00	
80 rods fencing at $4 per rod	320.00	
Timber	47.00	
Loss of access	250.00	
Amount to be paid owner - chrg to Right of Way		$2,489.00

Complete restriction of access -

25700 Peters, William G. and Agnes K. (Black)
Right of Way
Option expires June 30, 1957

0.15 acre, lump sum	$150.00	
Trees, lawn and driveway	100.00	
Amount to be paid owners - chrg to Right of Way		$250.00

Grantor retains right to remove timber from Lot 69 r/w area until May 1, 1957.

THINGS TO BE DONE BY THE STATE

Provide frontage road.

Access controlled -

25676 Anderson, Ernest and Flossie (Black)
Right of Way
Option expires June 20, 1957

1.95 acres (1 acre Excess) at $250 per acre	$487.50	
Amount to be paid owners - chrg to Right of Way		$487.50

EXHIBIT "A" (Cont)

WEST UNIT-SANDY-FOREST BOUNDARY SECTION-MT. HOOD HIGHWAY (Cont)

25676 Anderson, Ernest and Flossie (Cont)

Grantors retain right to remove timber by May 1, 1957.

Complete restriction of access -

25686 Thorpe, Bill (Black)
Right of Way
Option expires June 25, 1957

3.37 acres (1.55 acres Excess) at $200 per acre	$674.00	
Timber	40.00	
23 rods fencing at $4 per rod	92.00	
Amount to be paid owner - chrg to Right of Way		$806.00

Complete restriction of access -

25691 Henneman, Lulu (Black)
Right of Way
Option expires June 23, 1957

0.68 acre at $300 per acre	$204.00	
26 rods fencing at $4 per rod	104.00	
Severance damage and timber	200.00	
Amount to be paid owner - chrg to Right of Way		$508.00

Complete restriction of access -

25699 King, Ivan R. and Hazel M. (Black)
Right of Way
Option expires June 12, 1957

0.28 acre at $500 per acre	$ 140.00	
Lawn, trees, and shrubs	400.00	
Damage	3,960.00	
Amount to be paid owners - chrg to Right of Way		$4,500.00

Grantor reserves right to move five trees by March 31, 1957 or they become property of State.

THINGS TO BE DONE BY THE STATE

Provide frontage road. Construct approach to r/w line, and asphalt surface.

EXHIBIT "A" (Cont)

WEST UNIT-SANDY-FOREST BOUNDARY SECTION-MT. HOOD HIGHWAY (Cont)

25699 King, Ivan R. and Hazel M. (Cont)

Access: 428+85, N., 15' wide, private residential.

Access controlled -

25679 Shockey, Alice P. (Black)
Right of Way
Option expires June 18, 1957

1.88 acres at $300 per acre (0.11 acre Excess)	$564.00	
Timber	82.00	
Fencing, 42 rods at $4 per rod	168.00	
Severance damage	100.00	
Amount to be paid owner - chrg to Right of Way		$914.00

THINGS TO BE DONE BY THE STATE

Construct approach to r/w line 15' wide and surface with asphalt.
Access: 373+00, N., private residential.

Access controlled -

25680 Darrington, J. F. and Brenda (Black)
Right of Way
Option expires July 6, 1957

0.8 acre at $200 per acre	$160.00	
Timber	85.00	
Amount to be paid owners - chrg to Right of Way		$245.00

Complete restriction of access -

25682 Amundsen, Arthur S. and Catherine (Black)
Right of Way
Option expires June 30, 1957

1.30 acres at $100 per acre	$130.00	
Severance damage	100.00	
Amount to be paid owners - chrg to Right of Way		$230.00

Grantor has right to remove timber till May 1, 1957.

THINGS TO BE DONE BY THE STATE

EXHIBIT "A" (Cont)

WEST UNIT-SANDY-FOREST BOUNDARY SECTION-MT. HOOD HIGHWAY (Cont)

25682 Amundsen, Arthur S. and Catherine (Cont)

Construct approach to r/w line 15' wide and pave with asphalt.
Access: 344+00, N., private residential and timber products.

Access controlled -

25683 Amundsen, Arthur S. and Catherine (Black)
Right of Way
Option expires June 30, 1957

3.98 acres at $100 per acre	$ 398.00
Timber	645.00
Logging road, 400' at $2.50 per foot	1,000.00
Severance damage	430.00

Amount to be paid owners - chrg to Right of Way $2,473.00

THINGS TO BE DONE BY THE STATE

Construct approach to r/w line 15' wide and pave with asphalt.
Access: 345+00, S., private residential and future sawmill activity.

Access controlled -

25689 Golden, Mark V. and Stella (Black)
Right of Way
Option expires June 30, 1957

1.126 acres at $250 per acre (0.026 A., Excess)	$281.50
Spring	178.50

Amount to be paid owners - chrg to Right of Way $460.00

Grantor has right to remove timber till May 1, 1957.

Complete restriction of access -

25701 Furnish, Commodore T. and Bertha (Black)
Right of Way
Option expires July 2, 1957

0.28 acre at $500 per acre	$140.00
Severance damage	260.00

EXHIBIT "A" (Cont)

WEST UNIT-SANDY-FOREST BOUNDARY SECTION-MT. HOOD HIGHWAY (Cont)

25701 Furnish, Commodore T. and Bertha (Cont)

Amount to be paid owners - chrg to Right of Way $400.00

THINGS TO BE DONE BY THE STATE

Construct approach to r/w line 15' wide and pave with asphalt.
Access: 429+68, N., private residential and farming.

Access controlled -

25704 Decker, Edward T. (Black)
Right of Way
Option expires June 17, 1957

0.08 acre	$50.00

Amount to be paid owner - chrg to Right of Way $50.00

THINGS TO BE DONE BY THE STATE

Provide frontage road.

Access controlled -

25714 Wineberg, Wm. J. and Janet R. (Black)
Right of Way
Option expires June 30, 1957

0.17 acre at $1,000 per acre	$170.00
Timber	15.00
Severance damage	65.00

Amount to be paid owners - chrg to Right of Way $250.00

Complete restriction of access -

25709 Erickson, Norman B. and Adela (Black)
Right of Way
Option expires June 25, 1957

0.1 acre at $500 per acre	$ 50.00
Encroachment damage	150.00

Amount to be paid owners - chrg to Right of Way $200.00

EXHIBIT "A" (Cont)

WEST UNIT-SANDY-FOREST BOUNDARY SECTION-MT. HOOD HIGHWAY (Cont)

25709 Erickson, Norman B. and Adela (Cont)

THINGS TO BE DONE BY THE STATE

Provide frontage road.

Complete restriction of access -

25711 Forman, James B. and Mary Guy (Black)
Right of Way
Option expires June 13, 1957

0.04 acre	$ 50.00
Encroachment damage	350.00

Amount to be paid owners - chrg to Right of Way $400.00

THINGS TO BE DONE BY THE STATE

Provide frontage road.

Complete restriction of access -

25712 Dotson, John H. and Alice Irene (Black)
Right of Way
Option expires June 11, 1957

0.23 A. at $1,000/A.,0.10A. at $250/A.	$ 255.00
Timber	50.00
Septic tank	245.00
Encroachment damage	1,000.00

Amount to be paid owners - chrg to Right of Way $1,550.00

THINGS TO BE DONE BY THE STATE

Provide frontage road.

Complete restriction of access -

25875 Armstrong, Russell B. and Catherine D. (Stunts)
Right of Way
Option expires June 17, 1957

0.04 acre	$ 80.00
Damage	400.00

Amount to be paid owners - chrg to Right of Way $480.00

EXHIBIT "A" (Cont)

WEST UNIT-SANDY-FOREST BOUNDARY SECTION - MT. HOOD HIGHWAY (Cont)

25875 Armstrong, Russell B. and Catherine D. (Cont)

THINGS TO BE DONE BY THE STATE

Construct an approach road at approx. Sta. 228+22.
Access: 228+22, S., private residential.

Access controlled -

FLAVEL ST. - GLENCOE ROAD UNIT, FLAVEL ST. - S.P. OVERCROSSING SECTION - CASCADE HIGHWAY

Foot path and/or Sidewalk easement (SE 82nd Avenue) as listed below

File No.	Name	Width	Square foot area
25248	Harold S. Bauer et al	4'	824 Gratis

CLACKAMAS HIGHWAY AT M. P. 15.04

26020 Forman, Ray L. and LeRoy F. (Grant)
Drainage Ditch Easement
Easement signed December 19, 1956

Easement $1.00

Amount to be paid owners - chrg to Right of Way $1.00

Access not controlled -

SEASIDE SECTION - OREGON COAST HIGHWAY

23371 Sabey, Arvin R. and Helen (Benner)
Right of Way
Option expires June 19, 1957

4,043 sq.ft. $3,500.00

Amount to be paid owners - chrg to Right of Way $3,500.00

Entire taking -

ADAMS STREET-MC MINNVILLE SECTION - PACIFIC HIGHWAY WEST

22202 Henderson, Cyril D. and Anabel D. (Legal Settlement)
Right of Way

EXHIBIT "A" (Cont)

ADAMS STREET-MC MINNVILLE SECTION - PACIFIC HIGHWAY WEST (Cont)

22202 Henderson, Cyril D. and Anabel D. (Cont)

0.077 acre	$ 500.00	
Damages	1,500.00	
Amount to be paid owners - chrg to Right of Way		$2,000.00
Taxes to be pro-rated. Estimate		20.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$2,020.00

Access controlled by ORS 374.405.
25' access reserved 94+14 W., unrestricted.

Access controlled -

SALEM BY-PASS SECTION - PORTLAND-SALEM EXPRESSWAY

25341 General Petroleum Corporation (Benner)
Right of Way
Option expires March 9, 1957

1,200 sq.ft. at $0.13 per sq.ft.	$156.00	
Amount to be paid owners - chrg to Right of Way		$156.00

Access controlled -

MARION COUNTY LINE-ALBANY UNIT, N. JEFFERSON JCT.-ALBANY SECTION - PACIFIC HIGHWAY

24550 Clifton, Garnett C. and Lola D. (Gemmell)
Right of Way
Option expires June 17, 1957

0.31 acre	$400.00	
Amount to be paid owners - chrg to Right of Way		$400.00

THINGS TO BE DONE BY THE STATE

Provide E. frontage road.

Complete restriction of access -

24551 Cole, Ernest C. and Tillie (Gemmell)
Right of Way
Option expires June 17, 1957

EXHIBIT "A" (Cont)

MARION COUNTY LINE-ALBANY UNIT, N. JEFFERSON JCT.-ALBANY SECTION - PACIFIC HIGHWAY (Cont)

24551 Cole, Ernest C. and Tillie (Cont)

0.4 acre	$500.00	
Amount to be paid owners - chrg to Right of Way		$500.00

THINGS TO BE DONE BY THE STATE

Provide E. Frontage road.

Access controlled - none allowed -

25095 Barker, Forrest W. and Betty L. (Friess)
Right of Way
Option expires July 2, 1957

0.2 acre R/W; .09 acre excess	$ 2,000.00	
House, 1150 sq.ft. at $8 per sq.ft.	9,200.00	
Garage, 250 sq.ft. at $2.40 per sq.ft.	600.00	
Amount to be paid owners - chrg to Right of Way		$11,800.00
Taxes to be pro-rated. Estimate		60.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$11,860.00

Grantors to vacate by February 28, 1957, or 15 days after payment. Grantors retain right of first refusal on rental of property.

Entire taking -

25088 Harper, A. E. et al (Friess)
Right of Way
Option expires June 27, 1957

0.27 acre at $3,000 per acre	$ 810.00	
11,800 sq. ft. lawn and driveway at $0.05 per sq. ft.	590.00	
10 trees at $50/ tree and shrubs	700.00	
Moving signs, spr. system, 2 mail boxes	210.00	
Damage	2,190.00	
Amount to be paid owners - chrg to Right of Way		$ 4,500.00

THINGS TO BE DONE BY THE STATE

EXHIBIT "A" (Cont)

MARION COUNTY LINE-ALBANY UNIT, N. JEFFERSON JCT.-ALBANY SECTION - PACIFIC HIGHWAY (Cont)

25088 Harper, A. E. et al (Cont)

Provide frontage road, and re-establish 2 approaches to same at present locations.

Access controlled -

25063 Burkhart, John G. and Ada O. (Hart)
Right of Way
Option expires May 18, 1957

3.17 acres at $625+ per acre	$2,000.00
50 rods fencing at $4 per rod	200.00
Damage	300.00

Amount to be paid owners - chrg to Right of Way $2,500.00

Grantor allowed to salvage timber by March 31, 1957 if it does not interfere with hwy. construction; to vacate by same date or 30 days after receipt of notification to vacate.

THINGS TO BE DONE BY THE STATE

Construct approach to Grantors' remaining land at place of own choosing. (From frontage road.)

Complete restriction of access -

25082 Ropp, Daniel F. and Barbara (Hart)
Right of Way
Option expires July 6, 1957

0.25 acre at $3,000 per acre	$ 750.00
Septic tank and drain line restoration	400.00
Encroachment damage	1,475.00

Amount to be paid owners - chrg to Right of Way $2,625.00

Complete restriction of access -

NORTH CORVALLIS SECTION - PACIFIC HIGHWAY WEST

25930 State Land Board (Norlin)
Right of Way

All of Lot 1 in Fractional Bl. 2, Dixon's Add. to Corvallis $1,000.00

EXHIBIT "A" (Cont)

NORTH CORVALLIS SECTION - PACIFIC HIGHWAY WEST (Cont)

25930 State Land Board (Cont)

Amount to be paid owner - chrg to Right of Way $1,000.00

Entire taking -

FERRY STREET BRIDGE-MOHAWK ROAD SECTION - EUGENE-SPRINGFIELD HIGHWAY

23522 O'Neel, Maxia L. (Curfman)
Right of Way
Option expires July 7, 1957

.22 acres $50.00

Amount to be paid owner - chrg to Right of Way $50.00

Access controlled - none allowed -

MYRTLE CREEK-UMPQUA BEND SECTION - PACIFIC HIGHWAY

25903 Lewis, Mabel (Holt)
Right of Way
Option expires June 9, 1957

1.71 acres at $700 per acre $1,197.00
0.38 acre and easement for sewage 100.00

Amount to be paid owners - chrg to Right of Way $1,297.00

THINGS TO BE DONE BY THE STATE

Grantee has right to introduce effluent into drainage crossing Grantor's property approx. opp. Sta. 76+00; if offensive after 60 days notice from Grantors, Grantee to pipe same across Grantor's property and maintain pipeline.

Access controlled - none allowed -

B.P.R. Project

HINSDALE SLOUGH-LUDER CREEK SECTION - UMPQUA HIGHWAY

25178 North, Onnie R. and Ilie (Riley)
Right of Way
Option expires June 16, 1957

0.29 acre $250.00

EXHIBIT "A" (Cont)

B.P.R. Project (Cont)

HINSDALE SLOUGH-LUDER CREEK SECTION - UMPQUA HIGHWAY (Cont)

25178 North, Onnie R. and Ilie (Cont)

Trees and damage $250.00

Amount to be paid owners - chrg to Right of Way $500.00

Provisions in option #20296 concerning milk parlor, water supply and fencing remain in effect. Option subject to access provisions Stas. 464+85, N., unrestricted and 467+40, N., private residential, stipulated in prior option agreement signed May 19, 1953, #20296.

Access controlled -

25921 Wilkenloh, E. Gerard and Clarice D. (Curfman)
Right of Way
Option expires June 26, 1957

3,400 sq.ft. $1.00

Amount to be paid owners - chrg to Right of Way $1.00

THINGS TO BE DONE BY THE STATE

Construct approach from hwy. at Sta. 587.
Access: Sta. 586+90, N., private residential.

Access controlled -

26019 State Land Board (Porter)
Borrow Area

Est. 35,000 cu.yds. at $0.10 per cu.yd. Royalty

Amount to be paid Land Board (Estimate) chrg to Gravel Pit $3,500.00

HUNTER CR.-CAPE SEBASTIAN UNIT, GOLD BEACH-CAPE SEBASTIAN SECTION - OREGON COAST HWY.

25528 Brooks, Charles M. and Zada (Riley)
Right of Way
Option expires March 7, 1957

EXHIBIT "A" (Cont)

HUNTER CR.-CAPE SEBASTIAN UNIT, GOLD BEACH-CAPE SEBASTIAN SECTION - OREGON COAST HWY. (Cont)

25528 Brooks, Charles M. and Zada (Cont)

5.45 acres at $1,000 per acre, 8.09 acres Excess at $750 per acre	/ or Borrow	$11,525.00
Move cabins		2,500.00
Damages		3,475.00

Amount to be paid owners - chrg to Right of Way $17,500.00

Grantor to move cabins by January 1, 1958 or within 30 days after road construction is let.

THINGS TO BE DONE BY THE STATE

Construct road approaches Stas. 111+00 and 120+00.
Access: 111+00 and 120+00, E., private residential.

Access controlled -

25531 Cooper, H. L. (Riley)
Right of Way
Option expires July 8, 1957

17.00 acres at $210+ per acre (10.89 acres, Excess)	$3,575.00

Amount to be paid owner - chrg to Right of Way $3,575.00

THINGS TO BE DONE BY THE STATE

Construct road approach Sta. 160+00, E.
Access: 160+00, E., private residential.

Access controlled -

DAVIS SLOUGH-BANDON SECTION - OREGON COAST HIGHWAY

25961 Lively, Elmer and Eldora (Curfman)
Materials Source
Option expires July 1, 1957

4.91 acres at $60+ per acre	$300.00

Amount to be paid owners - chrg to Gravel Pit $300.00

EXHIBIT "A" (Cont)

DAVIS SLOUGH-BANDON SECTION - OREGON COAST HIGHWAY (Cont)

25961 Lively, Elmer and Eldora (Cont)

Exploratory option to be accepted if material found satisfactory.

SHOGREN-CHENOWITH CREEK UNIT, MOSIER-THE DALLES SECTION - COLUMBIA RIVER HIGHWAY

25850 Joynes, Lee; Phelps, Harry D. et al (Bucknum)
Right of Way
Options expire July 2, 1957

1.56 acres at $30+ per acre	$ 48.00
1.02 acres at $500 per acre	510.00
Re-establish horse corral	100.00
Amount to be paid Joynes, legal owner - chrg to Right of Way	$496.50
Amount to be paid Phelps, lessee - chrg to Right of Way	161.50
TOTAL - chrg to Right of Way	$658.00

THINGS TO BE DONE BY THE STATE

Extend culvert at Sta. 1598+50 and install new water pipe and extend culvert at Sta. 1603. Protect spring N. of Sta. 1608, and re-establish pipe.

Access controlled - none allowed -

KLAMATH FALLS WEST SIDE BY-PASS SECTION - THE DALLES-CALIFORNIA HIGHWAY

23137 Geis, Kathryn (Bucknum)
Right of Way
Option expires July 8, 1957

10,890 sq. ft. at $0.03 per sq. ft.	$326.70
Amount to be paid owner - chrg to Right of Way	$326.70

Access controlled - none allowed -

EXHIBIT "A" (Cont)

FOSSIL-SERVICE CREEK SECTION - JOHN DAY HIGHWAY

25953 Johnson, Floyd S. and Lenora (English-Bucknum)
Material Source
Option expires June 17, 1957

2.94 acres at $25+ per acre $75.00

Amount to be paid owners - chrge to Quarry Site $75.00

THINGS TO BE DONE BY THE STATE

Keep fence along S. of parcel along r/w and have stock guard at haul road entrance during materials source use; or fence entire parcel on N., E. and W. sides.

EAST UNIT, PENDLETON-DEADMAN'S PASS SECTION - OLD OREGON TRAIL HIGHWAY

20115 Slavich, Michael et al (Brainerd)
Right of Way
Option expires June 30, 1957

2.89 acres, lump sum settlement for 3/4 interest $300.00

Amount to be paid owners - chrg to Right of Way $300.00

Access: 973+80, N., private residential.

Access controlled -

ONTARIO-SNAKE RIVER SECTION - OLD OREGON TRAIL HIGHWAY

23939 Bushong, Harold G. et al (Chatwood)
Right of Way
Option expires June 12, 1957

0.50 A. at $1,500/A., 0.09 A. at $100/A.	$ 759.00
House, 676 sq.ft. at $5.50- per sq.ft.	3,688.00
Shop building, 1228 sq.ft. at $1.50- per sq.ft.	1,842.00
Sheds, boat landing, landscaping	386.00
Well and pump, septic tank	400.00

Amount to be paid owners - chrg to Right of Way $7,075.00

Grantors to vacate or rent 30 days after notice or 30 days after receipt of payment.

Entire taking -

EXHIBIT "A" (Cont)

ONTARIO-SNAKE RIVER SECTION - OLD OREGON TRAIL HIGHWAY (Cont)

23946 Thompson, Lloyd and Rachel (Brainerd)
Right of Way
Option expires June 20, 1957

0.43 A. at $1,500/A., 0.38 A. at $100/A	$ 683.00
House, 1,159 sq.ft. at $11.50 per sq.ft.	13,328.50
Well, well house, pump	400.00
Carport, 339 sq.ft. at $0.75+ per sq.ft.	254.75
Septic tank, drainage system, landscaping, walks, fencing	333.75

Amount to be paid owners - chrg to Right of Way $15,000.00

State to have possession 45 days after notice.

Entire taking -

23950 Lee, Aaron et al (Brainerd)
Right of Way
Option expires June 11, 1957

1.00 A. at $1,500/A., 0.17 A. at $100/A.	$ 1,517.00
Building, 1,235 sq.ft at $6.75 per sq.ft.	8,336.25
Cabin, 144 sq.ft. at $1.50 per sq.ft.	216.00
Garage, 180 sq.ft. at $0.50 per sq.ft.	90.00
Allow. for rest. equip., well, pump, pro. tank	1,725.00
Allow. for lawn, trees, shrubs, fencing, gr. parking area	115.75
Allow. for fire insurance	50.00

Amount to be paid owners - chrg to Right of Way $12,050.00

State to have possession 5 days after payment.

Entire taking -

23938 Harris, Mildred Jennie and Kepley (Chatwood)
Right of Way
Option expires June 12, 1957

0.50 acre at $1,500/A.; 0.05 A. at $100/A.	$ 755.00
House, 674 sq.ft. at $6- per sq.ft.	4,040.00
Garage, 240 sq.ft. at $2.50 per sq.ft.	600.00
Shed	25.00
Well and pressure system	300.00
Landscaping	350.00

Amount to be paid owners - chrg to Right of Way $6,320.00

EXHIBIT "A" (Cont)

ONTARIO-SNAKE RIVER SECTION - OLD OREGON TRAIL HIGHWAY (Cont)

23938 Harris, Mildred Jennie and Kepley (Cont)

Vacate or rent 30 days from notice or 30 days from receipt of payment.

Entire taking -

23956 Plant, A. G. and Vera L. (Brainerd)
Right of Way
Option expires June 12, 1957

5.25 A. at $1,000/A., 2 A. at $100/A. (3.05 A. Excess)	$ 5,450.00	
House, 1,359 sq.ft. at $11 per sq.ft.	14,949.00	
Apartment, 758 sq.ft. at $6 per sq.ft.	4,548.00	
Garage, 952 sq.ft. at $3.50 per sq.ft.	3,332.00	
Garage, 384 sq.ft. at $3- per sq.ft.	1,118.00	
Barn, 379 sq.ft. at $2 per sq.ft.	758.00	
Two sheds and well house	725.00	
Irr. system: pump hse., pump, motor, pipe and valve	1,320.00	
40 fruit trees and walks	600.00	
Well and pump	450.00	
Amount to be paid owners - chrg to Right of Way		$33,250.00

State to have possession 30 days after payment.

Entire taking -

25858 Wadley, Roy B. and Lula G. (Chatwood)
Right of Way
Option expires July 2, 1957

1.25 acres at $500 per acre (0.49 A.,Excess)	$ 625.00	
2 houses,480 sq.ft. at $5/; 240 sq.ft. at $2.50/ sq.ft.	3,000.00	
Garage and chicken house, 576 sq.ft. at $1.50/sq.ft.	864.00	
45 trees, lawn, berries and shrubs	386.00	
2 wells, 2 pumps, motor, sep. tank and drain field	400.00	
Amount to be paid owners - chrg to Right of Way		$5,275.00

Grantors to vacate or rent 30 days from payment or 30 days from notice.

Entire taking -

EXHIBIT "A" (Cont)

ONTARIO-SNAKE RIVER SECTION - OLD OREGON TRAIL HIGHWAY (Cont)

23927 Lawrence, Frank D. and Leone (Chatwood)
Right of Way
Option expires June 10, 1957

1.32 A. at $1500/A; 0.73 A. at $100/A	$2,053.00
House, 622 sq.ft. at $6 per sq.ft.	3,732.00
Well, pressure system, well house	300.00
Barn	100.00
Chicken house	100.00
Irrigation system, pump house, pump	250.00
Lawn, pasture, trees and shrubs	315.00
Fencing	200.00

Amount to be paid owners - chrg to Right of Way $7,050.00

Grantors to vacate or rent 30 days after notice or 30 days after receipt of payment.

Entire taking -

23931 Strey, Milton F. and Emily G. (Chatwood)
Right of Way
Option expires June 11, 1957

0.50 A. at $1500/A.; 0.20 A. at $100/A.	$ 770.00
House and basement, 972 sq.ft. at $4.67-/ sq.ft.	4,536.00
Garage, 264 sq.ft. at $2.50 per sq.ft.	660.00
Landscaping	250.00
Picket and woven wire fences	116.00
Walks and driveway, 1036 sq.ft. at $0.50 per sq.ft.	518.00
2 wells, 2 pressure systems and well house	825.00
Septic tank drain field	500.00

Amount to be paid owners - chrg to Right of Way $8,175.00

Grantors to vacate or rent 30 days after notice or 30 days after receipt of payment.

Entire taking -

23932 Rhodes, Kenneth D. and Marie E. (Chatwood)
Right of Way
Option expires June 11, 1957

0.50 A. at $1500/A.; 0.18 A. at $100/A.	$ 768.00
House, 610 sq.ft. at $4 per sq.ft.	2,440.00

EXHIBIT "A" (Cont)

ONTARIO-SNAKE RIVER SECTION - OLD OREGON TRAIL HIGHWAY (Cont)

23932 Rhodes, Kenneth D. and Marie E. (Cont)

Landscaping	$ 142.00	
Well, automatic pressure system, outbuildings	300.00	
Amount to be paid owners - chrg to Right of Way		$3,650.00

Grantors to vacate or rent 30 days from notice or 30 days after receipt of payment.

Entire taking -

23951 Staub, William and Norma (Brainerd)
Right of Way
Option expires June 12, 1957

0.60 A. at $1,500/A., 0.15 A. at $100/A.	$ 915.00	
Two houses, 173 sq.ft. & 288 sq.ft. at $2-/sq.ft.	916.00	
Allow. for 7 trees, well with pump and fencing	169.00	
Amount to be paid owners - chrg to Right of Way		$2,000.00

State to have possession 5 days after payment.

Entire taking -

23951 Staub, William and Norma (Brainerd)
Borrow Area
Option expires June 12, 1957

14.65 acres at $300- per acre	$4,385.00	
House, 766 sq.ft. at $4 per sq.ft.	3,064.00	
Two barns, 400 sq.ft. and 192 sq.ft. at $1/sq.ft.	592.00	
Storage shed, 120 sq.ft. at $1 per sq.ft.	120.00	
Chicken house, 65 sq.ft. at $0.50 per sq.ft.	32.50	
Ferry and landings, landscaping	450.00	
Irr. pump and pipe, 1500' wire and circuit boxes	250.00	
Well and pump	106.50	
Amount to be paid owners - chrg to Borrow Area		$9,000.00

State to have possession 5 days after payment.

Entire taking -

EXHIBIT "A" (Cont)

ONTARIO-SNAKE RIVER SECTION - OLD OREGON TRAIL HIGHWAY (Cont)

23953 Christensen, Leo and Dortha (Brainerd)
Right of Way
Option expires June 10, 1957

0.11 acre	$250.00	
Amount to be paid owners - chrg to Right of Way		$250.00

Entire taking -

23954 Christensen, Leo and Dortha (Brainerd)
Right of Way
Option expires June 10, 1957

0.45 acre at $2,500 per acre	$ 1,125.00	
House, 720 sq.ft. at $12.25 per sq.ft.	8,820.00	
Garage, 264 sq.ft. at $4- per sq.ft.	1,055.00	
Well, pump hse., pump, sm. outbldg., sep. tank, dr. field	900.00	
Walks, curbs, trees, lawn, fencing	350.00	
Amount to be paid owners - chrg to Right of Way		$12,250.00

State to have possession 30 days after payment.

Entire taking -

25859 Packer, William J. and Leah A. (Chatwood)
Right of Way
Option expires July 6, 1957

2.87 acres at $400 per acre (0.49 acres, Excess)	$1,148.00	
House, 720 sq.ft. at $3.50 per sq.ft.	2,520.00	
Ch. hse,264 sq.ft.,barn, 408 sq.ft.at $1/sq.ft.	672.00	
Warehouse, 120 sq.ft. at $1 per sq.ft.	120.00	
Well and pump	300.00	
Amount to be paid owners - chrg to Right of Way		$4,760.00

Grantors to vacate or rent 30 days from payment.

Access controlled - none allowed -

EXHIBIT "A" (Cont)

WEST UNIT, SANDY-FOREST BOUNDARY SECTION - MT. HOOD HIGHWAY

25684 Hornback, Earl N. and Lois J. (Black)
Right of Way
Option expires June 30, 1957

2.4 acres at $300 per acre	$720.00
6.94 acres Surplus	180.00

Amount to be paid owners - chrg to Right of Way $900.00

Entire taking -

25685 Sandersen, Alfred and Marie (Black)
Right of Way
Option expires June 10, 1957

2.59 acres at $250 per acre, including timber	$ 647.50
3.73 acres Surplus at $165.56-/acre, including timber	616.50

Amount to be paid owners - chrg to Right of Way $1,264.00

Complete restriction of access -

25977 Hansen, John A. and Madelyn (Stunts)
Right of Way
Option expires June 17, 1957

0.33 acre (.09 acre Excess)	$ 500.00
Cabin, 560 sq.ft. at $2.23 per sq.ft.	1,250.00

Amount to be paid owners - chrg to Right of Way $1,750.00

Grantor to vacate 30 days from notice or 5 days after payment.

Entire taking -

DAVIS SLOUGH-BANDON SECTION - OREGON COAST HIGHWAY

25904 Thomas, W. J. and Sarah A. (Morgan)
Right of Way
Option expires July 6, 1957

.97 acre	$170.00
Improvements	80.00

Amount to be paid owners - chrg to Right of Way $250.00

EXHIBIT "A" (Cont)

DAVIS SLOUGH-BANDON SECTION - OREGON COAST HIGHWAY (Cont)

25904 Thomas, W. J. and Sarah A. (Cont)

Grantor to construct access at 304+00.
Access: 308+00, W., timber and private residential;
304+00, W., timber, mineral, farming and private residential.

Access controlled -

ONTARIO-SNAKE RIVER SECTION - OLD OREGON TRAIL HIGHWAY

25857 Kendall, Marion and Iva V. (Chatwood)
Right of Way
Option expires July 3, 1957

2.83 acres (.26 acre Excess) at $500 per acre	$1,415.00
House, 755 sq.ft. at $5.50 per sq.ft.	4,152.50
Porch, 60 sq.ft. at $1 per sq.ft.	60.00
Root cellar, 120 sq.ft. at $1 per sq.ft.	120.00
Grainery, 128 sq.ft. at $1.50 per sq.ft.	192.00
Workshop, 224 sq.ft. at $1 per sq.ft.	224.00
Chicken house, 144 sq.ft. at $1 per sq.ft.	144.00
Barn, 150 sq.ft., hog houses, 64 sq.ft. at $1/sq.ft.	214.00
Lawn and 9 trees	178.50
Septic tank and drain field	200.00
3 wells and pumps	725.00

Amount to be paid owners - chrg to Right of Way $7,625.00

Grantors to vacate 30 days from payment, or rent.

Access controlled - none allowed -

25975 McKee, Victor Glen et al (Chatwood)
Right of Way
Option expires July 2, 1957

0.54 acre (.43 acre Excess)at $740+per acre	$ 400.00
House, 576 sq.ft. at $4 per sq.ft.	2,304.00
Well, 2 trees, outbuilding	351.00
Shed, 80 sq.ft. at $2 per sq. ft.	160.00

Amount to be paid owners - chrg to Right of Way $3,215.00

Grantors to vacate or rent 30 days from payment.

Entire taking -

EXHIBIT "A" (Cont)

ONTARIO-SNAKE RIVER SECTION - OLD OREGON TRAIL HIGHWAY (Cont)

25976 Turner, Howard F. et al (Chatwood)
Right of Way
Option expires July 2, 1957

0.53 acre at $610-per acre (0.06 A. Excess)	$ 322.50
House, 576 sq.ft. at $4 per sq.ft.	2,304.00
Clothes line poles, well, pump, pump house	273.50

Amount to be paid owners - chrg to Right of Way $2,900.00

Grantors to vacate or rent 30 days from payment.

Entire taking -

WEST UNIT, SANDY-FOREST BOUNDARY SECTION - MT. HOOD HIGHWAY

25698 Morlan, E. W. and Evelyn L. (Black)
Right of Way
Option expires July 12, 1957

0.17 acre at $500 per acre $85.00

Amount to be paid owners - chrg to Right of Way $85.00

THINGS TO BE DONE BY THE STATE

Provide frontage road.

Complete restriction of access -

25708 Sauber, Katherine L. (Black)
Right of Way
Option expires July 13, 1957

0.15 acre at $500 per acre	$75.00
Severance damage	50.00

Amount to be paid owner - chrg to Right of Way $125.00

THINGS TO BE DONE BY THE STATE

Provide frontage road.

Access controlled -

25720 Goodhart, Jack (Black)
Right of Way

EXHIBIT "A" (Cont)

WEST UNIT, SANDY-FOREST BOUNDARY SECTION - MT. HOOD HIGHWAY (Cont)

25720 Goodhart, Jack (Cont)
Option expires July 15, 1957

0.45 acre at $1,500 per acre	$675.00	
Timber	25.00	
Amount to be paid owner - chrg to Right of Way		$700.00

Access controlled -

B. P. R. Project

HINSDALE SLOUGH-LUDER CREEK SECTION - UMPQUA HIGHWAY

25922 Knowles, Roy H. and Elsie B. (Allen)
Right of Way
Option expires July 1, 1957

1,250 sq.ft. at $0.06 per sq.ft.	$75.00	
Amount to be paid owners - chrg to Right of Way		$75.00

Grantor reserves access Sta. 588+70, N., private residential.

Access controlled -

25982 O'Donnell, John J. and Marie V. (Allen)
Right of Way
Option expires June 30, 1957

2,500 sq.ft. at $0.06 per sq.ft.	$150.00	
Amount to be paid owners - chrg to Right of Way		$150.00

THINGS TO BE DONE BY THE STATE

Reconstruct driveway at Sta. 588+30, and waterline under hwy. at Sta. 588+20. Put corner stakes S. corners of property.
Access: 588+30, N., private residential.

Access controlled -

MARION COUNTY LINE-ALBANY UNIT, N. JEFFERSON JCT.-ALBANY SECTION - PACIFIC HIGHWAY

24546 Hess, Sidney and Olive (Gemmell)

EXHIBIT "A" (Cont)

MARION COUNTY LINE-ALBANY UNIT, N. JEFFERSON JCT.-ALBANY SECTION - PACIFIC HIGHWAY (Cont)

24546 Hess, Sidney and Olive (Cont)
Right of Way
Option expires July 13, 1957

2.11 acres at $300 per acre	$ 633.00
Damage	367.00

Amount to be paid owners - chrg to Right of Way $1,000.00

THINGS TO BE DONE BY THE STATE

Fence right of way.

Complete restriction of access -

ROWENA-THE DALLES SECTION - COLUMBIA RIVER HIGHWAY

25935 Gitchell, Jackson Lee and Georgia V. (Bucknum)
Right of Way
Option expires July 11, 1957

0.1 acre	$25.00

Amount to be paid owners - chrg to Right of Way $25.00
Option for Bargain and Sale Deed only.
To be accepted if title can be found satisfactory to State.

Access controlled - none allowed -

ONTARIO-SNAKE RIVER SECTION - OLD OREGON TRAIL HIGHWAY

23948 Chambers, J. S.; Maxie A. et al (Brainerd)
Right of Way
Option expires May 28, 1957

1.00 acre at $1500/, 0.50 acre at $100/acre	$1,550.00
House, 969 sq.ft. at $4.50 per sq.ft.	4,360.50
Garage, 168 sq.ft. at $1 per sq.ft.	168.00
Storage shed and work shop, 576 sq.ft. at $2/sq.ft.	1,152.00
Four outbuildings at $100 each	400.00
Well, pumps, piping system	225.00
Allow. for lawn, shrubs, 37 trees, 80' rock wall, fencing	500.00
Allow. for septic tank, drainage field	50.00
Allow. for fire insurance	24.50

EXHIBIT "A" (Cont)

ONTARIO-SNAKE RIVER SECTION - OLD OREGON TRAIL HIGHWAY (Cont)

23948 Chambers, J. S.; Hull, Maxie A. et al (Cont)

Amount to be paid owners - chrg to Right of Way $8,430.00

Consideration to be paid provided interest of Hull and Chambers can be reconciled.

State to have possession 5 days after payment.

Entire taking -

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND-SALEM EXPRESSWAY

25772 Zimmerman, Edward et al (Grant)
Right of Way
Option expires July 13, 1957

20,250 sq.ft. at $0.05+ per sq.ft.	$1,150.00
House, 845 sq.ft. at $4.33+ per sq.ft.	3,668.00
Improvements	182.00

Amount to be paid owners - chrg to Right of Way $5,000.00

Grantor to vacate or rent 5 days after payment.

Entire taking -

ST. HELENS-PORTLAND (M.P. 11.2) SECTION - COLUMBIA RIVER HIGHWAY

25985 Union Bond and Trust Company (Grant)
Easement and Lease
Easement and Lease signed January 11, 1957

Easement for culvert inlet improvement $1.00

Amount to be paid owner - chrg to Right of Way $1.00

THINGS TO BE DONE BY THE STATE

Actual improvement of inlet will be completed by October 31, 1957.
State agrees to leave premises in good condition.

PENDLETON-DEADMAN'S PASS SECTION - OLD OREGON TRAIL HIGHWAY

20250 - E-43 Kash, Samuel and Ella L. (Brainerd)
Right of Way

EXHIBIT "A" (Cont)

PENDLETON-DEADMAN'S PASS SECTION - OLD OREGON TRAIL HIGHWAY (Cont)

20250 - E-43 Kash, Samuel and Ella L. (Cont)
Correction Warranty Deed signed September 24, 1956

Elimination of access $50.00

Amount to be paid owners - chrg to Right of Way $50.00

Access controlled - none allowed -

SILVER CREEK FALLS HWY. JCT.-SUBLIMITY GUN CLUB UNIT, AIRPORT RD.-STOUT CREEK SECTION - NORTH SANTIAM HIGHWAY

26022 Bishop, Andrew J. and Hazel (Gemmell)
Material Site
Option expires March 14, 1957

37.80 acres at $200- per acre $7,500.00

Amount to be paid owners - chrg to Material Site $7,500.00

Grantor has right to remove timber by June 1, 1957, and may use pasture if it does not interfere with State's operations.

Exploratory option to be accepted if material found satisfactory.

PAULINA SLOUGH-PICTURE ROCK PASS SECTION - FREMONT HIGHWAY

25986 Harris, Sydney D. and Judith (English)
Materials Source
Lease expires January 10, 1959

8.59 acres at $10 per acre $85.90

Amount to be paid owners - chrg to Material Source $85.90

GOLD BEACH-BROOKINGS SECTION - OREGON COAST HIGHWAY

4358 Walker, James R. and Alice M. (Morgan)
Road Material lease
Lease expires February 10, 1962

5 yr. lease, 12.91 acres, $50 per year in advance, plus $0.10 per cubic yard

Monthly payments for materials removed and stock pile payments every 3 months to be paid owners - chrg to Material Source

EXHIBIT "A" (Cont)

GOLD BEACH-BROOKINGS SECTION - OREGON COAST HIGHWAY (Cont)

4358 Walker, James R. and Alice M. (Cont)

THINGS TO BE DONE BY THE STATE

Build gate, cattle guard and put up "no tresspass" sign. Site not to be fenced.

Grantors reserve grazing rights.

LINN CO. LINE-JUDKINS POINT UNIT, ALBANY-JUDKINS POINT SECTION - PACIFIC HIGHWAY

25285 Stolsig, R. P. and Velma Lucille (Curfman)
Right of Way and Borrow Area
Option expires July 9, 1957

49.2 acres at $225 per acre	$11,070.00	
Severance damage, re-establishing cattle lanes, loss of frontage	3,930.00	
Amount to be paid owners - chrg to Right of Way		$11,082.75
Amount to be paid owners - chrg to Borrow Area		3,917.25
GRAND TOTAL		$15,000.00

Grantor reserves permanent easement for roadway along E. line of parcel 3; 25' access to Van Duyne Rd.; permanent easement for irrigation ditch across r/w with State providing culvert if irrigation district is formed.

Access controlled - none allowed -

MARION COUNTY LINE-ALBANY UNIT, N. JEFFERSON JCT.-ALBANY SECTION - PACIFIC HIGHWAY

24547 Drager, L. W. and Rebecca (Gemmell)
Right of Way
Option expires July 15, 1957

1.23 acres at $300 per acre	$ 369.00	
Damage	631.00	
Amount to be paid owners - chrg to Right of Way		$1,000.00

Grantor to have right to remove fence along existing right of way.

EXHIBIT "A" (Cont)

MARION COUNTY LINE-ALBANY UNIT, N. JEFFERSON JCT.-ALBANY SECTION - PACIFIC HIGHWAY (Cont)

24547 Drager, L. W. and Rebecca (Cont)

THINGS TO BE DONE BY THE STATE

Fence right of way.

Complete restriction of access -

LINN COUNTY LINE-JUDKINS POINT UNIT-ALBANY JUDKINS POINT SECTION - PACIFIC HIGHWAY

25282 Wassom, Clara E. (Curfman)
Right of Way
Option expires July 14, 1957

18.72 acres at $225 an acre	$4,212.00	
Damage	2,288.00	
Amount to be paid owner - chrg to Right of Way		$6,500.00

THINGS TO BE DONE BY THE STATE

Provide E. frontage road.
Fence right of way.

Access controlled - none allowed -

25301 Kirk, Emit and Fern S. (Allen)
Right of Way
Option expires July 15, 1957

4.29 acres at $600+ per acre	$2,575.00	
Damage	1,975.00	
Amount to be paid owners - chrg to Right of Way		$4,550.00

Personal property of grantors to be moved before construction begins.

Access road to E. part of grantors' property to be kept open at all times.

Access controlled -

SHANIKO-ANTELOPE SECTION - SHANIKO-FOSSIL HIGHWAY

25924 Maxwell, Arthur L. and Hazel N. (English)

EXHIBIT "A" (Cont)

SHANIKO-ANTELOPE SECTION - SHANIKO-FOSSIL HIGHWAY (Cont)

25924 Maxwell, Arthur L. and Hazel N. (Cont)
Quarry and Stock Pile Sites
Option expires July 15, 1957

14.38 acres at $15+ per acre $216.90

Amount to be paid owners - chrg to Quarry Site $216.90

THINGS TO BE DONE BY THE STATE

Keep present fences along r/w intact during operations but may install any gates deemed necessary; or, in lieu of this, may fence off parcels.

Access not controlled -

GOLD BEACH-HUNTERS CREEK UNIT, GOLD BEACH-CAPE SEBASTIAN SECTION - OREGON COAST HIGHWAY

25832 Moore, Kate; Kendall, John C. et al (Riley)
Slope Easement
Option expires July 8, 1957

0.02 acre $10.00

Amount to be paid owners - chrg to Right of Way $10.00

Access: Sta. 74+25, E., unrestricted.

Access controlled -

25517 Moore, D. M.; Kendall, John W. et al (Holt)
Right of Way
Option expires July 14, 1957

56,850 sq.ft. at $0.25- per sq.ft.	$14,470.00
4.4 acres at $1,200 per acre	5,280.00
16.5 acres at $500 per acre (7.3 acres Excess)	8,250.00

Amount to be paid owners - chrg to Right of Way $28,000.00

THINGS TO BE DONE BY THE STATE

Construct and maintain a graveled access road 20' in width.

Access: Stas. 72+00, 74+00, 76+00, 78+00, W., and 76+85, E., unrestricted.

EXHIBIT "A" (Cont)

GOLD BEACH-HUNTERS CREEK UNIT, GOLD BEACH-CAPE SEBASTIAN SECTION - OREGON COAST HIGHWAY (Cont)

25517 Moore, D. M.; Kendall, John W. et al (Cont)

Access controlled -

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND-SALEM EXPRESSWAY

24043 Portland Trust Bank (Black)
Right of Way
Option expires July 20, 1957

700 sq. ft., lump sum $225.00

Amount to be paid owner - chrg to Right of Way $225.00

Entire taking -

27725

EXHIBIT "B-1"

Minutes of January 22 and 23, 1957

R E S O L U T I O N

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of two parcels of land on Interstate Avenue of the Pacific Highway West described as follows:

Parcel No. 1 - A parcel of land lying in Lots 20 thru 23 inclusive, Block 2, Kenton in the City of Portland, Multnomah County, Oregon, the said parcel being described as follows:

Beginning at the S W corner of said Lot 23; thence North along the West line of said Lot 23 a distance of 72.42 ft. more or less to a line which is parallel to and 50 ft. Southerly of the center line of the Pacific Highway West; thence S 64° 21' E parallel to said center line 110 ft. more or less to the East line of said Lot 20; thence South along said East line 24.3 ft. more or less to the S E corner of said Lot 20; thence West along the South line of said Block 2 a distance of 100 ft. to the place of beginning, containing 0.11 acre.

Parcel No. 2 - A parcel of land lying in Lots 7 thru 12 inclusive of Block 42, Kenton in the City of Portland, Multnomah County, Oregon, the said parcel being described as follows:

Beginning at the S W corner of said Lot 7; thence North along the West line of said Lot 7 a distance of 83.26 ft. more or less to a line which is parallel to and 50 ft. Southerly of the center line of the Pacific Highway West; thence S 64° 21' E parallel to said center line 165 ft., more or less, to the East line of said Lot 12; thence South along said East line 11.08 ft., more or less, to the S E corner of said Lot 12; thence West along the South lines of said Lots 7 to 12 inclusive to the place of beginning.

The parcel of land to which this description applies contains 0.16 acre.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes.

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found

EXHIBIT "B-1" (Cont)

and estimated to be the sum of $4,000.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission, be and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et Seq.

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 28 be entered in the minutes and records of the Commission as of the 22nd day of January, 1957.

27727

EXHIBIT "B-2"

Minutes of January 22 and 23, 1957

R E S O L U T I O N

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in Unit 5 of the Banfield Expressway described as follows:

A parcel of land lying in Lots 1 & 16, Block 3, Jonesmore Addition of Section 32, Township 1 North, Range 2 East, W.M., Multnomah County, Oregon. The said parcel being described as follows:

Beginning at the Southeast corner of Lot 1, Block 3, Jonesmore Addition, thence northerly along the easterly Lot line of said Lot 1 a distance of 30 ft.: thence westerly to a point on the line between said Lots 1 and 16 which point is 27 feet North of the Southwest corner of said Lot 1; thence westerly to the Southwest corner of said Lot 16; thence easterly 206 feet to the place of beginning.

The parcel of land to which this description applies contains 4326 sq. ft.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes.

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $2,000.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission, be and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et Seq.

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 29 be entered in the minutes and records of the Commission as of the 22nd day of January, 1957.

27728

EXHIBIT "B-3"

Minutes of January 22 and 23, 1957

R E S O L U T I O N

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the Albany Section of the Pacific Highway East described as follows:

A parcel of land lying in the Anderson Cox DLC No. 49, also lying in the S E quarter of Section 5, Township 11 S, Range 3 W, W.M., Linn County, Oregon, and being a portion of that tract conveyed to the State of Oregon, by and through its State Highway Commission by Deed recorded in Book 151, Page 530 of Linn County Records of Deeds; the said parcel being described as follows:

Beginning at an iron pipe at the Southeast corner of said property, said corner also being the Southwest corner of Lot 16 of Waverly Fruit Farm Tracts, said corner being also 2185 feet South and 1610 feet West of the Northeast corner of said Claim No. 49; thence South 88° 28' 00" West along the Southerly line of said property 140 feet; thence North 23° 14' 30" East 143.18 feet; thence North 01° 27' 30" West 85 feet; thence North 46° 27' 30" West 129 feet, more or less, to a line which is parallel to and 85 feet Southeasterly of the center line of the Pacific Highway East; thence Northeasterly along said parallel line 215 feet, more or less, to the Easterly line of said property; thence South 01° 27' 30" East along the Easterly line of said property 434 feet, more or less, to the point of the beginning.

The parcel of land to which this description applies contains 1.02 acres.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $1,020.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Acting Chief Counsel of the Commission, be and he hereby is authorized and instructed to advertise

the said property for sale in accordance with the terms and provisions of ORS 273.060 Et. Seq. The conveyance of such property shall provide that there is reserved to the State, and waived and relinquished by the purchaser, all rights of ingress and egress to, from and between said real property and the right of way of the Pacific Highway East.

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 30 be entered in the minutes and records of the Commission as of the 22nd day of January, 1957.

EXHIBIT "B-4"

Minutes of January 22 and 23, 1957

R E S O L U T I O N

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the Coos Bay Section of the Oregon Coast Highway described as follows:

That portion of Block 1, Town of Marshfield, according to the plat of E. B. Clement on file and of record in the office of the County Clerk of Coos County, Oregon, described as follows:

Beginning at the Southwest corner of said Block 1, thence North (along the East line of First Street North) a distance of 139.96 feet to a point which is on the Easterly prolongation of the Northerly line of Lot 3, Block 13 of said E. B. Clement Plat; thence Easterly parallel to the southerly line of said Block 1 a distance of 43 feet, more or less, to a line which is parallel to and 40 feet Westerly of the center line of the Oregon Coast Highway; thence Southerly parallel to said center line 140 feet, more or less, to the southerly line of said Block 1; thence westerly along said southerly line 33 feet, more or less, to the place of beginning.

The parcel of land to which this description applies contains 0.12 acre.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $4,500.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Acting Chief Counsel of the Commission, be and he hereby is authorized and instructed to advertise the said property for sale in accordance with the terms and provisions of ORS 273.060 Et. Seq.

AND BE IT FURTHER RESOLVED, that this Property Sale Resolution No. 31 be entered in the minutes and records of the Commission as of the 22nd day of January, 1957.

27731

EXHIBIT "B-5"

Minutes of January 22 and 23, 1957

R E S O L U T I O N

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the Northbound Route in Ashland Section of the Pacific Highway described as follows:

A parcel of land lying in Lots 2, 3 and 4, Block "O", Railroad Addition to Ashland, Jackson County, Oregon, the said parcel being described as follows:

Beginning at the southwesterly corner of said Lot 4; thence Northeasterly along the Northwesterly lines of said Lots 4, 3 and 2 a distance of 60 ft., more or less, to a line which is parallel to and 30 ft. southwesterly of the center line of the Northbound Route in Ashland of the Pacific Highway; thence southeasterly along said parallel line 120 ft., more or less, to the Southwesterly line of said Lot 4; thence Northwesterly along said Southwesterly line of Lot 4 a distance of 105 ft., more or less, to the place of beginning.

The center line herein referred to being described as follows: Beginning at Engineer's center line station 26+77.96, said station being 60 ft. North and 147.2 ft. West of the monument at the intersection of Second and "G" Streets; thence on a 716.2 ft. radius curve right (the long chord of which bears S 47° 24' E) 470 ft. to Station 31+47.96.

The parcel of land to which this description applies contains 0.08 acre.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes.

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $3,000.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission, be and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et. Seq. The conveyance of property shall be

EXHIBIT "B-5" (Cont)

subject to a 5 ft. slope easement and a 20 ft. driveway easement opposite approximate Station 30+125.

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 32 be entered in the minutes and records of the Commission as of the 22nd day of January, 1957.

27733

EXHIBIT "B-6"

Minutes of January 22 and 23, 1957

R E S O L U T I O N

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land on the Northbound Route in Ashland of the Pacific Highway described as follows:

A parcel of land lying in Lots 26, 27, 28, 29 and 30 of Block "O", Railroad Addition to Ashland, Jackson County, Oregon, the said parcel being described as follows:

Beginning at the Southwesterly corner of said Lot 26; thence Easterly along the Southerly line of said Lot 26 a distance of 25 ft. to the true point of beginning; thence Northerly parallel to the Westerly line of said Lot 26 a distance of 25 ft. to the Northerly line of said Lot 26; thence Westerly along said Northerly line 25 ft. to the Northwest corner of said Lot 26; thence Northerly along the Westerly lines of said Lots 27, 28, 29 and 30 a distance of 83 ft., more or less, to a line which is parallel to and 30 ft. Southwesterly of the center line of the Northbound Route in Ashland of the Pacific Highway; thence Southeasterly along said parallel line 155 ft., more or less, to the Southerly line of said Lot 26; thence Westerly along said Southerly line 85 ft., more or less, to the true point of beginning.

The center line herein referred to being described as follows: Beginning at Engineer's center line Station 26+77.96, said station being 60 ft. North and 147.2 ft. West of the Monument at the intersection of Second and "C" Streets; thence on a 716.2 foot radius curve right (the long chord of which bears S 27° 24' E) 470 ft.; thence S 28° 36' E 652.34 ft. to Station 38+00.3.

The parcel of land to which this description applies contains 0.12 acre.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes.

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value

EXHIBIT "B-6" (Cont)

thereof found and estimated to be the sum of $5,000.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission, be and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et. Seq. The conveyance of property shall be subject to a 5 ft. slope easement.

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 33 be entered in the minutes and records of the Commission as of the 22nd day of January, 1957.

27735

EXHIBIT "B-7"

Minutes of January 22 and 23, 1957

R E S O L U T I O N

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of a parcel of land on the Pacific East Highway on the Salem By-pass Section described as follows:

A parcel of land lying in the Towner Savage D.L.C. also in Section 12, Township 7 S, Range 3 W, W. M., Marion County, Oregon, and being a portion of that tract of land described in that certain deed to the State of Oregon, by and through its State Highway Commission, recorded in Book 435, Page 455 of Marion County Records of Deeds; the said parcel being described as follows:

Beginning on the West line of said D.L.C. at the N. E. corner of that tract conveyed to the State of Oregon by and through its State Highway Commission by deed and recorded in Book 460, Page 12 of Marion County Deed Records, said point being on the North line of relocated Park Lane; thence North along the West line of said D.L.C. 560 ft., more or less, to a point which is opposite and 110 ft., more or less, Westerly of Station 9+25 on the center line of the Hollywood Frontage Road., said last described point being the true point of beginning; thence Easterly at right angles to said center line 70 ft., more or less, to a line which is parallel to and 40 ft. Westerly of said center line; thence Northerly parallel to said center line 210 ft., more or less, to the West line of said D.L.C., thence South along said West line 220 ft., more or less, to the true point of beginning. Save and except that portion conveyed to the First Baptist Church of Hayesville, Oregon by deed recorded in Volume 234, Page 121, Marion County, Oregon Deed Records, which parcel was the subject of an attempted conveyance from said Organization to the First Baptist Church of Salem, recorded in Volume 235, Page 578, Marion County, Oregon Deed Records.

The parcel of land to which this description applies contains 0.15 acre, more or less.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes.

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found

EXHIBIT "B-7" (Cont)

and estimated to be the sum of $1,000.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission, be and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et. Seq.

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 34 be entered in the minutes and records of the Commission as of the 22nd day of January, 1957.

27737

EXHIBIT "C"

Minutes of January 22 and 23, 1957

R E S O L U T I O N

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of State Highway projects have been completed according to the terms and provisions of said contracts and that said jobs are now ready for acceptance:

"Contract No. 4356 with Tom Lillebo for Umpqua River bridge pier protection on the Oregon Coast Highway in Douglas County, completed November 30, 1956.

"Contract No. 4485 with C. R. O'Neil for grading and paving on the Applegate River Section of the Redwood Highway in Josephine County, completed October 30, 1956.

"Contract No. 4507 with Rogers Construction Co. for furnishing crushed material in stockpiles on the Pendleton-La Grande Section of the Old Oregon Trail Highway in Umatilla County, completed November 10, 1956.

"Contract No. 4508 with Knight Pearcy for screen planting on the Judkins Point-Seven Oaks Section of the Pacific Highway in Douglas, Jackson and Lane Counties, completed December 14, 1956.

"Contract No. 4537 with Tom Lillebo for constructing Yokum bridge over Cow Creek, grading and surfacing on the Yokum Co. Road in Douglas County, completed December 20, 1956.

"Contract No. 4557 with T. W. Thomas for constructing bridge, grading and paving on the Burrell-Vale Section of the Central Oregon Highway in Malheur County, completed October 25, 1956.

"Contract No. 4562 with Coos Bay Dredging Co., Inc. for furnishing crushed material in stockpiles on the Hunter Creek-Macks Arch Section of the Oregon Coast Highway in Curry County, completed November 23, 1956.

"Contract No. 4566 with Birkemeier Construction Co. for grading and oiling on the Baker Creek Section of the Scholls Highway in Washington County, completed December 31, 1956.

"Contract No. 4571 with Sig Anderson for constructing bridge over West Fork, Millicoma River on the Coos River Highway in Coos County, completed December 30, 1956.

"Contract No. 4576 with Fred H. Slate Co., Oreg. Ltd. and E. C. Hall Co. for grading and paving on the Coquille-Rink Creek Section of the Coos Bay-Roseburg Highway in Coos County, completed November 8, 1956.

EXHIBIT "C" (Cont)

"Contract No. 4604 with Vernie Jarl for furnishing crushed material in stockpiles on the Condon Section of the John Day and Wasco-Heppner Highways in Gillian County, completed December 7, 1956.

"Contract No. 4646 with Calkins Crushing Co. for grading and paving on the Chehalem Mountain-Newberg Section of the Hillsboro-Silverton Highway in Yamhill County, completed December 29, 1956.

"Contract No. 4656 with Q. L. Rufener for grading and oiling on the Davis Creek-Bethel Creek Section of the Oregon Coast Highway in Coos County, completed November 27, 1956.

"Contract No. 4681 with U. S. Steel Corporation for constructing median fencing on the Harbor Drive Section of the Pacific East Highway in Multnomah County, completed December 4, 1956.

"Contract No. 4687 with General Construction Company for Nehalem River drawbridge dolphin and drawrest replacement on the Oregon Coast Highway in Tillamook County, completed December 3, 1956.

"Contract No. 4694 with Johnston & Bryant for constructing Rock Creek and Beaverton Creek bridges on the Base Line Road in Washington County, completed December 29, 1956.

"Contract No. 4710 with Inland Construction Company for constructing the undercrossing at the Rooster Rock Park Interchange on the Columbia River Highway in Multnomah County, completed December 28, 1956.

"Contract No. 4727 with Barney B. Helser for furnishing crushed material in stockpiles on the Myrtle Point-Powers Section of the Coos Bay-Roseburg Highway in Coos County, completed January 11, 1957.

"Contract No. 4730 with Roseburg Paving Co. for grading and paving on the South Wilbur Truck Scale Site on the Pacific Highway in Douglas County, completed November 23, 1956.

"Contract No. 4768 with Trowbridge Electric Co. for installing Salem traffic signals on the Silver Creek Falls Highway in Marion County, completed December 20, 1956.

"Contract No. 4788 with Hampton C. Platt for constructing Silver Lake employees' house on the Fremont Highway in Lake County, completed January 7, 1957.

"Contract No. 4797 with Sam L. Godwin for constructing foreman's cottage in Hat Rock State Park in Umatilla County, completed January 3, 1957.

"Contract No. 4639 with J. H. Wise & Son, Inc., for constructing Olds Ferry Interchange Overcrossing on the Old Oregon Trail Highway in Malheur County, completed November 23, 1956.

EXHIBIT "C" (Cont)

"Contract No. 4798 with Cartwright Construction Co. for grading and topping on the Ladd Canyon Slide Correction Section of the Old Oregon Trail Highway in Union County, completed December 13, 1956.

"Contract No. 4801 with Ausland Construction Co. for constructing Slate Creek Bridge on the Wilderville-Grants Pass County Road in Josephine County, completed January 8, 1957.

"Contract No. 4815 with Gilbert Roberts for constructing latrines in Viento State Park in Hood River County, completed December 24, 1956.

"Contract No. 4833 with H. A. Starr Concrete, Inc., for addition to Portland Maintenance Building in Multnomah County, completed January 8, 1957."

THEREFORE BE IT RESOLVED that the work covered by State Highway Contracts for the construction of said State Highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

BE IT FURTHER RESOLVED that this Contracts Completed Resolution No. 58 shall be entered in the minutes and records of the Commission as of the 22nd day of January, 1957.

EXHIBIT "D-1"

Minutes of January 22 and 23, 1957

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of road building materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light, and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate in part, widen, construct, improve, and maintain the Cascade Locks-Viento Section of the Columbia River Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated in part, widened, constructed, improved, and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, for the purpose of relocating in part, widening, constructing, improving, and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary;

EXHIBIT "D-1" (Cont)

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the betterment, construction, improvement, and maintenance of highways of the state highway system and the relocating in part, widening, construction, improvement, and maintenance of the said Cascade Locks-Viento Section of the Columbia River Highway as a throughway, certain interests in or fee simple title to a parcel of real property. The said parcel of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, is more particularly described in the attached Exhibit"A", under the name of the record owner or reputed owner and the Commission's file number, and said Exhibit"A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.

2. That relocating in part, widening, construction, improvement, and maintenance of the said Cascade Locks-Viento Section of the Columbia River Highway and the highway facilities for which the said parcel of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcel of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcel of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 22nd day of January, 1957, as Condemnation Resolution No. 709.

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*FOOTNOTE:

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with

EXHIBIT "D-1" (Cont)

map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 709 under the heading "Real Property Condemnation Resolutions", and said description map and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

27743

EXHIBIT "D-2"

Minutes of January 22 and 23, 1957

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Washington County Line-Hillsdale Section of the Beaverton-Hillsdale Highway; and

WHEREAS, for the purpose of widening, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said Washington County Line-Hillsdale Section of the Beaverton-Hillsdale Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.

2. That the widening, improvement and maintenance of the said

EXHIBIT "D-2" (Cont)

Washington County Line-Hillsdale Section of the Beaverton-Hillsdale Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 22nd day of January, 1957, as Condemnation Resolution No. 710.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 710 under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

27745

EXHIBIT "D-3"

Minutes of January 22 and 23, 1957

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Albany-Judkins Point Section of the Pacific Highway East; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary and that access to and from the said highway should be controlled;

EXHIBIT "D-3" (Cont)

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Albany-Judkins Point Section of the Pacific Highway East, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Pacific Highway East and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A".

3. That the relocation, construction, improvement and maintenance of the said Albany-Judkins Point Section of the Pacific Highway East and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 22nd day of January, 1957, as Condemnation Resolution No. 711.

EXHIBIT "D-3" (Cont)

*FOOTNOTE:

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 711 under the heading "Real Property Condemnation Resolutions", and said description, map and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

27748

EXHIBIT "D-4"

Minutes of January 22 and 23, 1957

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part and relocate in part, construct, improve and maintain the Walton-Noti Section of the Richardson-Eugene Secondary Highway; and,

WHEREAS, for the purpose of widening in part, relocating in part, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening in part and relocating in part, construction, improvement and maintenance of the Walton-Noti Section of the Richardson-Eugene Secondary Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interest of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.

2. That the widening in part and relocating in part, construction,

EXHIBIT "D-4" (Cont)

improvement and maintenance of the Walton-Noti Section of the Richardson-Eugene Secondary Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 22nd day of January, 1957, as Condemnation Resolution No. 712.

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*FOOTNOTE:

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 712 under the heading "Real Property Condemnation Resolutions", and said description, map and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

27750

EXHIBIT "D-5"

Minutes of January 22 and 23, 1957

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street, quarry sites, gravel pits, storage sites, stock pile sites, or for the acquisition or manufacture of roadbuilding materials, approach or hauling roads, connecting roads, frontage road, highway drainage, drainage tunnels, or for the elimination or prevention of hazardous points of entry from adjacent property to state highways, or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, the said Commission is required to designate, locate, relocate, construct and maintain in the State of Oregon a system of highways, including all necessary bridges and culverts; and,

WHEREAS, for the purpose of constructing and maintaining highways of the state highway system, the Commission plans and proposes to acquire certain real property for the acquisition of roadbuilding materials for use in connection with the construction and maintenance of highways of the state highway system; and,

WHEREAS, said Commission is authorized to take fee simple title to said real property.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, certain interests in or fee simple title to a certain parcel of real property. The said parcel of real property, or particular interest therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, is more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.

2. That the highway facilities for which the said parcel of

property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcel of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcel of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 22nd day of January, 1957, as Condemnation Resolution No. 713.

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*FOOTNOTE:

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 713 under the heading "Real Property Condemnation Resolutions", and said description, map and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

27752

EXHIBIT "D-6"

Minutes of January 22 and 23, 1957

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; weighing stations; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Tillamook-Donaldson Creek Section of the Wilson River Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the "Throughway Law"; and

WHEREAS, for the purpose of relocating, constructing, improving, and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled;

EXHIBIT "D-6" (Cont)

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The State Highway Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Tillamook-Donaldson Creek Section of the Wilson River Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Wilson River Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A".

3. That the relocation, construction, improvement and maintenance of the said Tillamook-Donaldson Creek Section of the Wilson River Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

EXHIBIT "D-6" (Cont)

6. That this resolution be entered in full in the minutes and records of the Commission this 22nd day of January, 1957, as Condemnation Resolution No. 714.

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*FOOTNOTE:

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 714 under the heading "Real Property Condemnation Resolutions", and said description, map and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

27755

EXHIBIT "D-7"

Minutes of January 22 and 23, 1957

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, or donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the State Highway Commission necessary for the preservation of scenic places and other objects of attraction or scenic value adjacent to or along, or in close proximity to, state highways, or which may be conveniently reached from or by a public highway; and the Highway Commission is also authorized and empowered to acquire land and ground necessary for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds, or resorts, forest or timbered areas, or other places of attraction and scenic value which, in the judgment of the Commission, are necessary for the convenience of the public and which will contribute to the general welfare and pleasure of the motoring public or road users; and

WHEREAS, the Buena Vista Ocean Wayside has been established by and is under the jurisdiction and control of the State Highway Commission; and

WHEREAS, the State Highway Commission plans and proposes to enlarge, develop, and maintain the Buena Vista Ocean Wayside for public park and recreational purposes and for the convenience of the public and general welfare and pleasure of the motoring public using the highways of the State of Oregon and for such purposes and in connection therewith the real property hereinafter described is necessary;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required for public park and recreational purposes for use in the enlargement, development, and maintenance of the Buena Vista Ocean Wayside fee simple title to certain parcels of real property. The said parcels of real property needed and required, and the specific use to be made thereof are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.

2. That the above-described real property and the park and recreational purposes for which it is being acquired is necessary for the convenience of the public and will contribute to the general welfare and pleasure of the motoring public or road user.

EXHIBIT "D-7" (Cont)

3. That the park and recreational facilities for which the aforesaid real property is required and is being taken have been planned, designed, located, and will be constructed, developed, and maintained in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 22nd day of January, 1957, as Condemnation Resolution No. 715.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 715 under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

27757

EXHIBIT "D-8"

Minutes of January 22 and 23, 1957

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels, or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, construct, improve and maintain the Gold Beach-Cape Sebastian Section of the Oregon Coast Highway; and

WHEREAS, for the purpose of widening, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The State Highway Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, construction, improvement and maintenance of the said Gold Beach-Cape Sebastian Section of the Oregon Coast Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.

EXHIBIT "D-8" (Cont)

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the widened and improved Oregon Coast Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property, provided, however, that there shall be reserved unto the respective owners, their heirs and assigns, for service of the respective remaining land, such access reservations as are noted as to each parcel or parcels on the said attached list marked Exhibit "A".

3. That the widening, construction, improvement and maintenance of the said Gold Beach-Cape Sebastian Section of the Oregon Coast Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 22nd day of January, 1957, as Condemnation Resolution No. 716.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 716 under the heading "Real Property Condemnation Resolution", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

27759

EXHIBIT "D-9"

Minutes of January 22 and 23, 1957

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Gold Beach-Cape Sebastian Section of the Oregon Coast Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said

EXHIBIT "D-9" (Cont)

highway should be controlled.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Gold Beach-Cape Sebastian Section of the Oregon Coast Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Oregon Coast Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A".

3. That the relocation, construction, improvement and maintenance of the said Gold Beach-Cape Sebastian Section of the Oregon Coast Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

EXHIBIT "D-9" (Cont)

6. That this resolution be entered in full in the minutes and records of the Commission this 22nd day of January, 1957, as Condemnation Resolution No. 717.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 717 under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "D-10"

Minutes of January 22 and 23, 1957

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, or donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the State Highway Commission necessary for the preservation of scenic places and other objects of attraction or scenic value adjacent to or along, or in close proximity to, state highways, or which may be conveniently reached from or by a public highway; and the Highway Commission is also authorized and empowered to acquire land and ground necessary for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds, or resorts, forest or timbered areas, or other places of attraction and scenic value which, in the judgment of the Commission, are necessary for the convenience of the public and which will contribute to the general welfare and pleasure of the motoring public or road users; and

WHEREAS, the Beverly Beach State Park has been established by and is under the jurisdiction and control of the State Highway Commission; and

WHEREAS, the State Highway Commission plans and proposes to enlarge, develop, and maintain the Beverly Beach State Park for public park and recreational purposes and for the convenience of the public and general welfare and pleasure of the motoring public using the highways of the State of Oregon and for such purposes and in connection therewith the real property hereinafter described is necessary;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required for public park and recreational purposes for use in the enlargement, development, and maintenance of the Beverly Beach State Park fee simple title to a parcel of real property located in Lincoln County, Oregon, and described as follows, to wit:

Parcel No. 1 File No. R-24036 - F. R. Salway

A parcel of land in the Southeast quarter of the Southeast quarter (SE 1/4 SE 1/4) of Section 5, and the Southwest quarter of the Southwest quarter (SW 1/4 SW 1/4) of Section 4, Township 10 South, Range 11 West, W. M., Lincoln County, Oregon, more particularly described as follows:

EXHIBIT "D-10" (Cont)

Beginning at the Northwest corner of said Southeast quarter of the Southeast quarter (SE 1/4 SE 1/4) of Section 5, thence East along the North line of said Southeast quarter of the Southeast quarter (SE 1/4 SE 1/4) Section 5, a distance of 1320 feet, more or less, to the East line of said Section 5; thence East along the North line of said Southwest quarter of the Southwest quarter (SW 1/4 SW 1/4) of Section 4 a distance of 660 feet, more or less, to the Northeast corner of the Northwest quarter of the Southwest quarter of the Southwest quarter (NW 1/4 SW 1/4 SW 1/4) of said Section 4; thence South along the East line of said Northwest quarter of the Southwest quarter of the Southwest quarter (NW 1/4 SW 1/4 SW 1/4) 450 feet; thence Northwesterly to a point in the West line of the Southeast quarter of the Southeast quarter (SE 1/4 SE 1/4) of said Section 5, said point being 100 feet South of the Northwest corner of said Southeast quarter of the Southeast quarter (SE 1/4 SE 1/4) of Section 5; thence North 100 feet to the point of beginning, containing 12.5 acres, more or less.

Parcel No. 2

A parcel of land lying in Government Lot 4, of Section 5, Township 10 South, Range 11 West, W. M., Lincoln County, Oregon, and being a portion of the following described property:

That tract of land which was conveyed by that certain deed to F. R. Salway, recorded in Book 41, Page 121, of Lincoln County Record of Deeds. The said parcel being described as follows:

Beginning at the point which is the intersection of the Easterly right of way line of the Atlantic Western Co. Railroad now abandoned and the Northerly line of said Lot 4; said point being 1339 feet North and 1818 feet West of the Southeast corner of said Section 5; thence South 89° 35' East along said North line a distance of 245 feet, more or less, to the Westerly right of way line of the old Oregon Coast Highway; thence Southwesterly along said right of way line a distance of 675 feet, more or less, to a point which is 150 feet distant Easterly from (when measured at right angles to) the relocated center line of the Oregon Coast Highway; thence North 5° 50' East parallel to said center line a distance of 136 feet, more or less, to the Easterly right of way line of said railroad; thence Northerly along said railroad

EXHIBIT "D-10" (Cont)

right of way line a distance of 392 feet, more or less, to the place of beginning, containing 1.74 acres.

2. That the above-described real property and the park and recreational purposes for which it is being acquired is necessary for the convenience of the public and will contribute to the general welfare and pleasure of the motoring public or road user.

3. That the park and recreational facilities for which the aforesaid real property is required and is being taken have been planned, designed, located, and will be constructed, developed, and maintained in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 22nd day of January, 1957, as Condemnation Resolution No. 718.

27765

EXHIBIT "D-11"

Minutes of January 22 and 23, 1957

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road, or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of road building materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate, and maintain highways to be known as throughways and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light, and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve, and maintain the Myrtle Creek-Canyonville Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved, and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement, and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block, or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the

owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving, and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary and that access to and from the said highway should be controlled.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required for the construction, improvement, betterment, and maintenance of highways of the state highway system and the relocation, construction, improvement, and maintenance of the said Myrtle Creek-Canyonville Section of the Pacific Highway as a throughway certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list marked Exhibit "A" under the name of the record owner or reputed owner, and the Commission's respective file number; and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property, except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A".

3. That the relocation, construction, improvement and maintenance of the said Myrtle Creek-Canyonville Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest; and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking; and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to

EXHIBIT "D-11" (Cont)

said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 22nd day of January, 1957, as Condemnation Resolution No. 719.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 719 under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "D-12"

Minutes of January 22 and 23, 1957

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels, or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, construct, improve and maintain the Gold Beach-Cape Sebastian Section of the Oregon Coast Highway; and

WHEREAS, for the purpose of widening, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The State Highway Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, construction, improvement and maintenance of the said Gold Beach-Cape Sebastian Section of the Oregon Coast Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.

EXHIBIT "D-12" (Cont)

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the widened and improved Oregon Coast Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property, provided, however, that there shall be reserved unto the respective owners, their heirs and assigns, for service of the respective remaining land, such access reservations as are noted as to each parcel or parcels on the said attached list marked Exhibit "A".

3. That the widening, construction, improvement and maintenance of the said Gold Beach-Cape Sebastian Section of the Oregon Coast Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 22nd day of January, 1957, as Condemnation Resolution No. 720.

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*FOOTNOTE:

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 720 under the heading "Real Property Condemnation Resolutions", and said description, map and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

27770

EXHIBIT "D-13"

Minutes of January 22 and 23, 1957

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Gold Beach-Cape Sebastian Section of the Oregon Coast Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said

EXHIBIT "D-13" (Cont)

highway should be controlled.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Gold Beach-Cape Sebastian Section of the Oregon Coast Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Oregon Coast Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A".

3. That the relocation, construction, improvement and maintenance of the said Gold Beach-Cape Sebastian Section of the Oregon Coast Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

EXHIBIT "D-13" (Cont)

6. That this resolution be entered in full in the minutes and records of the Commission this 22nd day of January, 1957, as Condemnation Resolution No. 721.

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*FOOTNOTE

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 721 under the heading "Real Property Condemnation Resolutions", and said description, map and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

27773

EXHIBIT "D-14"

Minutes of January 22 and 23, 1957

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, or donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the State Highway Commission necessary for the preservation of scenic places and other objects of attraction or scenic value adjacent to or along, or in close proximity to, state highways, or which may be conveniently reached from or by a public highway; and the Highway Commission is also authorized and empowered to acquire land and ground necessary for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds, or resorts, forest or timbered areas, or other places of attraction and scenic value which, in the judgment of the Commission, are necessary for the convenience of the public and which will contribute to the general welfare and pleasure of the motoring public or road users; and

WHEREAS, the Buena Vista Ocean Wayside has been established by and is under the jurisdiction and control of the State Highway Commission; and

WHEREAS, the State Highway Commission plans and proposes to enlarge, develop, and maintain the Buena Vista Ocean Wayside for public park and recreational purposes and for the convenience of the public and general welfare and pleasure of the motoring public using the highways of the State of Oregon and for such purposes and in connection therewith the real property hereinafter described is necessary;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required for public park and recreational purposes for use in the enlargement, development, and maintenance of the Buena Vista Ocean Wayside fee simple title to certain parcels of real property. The said parcels of real property needed and required, and the specific use to be made thereof are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.

2. That the above-described real property and the park and recreational purposes for which it is being acquired is necessary for the convenience of the public and will contribute to the general welfare and pleasure of the motoring public or road user.

EXHIBIT "D-14" (Cont)

3. That the park and recreational facilities for which the aforesaid real property is required and is being taken have been planned, designed, located, and will be constructed, developed, and maintained in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 22nd day of January, 1957, as Condemnation Resolution No. 722.

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*FOOTNOTE:

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 722 under the heading "Real Property Condemnation Resolutions", and said description, map and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

27775

EXHIBIT "D-15"

Minutes of January 22 and 23, 1957

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Albany-Judkins Point Section of the Pacific Highway East; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the

owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Albany-Judkins Point Section of the Pacific Highway East, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Pacific Highway East and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A".

3. That the relocation, construction, improvement and maintenance of the said Albany-Judkins Point Section of the Pacific Highway East and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the

EXHIBIT "D-15" (Cont)

Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 22nd day of January, 1957, as Condemnation Resolution No. 723.

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*FOOTNOTE:

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 723 under the heading "Real Property Condemnation Resolutions", and said description, map and plans by this reference are made a part of this mimute entry to the same extent as if copied in full herein.

27778

EXHIBIT "D-16"

Minutes of January 22 and 23, 1957

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Klamath Falls, West Side By-Pass Section of The Dalles-California Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said

highway should be controlled.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the Klamath Falls, West Side By-Pass Section of The Dalles-California Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated The Dalles-California Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property.

3. That the relocation, construction, improvement and maintenance of the said Klamath Falls, West Side By-Pass Section of The Dalles-California Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

EXHIBIT "D-16" (Cont)

6. That this resolution be entered in full in the minutes and records of the Commission this 22nd day of January, 1957, as Condemnation Resolution No. 724.

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*FOOTNOTE:

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 724 under the heading "Real Property Condemnation Resolutions", and said description, map and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

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EXHIBIT "E"

Minutes of January 22 and 23, 1957

R E S O L U T I O N

WHEREAS, ORS 366.800 provides that:

"There shall be and hereby are appropriated out of the highway fund annually such sums of money as will equal 10 per cent of all moneys credited to the highway fund by the State Treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the highway fund by the State Treasurer under ORS 319.410, 481.540, 767.635 and from fines and penalties collected for violations of the motor vehicle and transportation laws. The appropriation shall be distributed among the several cities as provided in ORS 366.785 to 366.820."

AND, WHEREAS, ORS 366.805 provides:

"The appropriation specified in ORS 366.800 shall be allocated to the cities as follows:

(1) The sum of $250,000 shall be withdrawn from the appropriation each year and set up in a separate account to be administered by the commission.

(2) Such account shall be spent each year by the commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area of heavy and unusual industrial traffic.

(3) The commission shall determine the distribution of the expenditures after considering applications made to it therefor from the cities.

(4) The balance remaining in the appropriation after the withdrawal of the $250,000 shall be distributed to all the cities.

(5) Each city shall receive such share of the balance as its population bears to the total population of the cities."

AND, WHEREAS, ORS 366.810 provides that:

"Funds accrued and payable to cities under ORS 366.785 to 366.820 shall be remitted semiannually by the Secretary of State to the financial officer of each city. The funds appropriated shall be apportioned on a semiannual basis immediately following June 30 and December 31

EXHIBIT "E" (Cont)

of each year by the Commission, which shall certify the apportionment to the Secretary of State. Upon receipt of such certificate the Secretary of State shall issue his warrants therefor payable to the cities in the amounts set out."

WHEREAS, the funds or moneys which have been by the State Treasurer credited to the state highway fund during the period July 1 to December 31, inclusive, of the year 1956, and which have accrued from the sources named herein, produced the following amounts:

Funds resulting under the provisions of ORS 481.540 (motor vehicle registration and operators' license fees) total	$ 4,618,582.82
Funds resulting under the provisions of ORS 319.410 (gasoline tax) total	19,566,266.69
Funds resulting under the provisions of ORS 767.635 (motor carrier fees) total	6,933,603.64
Funds resulting from fines and penalties collected for violations of the motor vehicle and transportation laws total	253,407.34
	$31,371,860.49

AND, WHEREAS, the statutory ten per cent of said total produces for allocation and distribution by the Highway Commission to the benefited cities and towns a total of $3,137,186.05, from which sum there is to be deducted one-half of the sum of $250,000, or $125,000, thus leaving for allocation and distribution for the period July 1 to December 31, 1956, the sum of $3,012,186.05, and

WHEREAS, by applying the factors of allocation or distribution provided for in ORS 366.800 to 366.810, the State Highway Commission has determined upon an apportionment of said balance among the cities of the state as shown in the tabulation given below:

NOW, THEREFORE, be it and it hereby is resolved and ordered by this Commission as follows:

1. The Commission does hereby find, declare and order that the funds made available for allocation and distribution to the several cities of the State of Oregon pursuant to law, are hereby allocated and appropriated to the cities and/or towns named below in the amounts set opposite the names of the respective cities:

City	Population*	Amount
Adams	202	$ 727.82
Albany	12,300	44,317.68

EXHIBIT "E" (Cont)

City	Population*	Amount
Amity	650	$ 2,341.99
Antelope	60	216.18
Arlington	680	2,450.08
Ashland	8,597	30,975.53
Astoria	12,331	44,429.37
Athena	863	3,109.44
Aumsville	300	1,080.92
Aurora	217	781.86
Baker	9,500	34,229.10
Bandon	1,595	5,746.89
Banks	373	1,343.94
Barlow	96	345.89
Bay City	828	2,983.34
Beaverton	4,000	14,412.25
Bend	11,990	43,200.73
Boardman	118	425.16
Bonanza	259	933.19
Brookings	3,063	11,036.18
Brownsville	1,185	4,269.63
Burns	3,527	12,708.00
Butte Falls	362	1,304.31
Canby	2,035	7,332.23
Cannon Beach	516	1,859.18
Canyon City	642	2,313.17
Canyonville	1,200	4,323.68
Carlton	1,081	3,894.91
Cascade Locks	795	2,864.44
Cave Junction	300	1,080.92
Central Point	1,985	7,152.08
Chiloquin	909	3,275.18
Clatskanie	907	3,267.98
Coburg	693	2,496.92
Columbia City	434	1,563.73
Condon	968	3,487.77
Coos Bay	7,200	25,942.06
Coquille	4,751	17,118.15
Cornelius	1,145	4,125.51
Corvallis	17,900	64,494.83
Cottage Grove	4,100	14,772.56
Cove	300	1,080.92
Creswell	768	2,767.15
Culver	301	1,084.52
Dallas	5,150	18,555.78
Dayton	719	2,590.60
Dayville	248	893.56
Delake	800	2,882.45
Detroit	274	987.24
Donald	208	749.44
Drain	1,220	4,395.74
Dufur	504	1,815.94

EXHIBIT "E" (Cont)

City	Population*	Amount
Dundee	308	$ 1,109.74
Eagle Point	607	2,187.06
Eastside	1,277	4,601.11
Echo	522	1,880.80
Elgin	1,397	5,033.48
Elkton	212	763.85
Empire	3,827	13,788.92
Enterprise	1,958	7,054.80
Estacada	854	3,077.02
Eugene	44,406	159,997.63
Fairview	458	1,650.20
Falls City	800	2,882.45
Florence	1,655	5,963.07
Forest Grove	5,004	18,029.73
Fossil	675	2,432.07
Garibaldi	1,249	4,500.23
Gaston	370	1,333.13
Gates	418	1,506.08
Gearhart	568	2,046.54
Gervais	467	1,682.63
Gladstone	3,500	12,610.72
Glendale	1,000	3,603.06
Gold Beach	1,647	5,934.25
Gold Hill	655	2,360.01
Granite	3	10.81
Grants Pass	9,716	35,007.36
Grass Valley	196	706.20
Gresham	3,432	12,365.71
Haines	325	1,171.00
Halfway	330	1,189.01
Halsey	401	1,444.83
Hammond	520	1,873.59
Harrisburg	857	3,087.83
Helix	182	655.76
Heppner	1,648	5,937.85
Hermiston	4,495	16,195.77
Hillsboro	6,831	24,612.52
Hines	1,088	3,920.13
Hood River	4,050	14,592.41
Hubbard	493	1,776.31
Huntington	753	2,713.11
Idanha	442	1,592.55
Imbler	149	536.86
Independence	2,000	7,206.13
Ione	333	1,199.82
Island City	147	529.65
Jacksonville	1,166	4,201.17
Jefferson	653	2,352.80
John Day	1,625	5,854.98
Jordan Valley	218	785.47

EXHIBIT "E" (Cont)

City	Population*	Amount
Joseph	730	$ 2,630.24
Junction City	1,600	5,764.90
Juntura	110	396.34
Klamath Falls	18,300	65,936.06
Lafayette	600	2,161.84
La Grande	9,100	32,787.87
Lakeview	3,100	11,169.50
Lebanon	6,450	23,239.76
Lexington	259	933.19
Lonerock	34	122.50
Long Creek	345	1,243.06
Lostine	260	936.80
Lowell	581	2,093.38
Madras	1,452	5,231.65
Malin	592	2,133.01
Manzanita	455	1,639.39
Maupin	410	1,477.26
McMinnville	6,911	24,900.77
Medford	20,083	72,360.32
Merrill	835	3,008.56
Metolius	233	839.51
Mill City	1,792	6,456.69
Milton-Freewater	4,200	15,132.86
Milwaukie	5,650	20,357.31
Mitchell	415	1,495.27
Molalla	1,472	5,303.71
Monmouth	2,282	8,222.19
Monroe	362	1,304.31
Monument	228	821.50
Moro	364	1,311.52
Mosier	259	933.19
Mount Angel	1,434	5,166.79
Mount Vernon	475	1.711.45
Myrtle Creek	2,521	9,083.32
Myrtle Point	3,084	11,111.85
Nehalem	285	1,026.87
Newberg	4,000	14,412.25
Newport	4,422	15,932.75
North Bend	7,440	26,806.79
North Powder	412	1,484.46
Nyssa	2,772	9,987.69
Oakland	1,017	3,664.32
Oakridge	2,035	7,332.23
Oceanlake	1,333	4,802.88
Ontario	4,621	16,649.75
Oregon City	8,257	29,750.49
Oswego	4,489	16,174.15
Paisley	215	774.66
Pendleton	14,500	52,244.42
Philomath	1,372	4,943.40

EXHIBIT "E" (Cont)

City	Population*	Amount
Phoenix	875	$ 3,152.68
Pilot Rock	1,680	6,053.15
Portland	269,920**	972,538.82
Port Orford	1,300	4,683.98
Powers	1,248	4,496.62
Prairie City	825	2,972.53
Prescott	119	428.76
Prineville	3,700	13,331.33
Rainier	1,285	4,629.94
Redmond	3,600	12,971.03
Reedsport	3,350	12,070.26
Richland	220	792.67
Riddle	1,054	3,797.63
Rockaway	1,200	4,323.68
Rogue River	609	2,194.27
Roseburg	12,600	45,398.60
St. Helens	4,990	17,979.29
St. Paul	268	965.62
Salem	45,812	165,063.53
Sandy	1,246	4,489.42
Scappoose	854	3,077.02
Scio	455	1,639.39
Scotts Mills	149	536.86
Seaside	3,886	14,001.50
Shaniko	61	219.79
Sheridan	1,922	6,925.09
Sherwood	700	2,522.14
Siletz	570	2,053.75
Silverton	3,083	11,108.24
Sisters	700	2,522.14
Sodaville	175	630.54
Springfield	13,250	47,740.59
Stanfield	850	3,062.60
Stayton	2,041	7,353.85
Sublimity	413	1,488.06
Summerville	83	299.05
Sumpter	140	504.43
Sutherlin	2,737	9,861.58
Sweet Home	4,050	14,592.41
Taft	460	1,657.41
Talent	895	3,224.74
The Dalles	10,600	38,192.47
Tillamook	4,271	15,388.68
Toledo	2,850	10,268.73
Troutdale	504	1,815.94
Tualatin	350	1,261.07
Turner	738	2,659.06

** 2/3 of 1956 census, as defined in ORS 366.785 (3).

EXHIBIT "E" (Cont)

City	Population*	Amount
Umatilla	890	$ 3,206.73
Union	1,367	4,925.39
Vale	1,347	4,853.33
Vernonia	1,521	5,480.26
Waldport	689	2,482.51
Wallowa	1,055	3,801.23
Warrenton	1,896	6,831.41
Wasco	325	1,170.99
Waterloo	180	648.55
West Linn	3,581	12,902.57
Weston	735	2,648.25
Wheeler	290	1,044.89
Willamina	1,082	3,898.51
Winston	2,458	8,856.33
Woodburn	2,700	9,728.27
Wood Village	796	2,868.04
Yamhill	513	1,848.37
Yoncalla	710	2,558.17
Totals	836,007	$3,012,186.05

* Population as determined by Oregon State Board of Census (April 15, 1956) or by actual count made under supervision of Secretary of State.

2. That a certified copy of this resolution be delivered to the Secretary of State for his use and guidance in the administration of said law with respect to the distribution of said funds.

3. That this resolution be entered in the minutes and records of the Commission as of January 22, 1957.

EXHIBIT "F"

Minutes of January 22 and 23, 1957

R E S O L U T I O N

WHEREAS, pursuant to ORS 366.205, the State Highway Commission has jurisdiction and control over all state parks; and

WHEREAS, pursuant to ORS 366.345(2), the State Highway Commission may develop, construct, improve, operate, and maintain park facilities in a manner as will best afford the motoring public necessary conveniences and accommodations; and

WHEREAS, pursuant to ORS 366.350, the State Highway Commission may make regulations and provisions for the use and administration of such facilities, including reasonable charges for the use of accommodations provided in such parks and areas; and

WHEREAS, for the purpose of maintaining and operating such accommodations for the benefit of the motoring public, it is the judgment of the Commission that reasonable charges should be made; and

WHEREAS it is the purpose of the Highway Commission to take official action and impress upon its records the rates and charges so set;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

(1) That the Commission does hereby find and declare that the following charges are reasonable, such charges being necessary to defray the cost of special services and supplies furnished in connection with the use of accommodations in certain park facilities, to wit:

OREGON STATE PARKS DIVISION
RATES FOR PARK FACILITY USE
1957

I. CAMPING FEES

A. GROUP USE - ORGANIZATIONS

1. Silver Creek Youth Camp, Silver Falls State Park. Season June 1 to Labor Day. Camper Capacity - 100 No charge in accordance with agreement dated July 6, 1956.	No charge
2. Smith Creek Youth Camp, Silver Falls State Park. Season June 1 to Labor Day. Camper Capacity - 50	$350.00
3. North Falls Youth Camp, Silver Falls State Park.	

EXHIBIT "F" (Cont)

GROUP USE - ORGANIZATIONS (Cont)

Season June 1 to Labor Day. Camper Capacity - 150
No charge in accordance with agreement dated
September 26, 1955. ... No charge

4. Short-term permit: (up to 2 weeks) Silver Creek and Smith Creek Youth Camps, Silver Falls State Park.
Opening and closing camp when the time required for both opening and closing by the representative of the department at the camp is not in excess of two hours $5.00

Opening and closing camp when the time required for both opening and closing by the representative of the department at the camp is in excess of two hours is Two Dollars per hour for each hour or fraction thereof in excess of the first two hours. 2.00

Each person per night. .25

5. Short-term permit: (up to 2 weeks) North Falls Youth Camp and Davidson Ranch area at Silver Falls State Park, also at Emigrant Springs and Battle Mountain State Parks.

Opening and closing camp when the time required for both opening and closing by the representative of the department at the camp is not in excess of two hours. 3.00

Opening and closing camp when the time required for both opening and closing by the representative of the department at the camp is in excess of two hours is Two Dollars per hour for each hour or fraction thereof in excess of the first two hours. 2.00

Each person per night. .15

Fuel, propane gas, miscellaneous materials, breakage and losses will be charged at cost.

B. GROUP USE - YOUTH ORGANIZATIONS ONLY
(Any park where no overnight facilities are provided.)

1. Short-term permit, open area group camping for youth under 14 years of age. 20 persons or less - first night. 3.00

Each person over 20 for the first night, and per person each night thereafter. .05

EXHIBIT "F" (Cont)

C. GROUP USE - FAMILIES OR GROUPS

1. Short-term permit, overnight camping areas only where water, fuel, and toilets are provided. Per night per person. . $ .25

D. INDIVIDUAL AND FAMILY OVERNIGHT CAMPERS

1. Improved camps where water, fuel, toilet, are provided, per night per car. 1.00

2. Per night per self-propelled vehicle provided with living quarters or car and trailer with living quarters. 1.50

3. Semi-improved camps with table, stove, but water and sanitary facilities some distance away. .75

4. Final checking out time for all overnight camps to be at 3:30 P.M. after which an additional nights stay is to be charged.

II. BATHHOUSE FEES

A. JESSIE M. HONEYMAN STATE PARK

1. Children 14 years of age and under .20

2. Over 14 years of age. .40

3. Season tickets - Children under 14 years of age. 4.00

4. Season tickets - Over 14 years of age. 6.00

5. Red Cross Swimming Classes - Children under 14 years of age, 8:00 - 11:00 A.M. Free of charge

III. LANTERN FEES

A. LAVA RIVER CAVES STATE PARK

1. State-owned lanterns used for visiting the caves. .10

IV. STOVE METER CHARGES

A. ANY PARK SO FACILITATED

1. Meter-controlled units - approximately 30 minutes of electricity or gas. .10

EXHIBIT "F" (Cont)

STOVE METER CHARGES (Cont)

(2). That the above charges shall be posted within the main entrance of the above park facilities.

(3). That said charges are to take immediate force and effect for the year 1957.

(4). That this resolution be duly entered in the minutes and records of the Commission this 22nd day of January, 1957, as State Parks Resolution File No. 9.

EXHIBIT "G"

Minutes of January 22 and 23, 1957

R E S O L U T I O N

WHEREAS, the relocated Clackamas Railroad Overcrossing Section of the Clackamas Secondary Highway No. 171 located in Clackamas County, the westerly terminus of which is at Highway Engineer's Survey Station 264+54.64 and the easterly terminus of which is at Highway Engineer's survey Station 292+41.49 on the relocated highway, has been completed and is now open for public travel; and

WHEREAS, due to the relocation of the aforesaid section, a portion of the former right of way is no longer needed for right of way purposes and may be eliminated from the boundaries of the relocated highway; and

WHEREAS, Clackamas County and the State Highway Commission entered into an agreement on the 24th day of December, 1956, relating to the disposition to be made of the portion that may be eliminated, therein and hereinafter referred to as Unit "A"; and

WHEREAS, said agreement provided that Unit "A" would be abandoned to County by State as part of the Clackamas Highway by formal resolution; and that Unit "A" would be maintained thereafter by County as part of the county road system as long as needed for the service of persons living thereon, or communities served thereby; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon its records the disposition made of the portion or unit of the former right of way of the said highway referred to herein as Unit "A" as well as all the property affected by reason of said relocation;

NOW, THEREFORE, based upon the power and authority vested in the Commission by the State of Oregon, it is HEREBY ORDERED AND RESOLVED that:

1. The portion of the former right of way which by reason of the relocation of the Clackamas Railroad Overcrossing Section of the Clackamas Highway is no longer needed as part of the new right of way, is identified as Unit "A" and described as follows:

Unit "A"

All the land situated within the right of way boundaries of the Clackamas Highway as formerly routed, beginning at the intersection of said highway as formerly routed and the Cascade State Secondary Highway No. 160 in the southwest quarter of the northeast

EXHIBIT "G" (Cont)

quarter (SW 1/4-NE 1/4), Section 9, Township 2 South, Range 2 East, W.M.; thence easterly and southerly via said highway as formerly routed to the northerly right of way line opposite Highway Engineer's Survey Station 292+41.49 of said highway as relocated in the northwest quarter of the southwest quarter (NW 1/4-SW 1/4), Section 10, Township 2 South, Range 2 East, W. M.

2. Pursuant to the agreement entered into with Clackamas County on the 24th day of December, 1956, Unit "A" indicated on the map attached hereto, marked Exhibit "A", and by this reference made a part hereof, is hereby duly abandoned as part of the Clackamas Highway and the state highway system; and all right, title, and interest which the State has in the right of way of Unit "A" herein described, passes to and vests in said Clackamas County.

3. The right of way of the former and of the relocated Clackamas Railroad Overcrossing Section of the Clackamas Highway, together with the real property acquired by State for roadway right of way and other public purposes, as indicated in green on Exhibit "A" attached hereto, shall be retained and held by the State.

4. This Abandonment and Retention Resolution, No. 324, be entered in the minutes and records of the Oregon State Highway Commission as of the 22nd day of January, 1957, and the Secretary is ordered to mail a duly certified copy hereof to the County Court of Clackamas County.

FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 324 under the heading "Abandonment and Retention Resolution" and said map by this reference is made part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "H"

Minutes of January 22 and 23, 1957

R E S O L U T I O N

WHEREAS, on November 13, 1931, the Oregon State Highway Commission selected and designated, as revised on July 23, 1941, a secondary state highway which is described as follows:

> Beginning at Center Street and extending along Capitol Street from Center Street to Court Street, thence along Court Street to 12th Street, thence along 12th Street to State Street, thence along State Street to the easterly city limits of Salem, and thence along various county roads and city streets to its termini at Oak and Water Streets in the City of Silverton;

which said county roads and city streets on their selection and designation as a secondary highway were thereafter identified on the records of the Highway Commission as the Silver Creek Falls Secondary State Highway No. 163; and

WHEREAS, it is the opinion of the Commission that the rerouting of parts of said Silver Creek Falls Highway over different streets within the City of Salem will result in better alignment, and more advantageous and economical highway operation and maintenance; and

WHEREAS, said rerouting will allow the elimination of certain streets within the City of Salem from the state highway system; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the records of the disposition made of the eliminated portions or units of the state highway system;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Highway Commission that:

1. The route and beginning of said route of the Silver Creek Falls Highway within the City of Salem shall be altered and the new route shall be designated as follows:

> Beginning at a junction with the Pacific Highway East and/or Capitol Street, over which said Pacific Highway is routed, and extending one-way easterly along Marion Street to 12th Street, and beginning a junction with said Pacific Highway and/or Capitol Street and extending one-way easterly along Center Street to 12th Street, thence from Marion and Center Streets along 12th Street to State Street, thence from 12th Street along State Street to the easterly city

EXHIBIT "H" (Cont)

limits of Salem, as shown in yellow on the attached Exhibit "A" which is by this reference made a part hereof, and thence on to its termini in Silverton by various county roads and city streets.

2. The portion of those streets that by reason of the rerouting of the Silver Creek Falls Highway within the City of Salem which may be eliminated from said Silver Creek Falls Highway and from the state highway system and thereby returned to the City of Salem for their jurisdiction and control, are described as follows:

That part of Capitol Street from Center Street to Court Street and that part of Court Street from Capitol Street to 12th Street, all as shown in red on said attached Exhibit "A".

3. This resolution be entered in the minutes and records of the Highway Commission this 22nd day of January, 1957, as Secondary Highway Resolution No. 38, and the Secretary is directed to mail a duly certified copy thereof to the Secretary of State.

EXHIBIT "I"

Minutes of January 22 and 23, 1957

R E S O L U T I O N

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Empire-Coos Bay Secondary Highway

Highway number 243 Route number none

Location of Termini		Established Speed
M.P.	to M.P.	M.P.H.
0.60 (0.13 mile east of the east city limits of Empire)	1.69 (West city limits of Coos Bay)	40
2.39 (0.14 mile east of Butler Road)	2.54 (0.29 mile east of Butler Road)	35

EXHIBIT "I" (Cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 241 be entered in the minutes and records of the Commission as of the 22nd day of January, 1957.

EXHIBIT "J-1"

Minutes of January 22 and 23, 1957

R E S O L U T I O N

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Seven Oaks-Neil Creek Section of the Pacific Highway in Jackson County, sometimes referred to as the Medford By-pass Route, and in connection therewith to prepare a map showing the route and location of said section and to file said map, reports and records with the Commission for consideration; and

WHEREAS, the above-mentioned final survey has indicated that the proposed route necessitates the acquisition of right of way, relocation and/or abandonment of existing portions of the Pacific Highway within incorporated cities; and

WHEREAS, pursuant to ORS 373.015 notice and hearing of such location, relocation and/or abandonment of said Pacific Highway are made necessary; and

WHEREAS, the above-mentioned final survey has indicated that the proposed route intends to by-pass certain cities and/or towns; and

WHEREAS, pursuant to Chapter 912, Section 13, Federal Highway Code, 64 Stat. 791, the Commission has held a public hearing for the purpose of considering the economic effect on the by-passing of certain towns and/or cities along the proposed route as shown by the final survey; and

WHEREAS, the Commission has considered the results of such public hearing, and in addition has had engineering surveys, traffic surveys, and agricultural marketing reports made, and other data recorded to assist them in making a proper and just conclusion; and

WHEREAS, the Engineer has reported that he has completed said survey and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That the survey of the Seven Oaks-Neil Creek Section of the Pacific Highway, beginning at Highway Engineer's Station 437+62.91, approximately two miles north of Central Point, and extending in a southerly and easterly direction along the Bear Creek-Hawthorne Park route through the

EXHIBIT "J-1" (Cont)

City of Medford to Highway Engineer's Station 1664+90, approximately three miles south of Ashland, together with the map, which for identification purposes bears map file No. _____ and the date of January, 1957, (Drawing No. 10C-29-1), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.*

2. That when said highway section is permanently constructed, the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That the approval and adoption of said survey shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the construction, reconstruction, or improvement of the highways along and over said survey. Said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right of Way Department to proceed promptly with the acquisition of rights of way pursuant to the normal and approved method.

4. That heretofore by resolution of this Commission, said section of said highway has been designated as a throughway within the meaning and purpose of ORS 374.055, commonly known as the "Throughway Law", and, for the reasons stated therein, the above named section of said highway should be and it is hereby directed that the construction of the same shall be accomplished pursuant to and within the meaning and scope of said law, except any portion of said section which had more than ten commercial businesses abutting thereon catering to the motoring public in any one mile as of the date said section of highway was designated as a throughway.

5. That due compliance has been had with the provisions of ORS 373.015 with respect to notice and hearings concerning such proposed route.

6. That the economic advantages will far outweigh any possible economic disadvantages suffered by any city and/or town by-passed by the proposed route.

7. That this resolution be entered in the minutes and records of the Commission as of the 22nd day of January, 1957, as Survey Resolution No. 149.

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*FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 149 under the heading "Survey Resolutions", and said map by this reference is made part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-2"

Minutes of January 22 and 23, 1957

R E S O L U T I O N

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Hopewell Section of the Bellevue-Hopewell Secondary Highway in Yamhill County, and in connection therewith to prepare a map showing the route and location of said section and to file said map, reports, and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said survey and has submitted the same for approval or disapproval of this Commission; and

WHEREAS, after due consideration of said survey, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That the survey of the Hopewell Section of the Bellevue-Hopewell Secondary Highway, beginning at Highway Engineer's Station 0+00, a short distance north and west of the community of Hopewell and extending in a southerly and easterly direction to Highway Engineer's Station 15+00, a short distance east of the community of Hopewell, together with the map, which for identification purposes bears Map File No. 8B-4-9 (Drawing No. 1R-5-966) and the date of January, 1957, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.*

2. That when said highway section is permanently constructed, the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That the approval and adoption of said survey shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the construction, reconstruction, or improvement of the highway along and over said survey. Said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right of Way Department to proceed promptly with the acquisition of rights of way pursuant to the normal and approved method.

4. That this resolution be entered in the minutes and records of the Commission as of the 22nd day of January, 1957, as Survey Resolution No. 148.

EXHIBIT "J-2" (Cont)

*FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 148 under the heading "Survey Resolution" and said map by this reference is made part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "K"

Minutes of January 22 and 23, 1957

R E S O L U T I O N

WHEREAS, under the provisions of ORS 366.460, the State Highway Commission may construct and maintain within the right of way of any state highway, or section thereof, sidewalks or footpaths when it appears that such are necessary in the public interest and will contribute to the safety of pedestrians, the motoring public or persons using the highway; and

WHEREAS, it has been proposed that a footpath be constructed along the Oregon Coast Highway in the community of Yachats from a point a short distance north of the post office and extending southerly to a point south of the road to Fisher; and

WHEREAS, it appears that said footpath is needed for the safety of pedestrians and school children who now use the highway shoulder for walking; and

WHEREAS, the Commission finds that construction of a footpath as herein above-described will remove pedestrian travel from the highway or the highway shoulder to the consequent safety of the traveling public and pedestrians, and that said footpath is necessary in the public interest.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, as follows:

1. That a footpath be constructed along the easterly side of the Oregon Coast Highway from a point approximately equidistant between the post office and the school, (M.P. 177.51), and extending in a southerly direction to a point immediately south of the road to Fisher (M.P. 177.78).

2. That the State Highway Engineer is directed to proceed with the construction of said footpath.

3. That this resolution be entered in the minutes and records of this Commission as of the 22nd day of January, 1957, as Footpath Construction Resolution No. 5.

27803

EXHIBIT "L"

Minutes of January 22 and 23, 1957

R E S O L U T I O N

WHEREAS, the Tualatin Valley Highway is a primary highway under the jurisdiction of the State Highway Commission; and

WHEREAS, it appears that at the junction of said highway with Canyon Lane near M.P. 1.48, west of Portland, vehicles are parked on highway shoulders near said intersection; and

WHEREAS, the parking of vehicles on said highway section creates a hazard to the traveling public by obstructing sight distance; and

WHEREAS, in the opinion of the Commission public travel and public safety require that parking of vehicles should be prohibited on the shoulders of said highway within said section;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission, all members being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare, based upon recommendations by members of its staff, that the parking of vehicles on the southerly side of the Tualatin Valley Highway, beginning at its intersection with the southerly leg of Canyon Lane (Engineer's Station 15+30), in front of the Valley View Apartments, and extending in a southerly and easterly direction to Highway Engineer's Station 15+68, creates a hazard to the traveling public.

2. That in the opinion of this Commission, the right of way of said highway along said section is not of sufficient width to permit parking of vehicles thereon and at the same time to provide the degree of safety and convenience which, in the opinion of the Commission, should be provided the motoring public.

3. That the Commission does further find and declare that the parking of vehicles on the southerly side of said Tualatin Valley Highway within said section should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect signs within said termini at such points as in his judgment are necessary to accomplish the purpose of this resolution and the action of the Commission as herein declared, on which signs shall be printed in plain letters, the words, "NO PARKING AT ANY TIME".

5. That a certified copy of this resolution be sent to the Superintendent of the Department of State Police for his information.

Portland, Oregon
February 28, 1957

The Oregon State Highway Commission met in regular session at 9:00 a.m. in the Queens Room of the Imperial Hotel. Present were:

Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway Engineer
W. W. Stiffler, Assistant State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
R. L. May, Acting Chief Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

Chairman Chandler was excused.

Bids as follows were opened and read aloud by the Secretary who then announced that the Commission would award contracts in the same room at 4:00 p.m.

CROOK COUNTY
GRADING AND OILING EAST UNIT, CAMP CREEK-PAULINA SECTION OF THE PAULINA HIGHWAY

E. A. Kruse, Yoncalla	$ 398,465.50
Rogers Construction Co., Portland	407,864.10
R. A. Heintz Const. Co., Portland	410,000.00
Earl L. McNutt Co., Eugene	425,287.50
J. Ira McNutt Const. Co., Springfield	473,322.20
G. D. Dennis & Sons, Portland	476,505.50
Babler Bros., Inc., Portland	494,840.00
C. J. Eldon, Contractor	566,006.80

CROOK COUNTY
GRADING AND PAVING OCHOCO PARK-CROOKED RIVER SECTION OF THE OCHOCO HIGHWAY

Babler Bros., Inc., Portland	$ 41,267.00
Oregon Asphaltic Paving Co., Portland	43,954.00

27805

DOUGLAS AND JOSEPHINE COUNTIES
AZALEA-MACKIN GULCH ROCK PRODUCTION PROJECT ON THE PACIFIC HIGHWAY

Hughes & Dodd Co., Medford	$ 24,750.00
M. C. Lininger & Sons, Medford	25,830.00
C. C. Meisel, McMinnville	26,180.00
Beckley & Thomas Rock Products, Roseburg	29,230.00

JOSEPHINE COUNTY
GRADING JUMPOFF JOE CREEK-LOUSE CREEK SECTION OF THE PACIFIC HIGHWAY

Peter Kiewit Sons' Co., Vancouver, Wn.	$ 688,986.00
Natt McDougall Co., Portland	695,354.00
Durbin Bros., Eugene	709,668.00
Donald M. Drake Co., Portland	721,578.00
Kuckenberg Const. Co., Portland	725,560.00
F. L. Somers, Medford	736,270.00
E. A. Kruse, Yoncalla	740,885.00
Earl L. McNutt Co., Eugene	764,464.00
R. A. Heintz Const. Co., Portland	787,254.00
Roy L. Houck & Sons, Salem	800,703.50
Fred H. Slate Co. & E. C. Hall Co., Portland	808,115.00
J. Ira McNutt Const. Co., Springfield	828,147.00
Parker-Schram Co., Portland	839,594.70
Darkenwald Const. Co., Inc., Sacramento, Calif.	858,842.00
G. D. Dennis & Sons, Portland	933,985.00
Gibbons & Reed Co., Portland	1,207,860.00
Morrison-Knudsen Company, Inc., Seattle	1,217,630.00

LAKE COUNTY
CONSTRUCTION OF DEEP CREEK BRIDGE AT ADEL ON THE WARNER VALLEY COUNTY ROAD

George E. Berry, Beaverton	$ 33,210.00
Tom Lillebo Const. Co., Reedsport	35,141.00
C. P. Patterson, Redmond*	37,050.00
Babler Bros., Inc., Portland	38,550.00
Orlando C. Bennard, Portland	38,738.00
Harold E. Ray & L. O. Fusby, Milwaukie	39,263.00
Johnson & Amens, McMinnville	41,720.00

*Bidder will accept award of only one contract at this letting.

LAKE AND HARNEY COUNTIES
OILING AND FURNISHING CRUSHED MATERIAL IN STOCKPILE ON SUNTEX AND ALKALI LAKE-LAKE ABERT SECTIONS, CENTRAL OREGON AND LAKEVIEW-BURNS HIGHWAYS

Babler Bros., Inc., Portland	$ 118,927.00
J. C. Compton Co., McMinnville	130,039.00
N. A. Toole Const. Co., Ontario	132,143.60
The Central Heating Co., Ore. Ltd., Eugene	157,892.00

February 28, 1957

LANE COUNTY
CONSTRUCTION OF CAMPING AREA AND ROADWAYS IN HONEYMAN PARK OVERNIGHT CAMP EXPANSION PROJECT

Shannon Const. Co., Sweet Home	$ 14,850.00
Butler Contracting Co., Inc., Salem	15,756.00
Salem Sand & Gravel Co., Salem	16,082.50
Stanton W. Payne, Eugene	16,561.50
George C. Stubbert, Empire (1)	16,628.00
Parker & Fuhrman, Albany	18,109.00
James G. Robertson, Clackamas*	18,262.50
Barger Const. Co., Gresham	18,442.00
Sig Andersson, North Bend*	18,955.00
Marvin L. Johnson, Albany*	19,732.50
Tittle Const. Co., Tillamook	20,471.00
Donald W. Thompson, North Bend (2)	20,756.00
Umpqua River Navigation Co., Reedsport	22,445.00
Den-Herder's, Lebanon	23,660.00
C. H. Strong Engineering & Construction, Eugene	26,310.00
Angell Bros., Eastside	26,697.50
Schrader Construction Co., Portland*	35,640.00

*Bidder will accept this project only in the event he is also awarded the Honeyman State Park Facilities Project.
(1) Lump sum reduction of $280.00 if awarded both projects.
(2) Lump sum reduction of $205.98 if awarded both projects.

LANE COUNTY
CONSTRUCTION OF UTILITY BUILDING, TABLES AND STOVES AND EXTENSION OF WATER AND SEWER SYSTEMS IN HONEYMAN PARK FACILITIES PROJECT

Sig Andersson, North Bend*	$ 13,976.00
Baughman & Sons, Coos Bay	16,428.21
Wold Bros., Bandon	16,482.50
R. I. Randolph Const. Co., Salem	16,982.00
Den-Herder's, Lebanon	17,365.00
James G. Robertson, Clackamas*	17,377.00
Decatur & Maers, Salem	17,840.65
Fitzgerald Const. Co., Klamath Falls	18,936.50
Donald W. Thompson, North Bend	18,997.56
Schrader Const. Co., Portland	19,005.00
Tom Lillebo Const. Co., Reedsport	19,230.00
Lee-Built Homes & John D. Bachman, Springfield	19,792.18
George E. Stubbert, Empire	21,238.50
Marvin L. Johnson, Albany*	22,068.90
Umpqua River Navigation Co., Reedsport*	22,107.00

*Bidder will accept the award of this project only in the event he is also awarded the Honeyman State Park Overnight Camp Expansion Project.

February 28, 1957

27807

LINCOLN COUNTY
INSTALLATION OF GUARDRAIL IN NEWPORT-TOLEDO GUARDRAIL PROJECT

George E. Berry, Beaverton	$ 21,060.00
Fred J. Stubbert, Springfield	23,400.00
Vern Hoaglin, Beaverton	23,490.00
James G. Robertson, Clackamas	24,840.00
J. J. Walton, Salem	25,155.00
R & M Const. Co., Central Point	25,830.00
E. P. Baltz & Son, Portland	26,100.00
J. C. Compton Co., McMinnville	26,100.00
C. H. Strong Engr. & Const., Eugene	31,500.00

LINN COUNTY
INSTALLATION OF TRAFFIC SIGNALS IN THE CITY OF LEBANON

Electric Corporation, Salem	$ 6,200.00
Linnco Electric Co., Albany	6,447.00
Rochat Electric, Portland	6,900.00
Trowbridge Electric Co., Roseburg	7,025.00
Lebanon Electric, Lebanon	7,343.00
Steeck Electric Co., Medford	7,400.00

MARION COUNTY
GRADING AND PAVING STATE ST.-MISSION ST. EXTENSION SECTION OF THE NORTH SANTIAM HIGHWAY

R. I. Randolph Const. Co., Salem	$ 28,540.00
Central Paving Co., Independence	33,135.00
Warren Northwest, Inc., Portland	33,865.15

MULTNOMAH COUNTY
GRADING AND PAVING HALSEY ST.-DIVISION ST. SECTION OF 122nd AVENUE

Rogers Const. Co., Portland	$ 404,452.50
Warren Northwest, Inc., Portland	423,839.50
Logan, Taylor and Co., Portland	433,424.80
K. F. Jacobsen & Co., Inc., Portland	439,182.00
Parker-Schram Co., Portland	442,481.00

MULTNOMAH COUNTY
CONSTRUCTION OF BOAT CHANNEL IN ROOSTER ROCK PARK BOAT CHANNEL PROJECT

C. H. Strong Engr. & Const., Eugene	$ 19,040.00
Inland Construction Co., Milwaukie	23,680.00

February 28, 1957

MULTNOMAH COUNTY
INSTALLATION OF TRAFFIC SIGNALS IN THE CITY OF PORTLAND

Rochat Electric Co., Portland	$ 6,800.00
W. R. Grasle Co., Portland	6,826.00
Trowbridge Electric Co., Roseburg	7,380.00

TILLAMOOK COUNTY
GRADING SHORT CREEK-OCEANSIDE SECTION OF THE CAPE MEARES LOOP ROAD

C. J. Eldon, Contractor, Portland	$ 45,451.90
Harbert Bros., Estacada	45,934.00
Shirley G. Stone Co., Oswego	53,345.50
Commercial Iron Works, Inc., Portland	63,786.90
A. H. Saxton & Son, Portland	67,475.00
C. H. Strong Engr. & Const., Eugene	68,883.00
Mack Slate, Jr., Albany	69,484.00
Henry H. Miller Contractors, Inc., Roseburg	70,639.60
Allum Bros., Eugene	73,491.50
Fred H. Slate Co. & E. C. Hall Co., Portland	74,574.00
Cartwright Const. Co., Durkee, Oregon	76,426.90
George E. Blaisdell & Son Const. Co., Gresham	76,894.40
Q. L. Rufener, Inc., Portland	79,463.00
D. F. McKenzie, Salem	85,540.00
Glen Ousley, Eugene	89,116.00
J. Bacaloff Co., Portland	99,711.00
Elte Const. Co., Boring	106,712.00

UMATILLA COUNTY
GRADING, OILING, FURNISHING CRUSHED MATERIALS IN STOCK PILE ON PENDLETON-ADAMS SECTION OF THE OREGON-WASHINGTON HIGHWAY

E. H. Itschner, Molalla	$108,937.00
Vernie Jarl, Gresham	112,651.00
Leslie Harris, Pendleton	113,386.75
Rogers Construction, Inc., Portland	115,521.00
C. C. Meisel, McMinnville	120,456.50

The Commission approved the minutes of its regular meeting held on January 22 and 23, 1957.

The State Parks Superintendent introduced Mr. J. Haslett Bell of Portland who has been employed by the Idaho Power Company to study recreational possibilities on the Snake River in connection with construction of dams at Brownlee and Oxbow. Mr. Bell stated that his study, which also includes recreational possibilities on Owyhee Reservoir, has not been completed. He outlined tentative plans for recreational development at Brownlee,

including parking facilities, camping facilities, and boat-launching ramps. In connection with the Oxbow Dam site he outlined tentative plans for the installation of parking and camping facilities near Copperfield, and the installation of commercial services at Homestead. He also said that with this study it is hoped to find a good view point for tourists to look at Hell's Canyon. In the Fairwell Bend area, he called attention to the historic crossing of the Snake River at Olds Ferry and its attraction for tourists. Farm lands are available at this spot for development of picnic, camping and boat launching facilities. A portion of the area, however, will require tree planting in order to be attractive for picnicking and camping. The Owyhee Reservoir, he stated, is located in a dry country which has little vegetation. The Reservoir area is attractive from a scenic standpoint as the bare rock in varied colors offers unique scenic values; also, bass and pan fishing is an attraction. Commissioner McIver commented that he had the impression that recreational developments on the Snake River would be used principally by Idaho residents and that development at Owyhee Reservoir would be used principally by Oregon residents. He inquired if Mr. Bell had any information as to what percentage of residents from each state would use facilities on the Snake River and at Owyhee. Mr. Bell stated that his studies so far do not provide an answer to this question. Commissioner Reynolds thanked Mr. Bell for his report and stated that the Commission is genuinely interested in the development of these areas for recreational purposes. (See ahead for further discussion).

The Parks Superintendent presented the following park matters:

1. Permit from Multnomah County for installation of a water pipe line to serve the Vista House on the old Columbia River Highway: The Parks Superintendent reported that the present pipe line which serves the Rooster Rock development, the Vista House, and others is too small to provide an adequate water supply in seasons when heavy use is required. Arrangements have been made with the Corbett Water District, and Multnomah County has issued a permit to construct the pipe line along an already unimproved roadway. Upon his favorable recommendation, the Commission approved the installation of a two-inch pipe line under provisions of a permit issued by Multnomah County.

2. Request from W. F. Badley, Otter Rock, that the State discontinue use of the word, "Lookout", in the name of the new highway building at Depoe Bay: The Parks Superintendent stated that Mr. Badley's request was referred to the Acting Chief Counsel who rendered an opinion to the effect that the wording selected by the State, "State Parks Depoe Bay Lookout" does not infringe upon the wording that is used by Mr. Badley, and that use of the descriptive words before the word, "Lookout", is such that no confusion should ensue. It was the decision of the Commission that the name of the building at Depoe Bay should not be changed.

3. Request of North Bend Chamber of Commerce that overnight camping facilities be developed at Sunset Bay State Park: The Parks Superintendent stated that the 1957 budget contains an item for a development of this sort and if the necessary land can be acquired for a reasonable figure,

construction could start very soon. He recalled that about five years ago the Commission rejected a price of $25,000 for acquisition of a parcel of land that is suitable for overnight camping facilities. The owners of the property, he said, have now indicated that they might sell for $20,000, which price is still higher than the appraised value. He felt that a smaller parcel of land could be utilized to good advantage and requested authority to secure an option on the smaller parcel, if the land can be acquired for a sum in line with the appraised value. The Commission granted authority to negotiate an option for the property as requested and instructed the Parks Superintendent to submit a report at the next meeting.

4. Request of Clatsop County Court that the Iredale Road at Fort Stevens State Park be opened for car traffic to the ocean beach: Clatsop County, the Parks Superintendent stated, at present maintains several approach roads to the beaches and closure of the Iredale Road does not prevent cars from having access to the beach. He pointed out that the County has maintained the Iredale Road for a number of years as an access point to the beach. The cost of maintenance he estimated, would be nearly $1,000 a year, and he recommended that the approach road be constructed and maintained on a trial basis. Commissioner McIver inquired as to what action the Commission could take to prevent cars from using the beaches. The Acting Chief Counsel read an excerpt from the Oregon Laws pertaining to this matter and explained that the Commission by resolution can designate areas where no cars or planes are allowed. It would probably be necessary, however, to secure concurrence from the County or the City, as the case may be, to prohibit cars from beaches. He pointed out that towns, cities, or counties can also request the Commission to prohibit cars or other vehicles from using the beaches. The Commission approved the opening and maintenance of the Iredale Road to the beach.

5. Report on proposed recreational developments by Portland General Electric Company on the North Fork Clackamas River Hydro-electric Project: The Parks Superintendent explained that the Federal Power Commission in granting licenses for dams on rivers has demanded that the licensees cooperate with the State Parks Division in planning for recreational facilities on the lake areas formed by the dams. Mr. R. C. Dunlap, Assistant State Parks Superintendent, he said, spent a day in examining the area with Portland General Electric Company officials and discussed with them their plans for recreational development. The Parks Superintendent also stated that the idea of cooperation in studies of such recreational areas is highly desirable as it will provide an opportunity to advise concerning proper provisions for recreation; also, such areas when developed will relieve the load on park areas developed with State funds. The Commission accepted the report.

6. Claim of State Board of Forestry for payment of fire protection services in the amount of $9,701.82: In the past it has been the policy of the State Forester to furnish fire protection for all timber lands under the jurisdiction of the Highway Commission, the Parks Superintendent stated, and until the year 1953 the Commission paid regular assessments for such fire protection. However, a modification of the law left the Highway

Commission without authority to pay for fire protection services from January 1, 1953 to August 3, 1955. The State Board of Forestry, the Parks Superintendent continued, has placed a bill before the 1957 Legislature which will correct the situation and authorizes payment for services rendered during this interim period. He recommended that the bill be paid when and if the Commission is legally authorized to do so, and that no opposition be offered to the proposed legislation concerning this claim. The Commission accepted his recommendation.

7. Complaint of Mrs. M. R. Moore, Corbett, against Jack Flaucher, lessee of the Vista House, concerning sale of certain food items: Mrs. Moore, the Parks Superintendent stated, objects to Mr. Flaucher's selling coffee, soft drinks and ice cream as she feels that such sales decrease the amount of business done in her establishment located nearby. Mr. Flaucher, he stated, has verbally agreed not to sell coffee in the Vista House. He recommended that no change be made in the existing contract with Mr. Flaucher pertaining to the sale of items in the Vista House. The Commission took no action at this time, pending the appearance of Mrs. Moore on the following day. (Following Mrs. Moore's appearance on March 1, the Commission decided to make no change in its agreement with Mr. Flaucher.)

8. Request of Prineville-Crook County Chamber of Commerce for permission to install a log float at Ochoco Lake State Park: Mr. Ivan J. Chappell, Manager of the Chamber of Commerce, the Parks Superintendent stated, has requested permission to install a log float to be used by boatmen and fishermen. They propose to install the float at their own expense, it being understood that park employees would take care of the float and to maintain its usefulness when the water level in the lake is changed. He recommended that they be allowed to attach the float to the park land provided proper authority can be obtained from the irrigation authorities. The Commission accepted the recommendation.

9. Progress report on proposed recreational developments for the Owyhee Reservoir: The Parks Superintendent stated that in assembling pertinent data concerning this project it has been found that approximately 43,000 people reside within a 50-mile radius of the project, of whom 23,000 are from Oregon and 20,000 from Idaho. Within a 100-mile radius the figures increase to 26,000 in Oregon and 158,000 in Idaho. He pointed out that the population increase in Malheur County from 1950 to 1956 had been estimated at 0.7 per cent. It was his feeling that the area cannot expect a large population increase unless some business is developed other than farming, but studies will be continued. He further stated that he has no recommendation to make at this time. The Commission discussed the matter briefly but took no action pending the appearance of a delegation on the following day. (See additional entry ahead.)

10. Out-of-state travel expense for the Parks Superintendent to attend Directors meeting of National Conference on State Parks in Washington, D. C., on March 7, 1957: The Commission authorized the Parks Superintendent to attend this meeting at an estimated cost of $300.

The Right of Way Engineer presented for consideration options secured for acquisition of real property that is needed for state highway right of way or for other purposes. After careful consideration, the Commission unanimously approved closing the options at the prices mentioned therein by adopting the attached resolution relative thereto, marked EXHIBIT "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Two reports were presented by the Right of Way Engineer, one showing Miscellaneous Sales which have been made since the last Commission meeting, and the other being a Supplemental Rental Report showing terminations of rental properties and new rentals which have been made effective since the last Commission meeting. He commented that rental receipts for the month of January amounted to $8,730.08. (For details see Miscellaneous Sales Report dated February 28 - March 1, 1957, and Supplemental Rental Report, January 10 to February 18, 1957, in the General Files.)

The Commission considered a lease for land and cancellation of a former lease with Herman and Angela Brelage, and John H. and Maralee Brelage at McCullough Bridge on the North Bend Section of the Oregon Coast Highway. The Right of Way Engineer commented briefly that this matter had been considered by the Commission at a prior meeting and as a result of negotiations authorized at that time, the old lease had been cancelled and a new lease entered into for a ten-year period beginning January 1, 1957. The new lease provides that the Brelages shall pay the sum of $4,000 in ten annual installments of $400 each. Upon his favorable recommendation, the Commission approved the new lease.

The Right of Way Engineer reported that several parcels of right of way acquired for highway purposes are no longer needed or required for such purposes and he recommended that he be authorized to offer these parcels at public sale. The Commission authorized the sale of the following properties and thereupon adopted the attached resolutions relative thereto, marked EXHIBITS "B-1" through "B-6", which resolutions by this reference are made a part hereof with like effect as though extended in full herein:

a. Portions of Lots 1-2-3-4 in Block 31, of Plat "B", Coos Bay Addition to North Bend, File 9526, on the North Bend-Coos Bay Section of the Oregon Coast Highway, Coos County, with two points of unrestricted access, for a minimum price of $3,000. (SEE EXHIBIT "B-1")

b. The former Thompson property, File 8862, on the 7th Avenue Connection to the Pacific Highway in Eugene, consisting of 53,300 sq.ft. with four accesses to the highway for a minimum price of $26,650. (SEE EXHIBIT "B-2")

c. The former Boyce property, File 20800, on the Blackwell Hill-Seven Oaks Section of the Pacific Highway in Jackson County, consisting of 38.92 acres without access to the new highway, and for a minimum price of $5,000. (SEE EXHIBIT "B-3")

d. The former Shaw property, File 23243-45, on the Northbound Route of the Pacific Highway in Ashland, consisting of 0.06 acre subject to a 5-foot slope easement and the common use of a driveway by an adjacent property owner, at a minimum price of $1,000. (SEE EXHIBIT "B-4")

e. The former Moore rock quarry, File 21675, on the Frankport-Greggs Creek Section of the Oregon Coast Highway in Curry County, consisting of 12.3 acres, for a minimum price of $2,500. (SEE EXHIBIT "B-5")

Consideration was given by the Commission to a number of changes in points of access to state highways. The Right of Way Engineer stated that no additional access is being granted to the property owners and each of the following changes has been made to provide greater safety to the traveling public and greater convenience to the property owners. Following his favorable recommendation, the Commission approved indentures of access on the following properties:

a. McKenzie property, File 22337, on the Siletz Bay-Miner Creek Section of the Oregon Coast Highway in Lincoln County.

b. Hamilton property, File 4100, on the Siletz Bay-Newport Section of the Oregon Coast Highway in Lincoln County.

c. Edmison property, File 20083, on the Orr Corner-Monmouth Section of the Pacific Highway West in Polk County.

d. Steward property, File 13002, on the Glendale Jct.-Wolf Creek Section of the Pacific Highway in Josephine County.

Consideration was given to deeding a one-foot buffer strip of land to Mr. and Mrs. Thomas E. Neer, on the west and south sides of the "Western Addition" tract on the Corvallis-Philomath Section of the Corvallis-Newport Highway in Benton County. The Right of Way Engineer explained that this property was unintentionally acquired from the Neers when right of way was purchased from them in 1956, and the proposed transaction is to correct the error. The Commission approved conveyance of this strip to the Neers.

The Commission considered a counter proposal offered by Mr. Lloyd Larson concerning the amount to be paid for his property on the Gold Beach-Cape Sebastian Section of the Oregon Coast Highway in Curry County. The Right of Way Engineer advised that the property has been appraised at a high value of $3,600 and that Mr. Larson has requested that his offer of $4,800 be presented to the Commission. He explained that the land to be acquired has been logged and is very steep, and that he cannot recommend a payment of $4,800. The Commission instructed him to continue negotiations with Mr. Larson.

Consideration was given to a claim presented by the Douglas Forest Protective Association for damages to their well caused by construction activities on the Ford Bridge Unit of the Pacific Highway in Douglas County. The Right of Way Engineer advised that blasting activities undoubtedly caused depletion of the water supply and he recommended that the Association be paid the sum of $500, which amount they have agreed to accept as full and complete settlement of their claim. The Commission approved such settlement.

Transfer of the Rome Flight Strip in Malheur County to the State Board of Aeronautics was discussed. This flight strip, the Right of Way Engineer explained, is located near Rome on the I.O.N. Highway and was built by the US Government during World War II. It is of no value or use to the Highway Department, and he recommended that it be formally transferred to the State Board of Aeronautics. The Commission approved such transfer.

Granting of an easement to the West Coast Telephone Company for location of their telephone line on the Catching Slough-Chandler Bridge Section of the Coos River Highway, was also discussed. The Right of Way Engineer explained that the original telephone line was located on an easement where the State acquired title as right of way. To place the Telephone Company in the same position as it had been, it is necessary that the State grant them an easement on highway right of way for placement of their line and he so recommended. The Commission accepted his recommendation.

Consideration was given to an exchange of easements with the West Coast Telephone Company on the North Brookings Section of the Oregon Coast Highway in Curry County. This exchange, the Right of Way Engineer stated, is necessary in order to avoid interference with highway construction and to provide for the phone company's facilities. In exchange for the easement to use a ten-foot strip of the State's property, the phone company agrees to quitclaim to the State all rights of easement across property formerly owned by Frieda Ransom. Following favorable recommendation by the Right of Way Engineer, the Commission approved the exchange of easements.

The Right of Way Engineer recommended that 0.29 acre of land located on the Adams Street-McMinnville Section of the Pacific Highway West in Yamhill County, be deeded back to Mrs. Nell Hackney. He explained that in securing the original property an error was made in the description and the additional property was inadvertently acquired. Mrs. Hackney, he said, will pay the State the sum of $240, which is the exact amount that the State paid to her for the 0.29 acre. The Commission approved the transaction.

An exchange of property with Lincoln County was discussed. The Right of Way Engineer explained that in 1941 Lincoln County presented to the State land described as the $SW\frac{1}{4}$ of the $NW\frac{1}{4}$ of Sec. 20, T. 11 S., R. 11 W., W.M. for park purposes. It has since developed that it is not feasible to use

this land for such purpose and it has now been agreed with the County Court to reconvey the property to the County in return for which the County will deed to the State 574 Lots in Pacific View, South Newport and South Beach Additions to Newport, which property is suitable as an addition to "South Yaquina Bay State Park". Upon his favorable recommendation and that of the State Parks Superintendent, the Commission approved such exchange of properties.

The Right of Way Engineer reported that a parcel of property consisting of one-half acre on the 7th Street Connection of the Pacific Highway in Eugene is excess property no longer needed or required for highway purposes and he recommended that authority be granted him to offer it for public sale at a minimum price of $11,000. The Commission granted the authority by adopting the attached resolution relative thereto, marked EXHIBIT "B-6", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Right of Way Engineer also recommended sale of a 0.33 acre tract on the Forest Grove-Hillsboro Section of the Tualatin Valley Highway in Washington County. He recalled that sale of this land had been previously authorized, but that he had not been able to sell it on a cash basis. However, a purchaser has been found who will purchase it for the sum of $8,600 if the State will accept a down payment of $4,000 and will allow him to pay the balance at the rate of $50 per month with 5½ percent interest on the unpaid amount, he to pay the taxes and insurance premiums. Commissioner McIver commented that he would approve the sale as outlined provided the matter is covered by a negotiable contract that can be sold and the money deposited in the Highway Fund. The Commission approved the sale of the property as suggested by Commissioner McIver.

Mr. W. W. Stiffler, Assistant State Highway Engineer, introduced Mr. Burnby Bell, Astoria, who conferred with the Commission concerning the installation of signs along the highway to the east and the south of Astoria. Mr. Bell exhibited a replica of the type of sign they wish to erect and pointed out that the information on the sign includes historical data pertaining to the Astoria area and points of interest to tourists. The Oregon Historical Society, he continued, has seen the wording and has approved a portion of it. He inquired if an advance notice sign could be placed some distance ahead of each sign. The Engineer commented that a question uppermost in his mind is whether the Oregon law pertaining to signs on highway right of way would allow this type of sign. Commissioner McIver observed that if the entire text of the sign could be approved by the Oregon Historical Society the sign could then be installed on the right of way as an historical marker. It was his feeling, however, that the text as exhibited would not comply with standards required by the Oregon statutes. If the Commission were to allow installation of a sign such as this, it was his feeling that there would be many requests from other cities and communities to install similar signs. He mentioned the fact that a request from Douglas County is to be presented at this meeting for a sign of similar type. Mr. Bell then inquired if the sign were installed on private property would the State construct a turnout along the shoulder

of the highway at the sign so tourists could stop to read it. The Engineer pointed out that the law states, in effect, that only signs pertaining to highway directions and distances are permitted on the right of way. It was his thought that constructing a turnout would not be much of a problem. Acting Chairman Reynolds stated that the matter would be carefully considered. (This matter was considered later in the day and the Commission denied the request to install the signs on highway right of way; however, the Commission authorized an expenditure of highway funds to finance construction of approach roadways to the signs when erection is completed. The Astoria Chamber of Commerce must first obtain permission from the State Labor Commissioner before erecting the signs on private property.)

The meeting recessed for luncheon at 11:50 a.m. and reconvened at 2:00 p.m. in the same room, with the same persons present and participating.

The Acting Chief Counsel requested authority to acquire by condemnation, if necessary, the following properties that are needed as right of way in connection with various highway improvements or for other purposes, and to tender offers for the same in conformity with instructions given him in the Commission's resolution, dated December 20, 1951:

Albany-Judkins Point Section of the Pacific Highway East

R-25319 - Anna Boyd Davis
Right of Way (Lane County)
15.65 acres

R-25366 - James Hayes and Audry L. Hayes
Right of Way (Lane County)
0.46 acre

R-25353 - Ray C. Smith and Wanda Smith
(Lane County)
Parcel No. 1: 9.71 acres Right of Way
Parcel No. 2: 2.75 acres Right of Way

R-25283 - E. G. McKenzie, et al.
(Lane County)
Parcel No. 1: 3.7 acres Right of Way
Parcel No. 2: 2.25 acres Right of Way
Parcel No. 3: 16.75 acres Right of Way

North Jefferson Junction-Albany Section of the Pacific Highway East

R-25092 - Clarence W. Barth, et al.
(Linn County)
Parcel No. 1: 0.15 acre Right of Way
Parcel No. 2: 0.04 acre Excess Taking

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Willowdale-Madras Section of The Dalles-California Highway

R-25853 - J. Lester Horigan and Alma F. Horigan
Right of Way (Jefferson County)
46.32 acres - An amended resolution to remove control of use from the access control provisions.

Klamath Falls-West Side By-Pass Section of The Dalles-California Highway

R-23074 - Ida Runft and Everett L. Runft
(Klamath County)
Parcel No. 1: 1600 sq.ft. Right of Way
Parcel No. 2: 0.05 acre Right of Way

Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway

R-22720 - Bertha E. Cleghorn, et al
Right of Way (Multnomah County)
8110 sq.ft.

R-20997 - Dolores Mae Jensen
(Multnomah County)
Parcel No. 1: 0.5 acre Right of Way
Parcel No. 2: 0.24 acre Excess Taking

R-21163 - Jessie W. Firestone
(Multnomah County)
Parcel No. 1: 1.66 acres Right of Way
Parcel No. 2: 0.77 acre Right of Way
Parcel No. 3: 0.11 acre Excess Taking

Mosier-The Dalles Section of the Columbia River Highway

R-25892 - Ella G. Salisbury, et al
Right of Way (Wasco County)
0.92 acre

R-25850 - Lee Joynes and Dencie Joynes
Right of Way (Wasco County)
2.9 acres

Hinsdale Slough-Luder Creek Section of the Umpqua Highway

R-12834 - D. D. Hail and Edna Mae Hail
(Douglas County)
Parcel No. 1: 4.82 acres Right of Way
Parcel No. 2: 6.2 acres Material Site

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Gold Beach-Cape Sebastian Section of the Oregon Coast Highway

R-20950 - Gordon Daniels and Belle Turner Daniels
Right of Way (Curry County)
38.0 acres

Cape Sebastian State Park

R-21141 - Robert DeGross and Benard DeGross
(Curry County)
25.0 acres - Enlargement and development of the Cape Sebastian State Park.
Amendment of resolution of January 22, 1957, which erroneously listed this property for the Beuna Vista Ocean Wayside.

Hinsdale Slough-Luder Creek Section of the Umpqua Highway

R-19932 - Charles O. Josephson and Norma Josephson
Right of Way (Douglas County)
2.38 acres (net)

R-25911 - Emil Ploen
Right of Way (Douglas County)
3,850 square feet

Black Bridge-Richland Section of the Baker-Homestead Highway

R-26009 - Gust P. Skooras
(Baker County)
Parcel No. 1: 6.43 acres for Right of Way
Parcel No. 2: 2.35 acres for Right of Way
Parcel No. 3: 0.45 acre for Right of Way
Parcel No. 4: 0.16 acre for Ditch Easement
Parcel No. 5: 0.01 acre for Ditch Easement
Parcel No. 6: 0.21 acre for Ditch Easement
Parcel No. 7: 0.16 acre for Ditch Easement
Parcel No. 8: 1.05 acre for Ditch Easement

R-26010 - George V. Nicolescu and Bonnadene M. Nicolescu
(Baker County)
Parcel No. 1: 2.06 acres for Right of Way
Parcel No. 2: 0.01 acre for Ditch Easement
Parcel No. 3: 0.14 acre for Ditch Easement

R-26012 - Gust P. Skooras and Mary Skooras
(Baker County)
Parcel No. 1: 1.5 acres for Right of Way
Parcel No. 2: 0.06 acre for Ditch Easement
Parcel No. 3: 0.03 acre for Ditch Easement

Black Bridge-Richland Section of the Baker-Homestead Highway - Cont.

R-26026 - John W. Densley
(Baker County)
Parcel No. 1: 2.1 acres for Right of Way
Parcel No. 2: 0.07 acre for Ditch Easement
Parcel No. 3: 0.01 acre for Ditch Easement
Parcel No. 4: 0.05 acre for Ditch Easement
Parcel No. 5: 0.28 acre for Ditch Easement

R-26029 - Levi L. Chamberlin
(Baker County)
Parcel No. 1: 0.27 acre for Right of Way
Parcel No. 2: 3.1 acres for Right of Way
Parcel No. 3: 0.02 acre for Ditch Easement
Parcel No. 4: 0.05 acre for Ditch Easement
Parcel No. 5: 0.31 acre for Ditch Easement
Parcel No. 6: 0.21 acre for Ditch Easement

R-26030- L. Dale Chamberlin
(Baker County)
Parcel No. 1: 0.62 acre for Right of Way
Parcel No. 2: 0.06 acre for Ditch Easement
Parcel No. 3: 5.55 acres for Material Source
Parcel No. 4: 0.18 acre for Haul Road Easement

Jumpoff Joe Creek-Grants Pass Section of the Pacific Highway

R-23317 - Sidney Bazett and Norma J. Bazett
Right of Way (Josephine County)
8,000 square feet

R-23330 - Roy H. Coleman and Dorothy V. Coleman
Right of Way (Josephine County)
0.08 acre

R-23331 - Wesley R. Brown and Darlene I. Brown
Right of Way (Josephine County)
0.03 acre

R-24634 - Sylvia E. Lake
(Josephine County)
Parcel No. 1: 0.73 acre for Right of Way
Parcel No. 2: 1.12 acres for Channel Change

R-26065 - Richard C. Horn and Dorothy Horn
Right of Way and Roadside Development (Josephine County)
7.17 acres

Jumpoff Joe Creek-Grants Pass Section of the Pacific Highway - Cont.

R-26067 - O. E. Arnold and Ruth E. Arnold
Right of Way (Josephine County)
1.5 acres

R-26068 - Augustus W. Pitcairn and Lois Pitcairn
Right of Way (Josephine County)
1.8 acres (net)

R-26069 - Edna Glines
Right of Way (Josephine County)
1.85 acres

Sandy-Forest Boundary Section of the Mt. Hood Highway

R-25716 - E. J. Perasso and Barbara C. Perasso
Right of Way (Clackamas County)
0.05 acre

Right-of-way maps, construction plans and other data were submitted to the Commission and the Engineer advised that the acquisition of the properties listed is required in order to carry out plans for highway improvements and other projects heretofore authorized by the Commission. After considering the matter in the light of the information and advice submitted, together with the general knowledge of the members of the Commission concerning the various projects and the properties involved, the Commission approved the Acting Chief Counsel's request by adopting the attached resolutions relative thereto, marked EXHIBITS "D-1" through "D-13", which resolutions by this reference are made part hereof with like effect as though extended in full herein.

The Commission accepted a report submitted by the Acting Chief Counsel enumerating details concerning cases that have been tried in court since the Commission meeting held January 22 and 23, 1957, as follows:

REPORT OF CONDEMNATION CASES TRIED - JANUARY 23 TO FEBRUARY 21, 1957

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
Gorsek R-24725	Clackamas	Pacific East	S. River Road Jct.	$ 250.00	$ 750.00	$ 500.00
Roy V. Bell R-24312	Marion	Pacific	Salem By-Pass-Jefferson Jct.	150.00	150.00	150.00

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REPORT OF CONDEMNATION CASES TRIED - JANUARY 23 TO FEBRUARY 21, 1957 - Cont.

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
Jacobsen R-24316	Marion	Pacific	Jefferson Jct. -Salem By-pass	$ 160.	$ 160.	$ 160.
Shaw R-24243	Umatilla	Pendleton-John Day	Pendleton-Pilot Rock	3,500.	6,000.	5,000.
Harrow R-24424	Washington	Tualatin Valley	Forest Grove-Hillsboro	1,550.	3,500.	2,000.
Nelson R-22203	Yamhill	Pacific West	McMinnville (Adams St.)	16,250.	30,000.	16,200.

(For additional details see copy of the Acting Chief Counsel's letter concerning report of cases tried, dated February 21, 1957, in the General Files).

The Commission also accepted a report presented by the Acting Chief Counsel concerning condemnation cases and other cases which have been settled out of court since the Commission meeting held January 22 and 23, 1957, as follows:

REPORT OF CONDEMNATION CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
Alspaugh R-21031	Douglas	Pacific	Myrtle Creek-Canyonville	$ 650. for 1.44 ac.	$ 1,500. for 2.3 ac.
Katin R-25770	Josephine	Redwood	E. & W. Fork Illinois River Bridge	3,065.	3,065.
Orlo J. Smith R-23324	Josephine	Pacific	Jumpoff Joe Creek-Grants Pass	13,000. for 4.75 ac.	22,000. for 5.5 ac.
Forney R-24417	Washington	Tualatin Valley	Forest Grove-Hillsboro	2,500.	2,500. plus interest at 6% to 4-1-57

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REPORT OF CONDEMNATION CASES SETTLED - Cont.

Case	County	Highway	Section	State's Offer	Amount of Settlement
Straughan R-24392	Washington	Tualatin Valley	Forest Grove-Hillsboro	$ 330.	$ 740.

REPORT OF OTHER CASES SETTLED

Case	Plaintiff	Defendant	County	Cause of Action	Demand of Plaintiff	Verdict or Judgment
L-2666	State Highway Comm.	Orville Lock	Curry	Timber cut from State property	$ 651.	$ 300.
L-2665 (R-16650)	Kelman	State Highway Comm.	Linn	Inverse condemnation	5,000.	1,250.

(For additional details, see copy of the Acting Chief Counsel's letter, dated February 21, 1957, entitled "Report of cases settled", in the General Files).

The Acting Chief Counsel, in conformity with the resolution adopted by the Commission on December 20, 1951, presented offers that had been tendered for acquisition of real property prior to the institution of condemnation proceedings, as follows:

Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway

R-22721 - Lloyd Asburry, et al. 35,916 square feet for right of way purposes. Offer of $1,890.00 approved by Mr. McIver February 7, 1957.

R-25021 - City Church Extension Society of the Methodist Episcopal Church of Portland, Oregon, et al. 750 square feet for right of way purposes. Offer of $600.00 approved by Mr. McIver February 7, 1957.

R-25590 - Ellen Costello, et al. 1.21 acres for right of way purposes. Offer of $1,815.00 approved by Mr. McIver February 7, 1957.

Shady Point-Booth Ranch Section of the Pacific Highway

R-23035 - Raymond C. Laurance, et ux. 0.23 acre for right of way purposes. Offer of $125.00 approved by Mr. McIver February 7, 1957.

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Klamath Falls-West Side By-Pass Section of The Dalles-California Highway

R-23051 - Vera C. Powell, et al. 4.0 acres for right of way purposes. Offer of $10,750.00 approved by Mr. Reynolds January 25, 1957.

R-23132 - Helen G. Clark, et vir. 0.06 acre for right of way purposes. Offer of $260.00 approved by Mr. Reynolds January 25, 1957.

Judkin's Point-Goshen Section of the Pacific Highway

R-20120 - Martin E. Hill, et ux. 1,440 square feet for right of way purposes. Offer of $1,400.00 approved by Mr. Reynolds January 25, 1957.

Albany-Judkins Point Section of the Pacific Highway East

R-25315 - Robert G. Kintigh. 0.35 acre for right of way purposes and 0.2 acre for excess taking. Offer of $10,600.00 approved by Mr. Reynolds January 25, 1957.

Willowdale-Madras Section of The Dalles-California Highway

R-25853 - J. Lester Horigan, et al. 46.32 acres for right of way purposes. Offer of $8,500.00 approved by Mr. Reynolds January 25, 1957.

Cascade Locks-Viento Section of the Columbia River Highway

R-25874 - Frederic Courtland Hathaway, et ux. 6.70 acres for right of way purposes. Offer of $9,150.00 approved by Mr. Reynolds January 25, 1957.

Beverly Beach State Park

R-24036 - F. R. Salway. 12.5 acres and 1.74 acres for the enlargement and development of Beverly Beach State Park. Offer of $665.00 approved by Mr. Reynolds January 25, 1957.

Salem-Dayton Highway Material Site

R-25393 - W. E. Bass, Jr., et ux. 14.83 acres for a material site. Offer of $2,225.00 approved by Mr. Reynolds January 25, 1957.

The Commission approved the offers as presented.

A report on matters before the Public Utilities Commissioner in which the State has been made a party was presented by the Acting Chief Counsel, summarized as follows:

PUX 200: Application of Southern Pacific Company to construct industrial trackage across Fir Street and across County Road No. 530 at Toledo in Lincoln County. This matter does not directly affect any state highway and no objections have been made by the State.

PUX 202: Application by Oregon Electric Railway Company to reconstruct a grade separation structure at the intersection with County Road No. 906 near Orville in Marion County. This does not affect any state highway. No objection was offered by the State.

PUX 203: Application of Clackamas County to rebuild an overhead structure over the tracks of Southern Pacific Company's Tillamook Branch between Oswego and Bryant Station in Clackamas County. The structure does not involve any state highway and no objection has been made by the State.

PUX 206: Application of Erwen Construction Company to construct three private road crossings at grade with the Pendleton-Cold Springs Highway and to use the existing undercrossing of the Columbia River Highway at or near Cold Springs Junction in Umatilla County. The purpose of the roadway is to enable the construction company to haul rock to barges in the Columbia River, to be used for river bank protection. The Erwen Construction Company has agreed to conditions requested by the State Highway Department and an order has been issued accordingly.

The Commission accepted the report.

The Acting Chief Counsel presented a report concerning the institution of two cases by the California Oregon Power Company against the State Highway Commission in which demand is made for compensation for overhang easements on private property which the Power Company had obtained for their power line located along the Pacific Highway in Jackson County. The Acting Chief Counsel explained that the Power Company's poles originally occupied space on the State Highway right of way under permit but the Company also obtained easements from adjoining land owners because the cross arms on the poles extended beyond the right of way line. In 1952 the Pacific Highway was widened at the location in question to four traffic lanes and this project required removal and relocation of the Power Company's facilities. This was done at the expense of the Power Company which now seeks to recover the sum of $260 for each of the two parcels allegedly taken plus $1,000 attorneys' fees for each parcel. It was the opinion of the Acting Chief Counsel that the Power Company is not entitled to compensation for the easements, although, to his knowledge, the question has not been adjudicated by any court. He added that a supreme court decision settling the matter will be of great assistance in future relationships with public utility companies. The Commission authorized him to secure such decision from the supreme court.

The Acting Chief Counsel presented a claim in the amount of $27.50 submitted by Arthur Pearson for expenses incurred by Mr. Pearson in

connection with relocating his septic tank on the McMinnville Airport-Dayton Junction Section of the Three Mile Lane Secondary Highway in Yamhill County. He advised that Mr. Pearson incurred this extra expense at the request of the State and he recommended that he be reimbursed for it. The Commission approved payment of the claim.

Following the favorable recommendation of the Acting Chief Counsel, the Commission approved salary increases for seven attorneys employed in the Legal and Right of Way Section of the State Highway Department. The Acting Chief Counsel commented that the increases have been authorized by the Attorney General, effective March 1, 1957, as follows:

Attorney	Present Salary	Recommended Salary	Salary Authorized
Charles Peterson	$672	$745	$694
Frederic Morgan	610	625	630
John C. McLean	532	575	570
Leslie B. Hampton	513	550	532
Robert P. Amacher	477	500	495
William A. Mansfield	477	500	513
Leo V. Nuttman	426	---	459

Authority to institute legal proceedings against several property owners to eliminate an undesirable drainage condition on the Klamath Falls-Lakeview Highway, a short distance west of Lakeview, was requested by the Acting Chief Counsel. In reviewing the history of this matter, he pointed out that during 1943 a group of property owners in the vicinity attempted to form a drainage district to be known as Thomas Creek Drainage District, but the district was never completely formed or legally authorized. However, the property owners constructed a number of ditches to relieve the drainage on their properties, which ditches were connected with the drainage ditches on the Klamath Falls-Lakeview Highway. During periods of heavy rainfall the additional water caused thereby creates an overflow on the highway right of way, resulting in extensive damage. He stated that in January, 1957, letters were written to all of the persons concerned advising them that they are responsible for the condition and that it is their obligation to alleviate the same, but no replies were received. He pointed out that the Highway Department is criticized by the traveling public for a condition for which the Department is not responsible. To solve the problem, he said, it appears that an injunction should be sought to prevent the property owners from turning the drainage water onto the highway right of way and let the courts decide the question. W. W. Stiffler, Assistant State Highway Engineer, explained that several channels of Thomas Creek have been drained onto the highway right of way and to correct the condition will involve construction that will cost

approximately $30,000. The Engineer recalled that during World War II the bad drainage condition was called to the attention of the property owners who stated that corrective action would have to be deferred until men and materials were available, but up to now, they have taken no action to alleviate this condition. As a result of the discussion, the Commission instructed the Acting Chief Counsel to institute appropriate legal proceedings to correct the situation.

The Acting Chief Counsel presented a resume of bills that are now before the 1957 Legislative Assembly pertaining to highways. He reported that of the bills introduced at the request of the Highway Commission, four have passed and now await the signature of the Governor, as follows: House Bill No. 176, authorizing the sale of $8,000,000 in highway bonds; House Bill No. 177, pertaining to stop signs or markers at through highways; House Bill No. 178, increasing the revolving fund to $1,500,000; and House Bill No. 186, relating to the operation of vehicles and authorizing the State Highway Commission, counties and cities to issue permits for the operation of road working machinery. He also mentioned briefly the status of other legislation proposed by the Highway Commission and bills that have been introduced by others which pertain to highways. The Commission accepted the report. (For further details concerning legislative matters, see copy of the Acting Chief Counsel's letter dated February 21, 1957, entitled "Status Report of Legislation", in the General Files).

Consideration was given by the Commission to a proposed change in policy concerning the control of access to highways. The Acting Chief Counsel explained that in 1952 the Commission had approved legal language pertaining to the types of access, as follows:

1. Private residential use, only.
2. Production and transportation to market of farm products of the Grantor's remaining land, only.
3. Development, harvesting, and transportation of forest products of the Grantor's remaining land, only.
4. Operation of existing _____ activity, on the Grantor's remaining land, only.
5. Operation of future _____ activity, on the Grantor's remaining land, only.

He pointed out that when illegal use of an access is made the Commission may require the property owner to furnish a $1,000 bond to assure proper use of the access. During recent years it has been found that the above quoted language and requirement of a $1,000 bond have made acquisition of real property extremely difficult and in many cases, more expensive than if the language were less restrictive. He recommended that more liberal language be used in acquiring options and suggested the following:

1. Ordinary access for residential purposes, only.
2. Ordinary access for production and transportation of agricultural products, only.

3. Ordinary access for production and transportation of timber products, only.
4. Ordinary access for production and transportation of mineral products, only.
5. Similar language as required in other specific cases.

He also recommended that the provision requiring the $1,000 bond be deleted and that the Commission specify the type of access control when the survey is adopted. The Engineer pointed out that on some of the highways which have been designated as "throughways" there is a question whether or not full throughway restrictions should be imposed. It was his feeling that imposition of the strictly worded access use on those which are not so heavily traveled would restrict the economic development of the surrounding country. Under the plan as outlined by the Acting Chief Counsel, it would be possible to designate when a survey is adopted, the exact type of access control to be used. He also pointed out that, under the present wording, if an access is given for agricultural products, development of the land for other purposes is denied, whereas, under the proposed plan the use of the access would be much less restricted. Considerable ill will, he felt, had been engendered by the present language pertaining to options, and it was his feeling that right of way costs have risen because of the use of this language. Commissioner Reynolds inquired if changes can be made in the type of use in cases that previously have been granted. The Engineer replied that no changes have been made but it would be possible to make them. Commissioner Reynolds also observed that, in his opinion, the language now used pertaining to the use of access is unduly restrictive. Action in this matter was deferred until the next meeting when Chairman Chandler will be present. The Commission, however, approved two options which have already been obtained, omitting reference to the requirement of a $1,000 bond.

A report was presented by the Acting Chief Counsel concerning the following court cases:

1. Cereghino v. State of Oregon, L-2735: He explained briefly that the plaintiffs have demanded the sum of $10,000 plus attorney's fees in the sum of $2,500 for alleged damage to their property in the vicinity of 200th Street east of Portland, in Multnomah County because of dirt and silt deposited on the plaintiff's property due to State Highway construction. An investigation, he continued, indicates that the damage was the result of general flood conditions and not due to the activities of the State Highway Department.

2. William E. Tegart, Jr., and Harriett B. Tegart vs. State of Oregon, L-2739: The Tegarts are demanding $7,500 plus $2,500 attorney's fees for damages to their property because of mud and silt deposits.

3. S. B. Hall and Berger Tonseth vs. State of Oregon, L-2740: The plaintiffs seek to recover the sum of $13,500 plus $2,500 attorney's fees for damages to their property because of mud and silt deposits.

The Commission instructed the Acting Chief Counsel to resist these claims.

The Commission accepted a report submitted by the Acting Chief Counsel concerning the case of Sigfrit v. the State of Oregon pertaining to the flash flood that occurred in Mitchell on the Ochoco Highway, on July 13, 1956. He commented that this is one of nine cases on the same subject. The judge declared a mistrial because of improper evidence submitted by the plaintiff's attorneys and a new trial has been set for April 8, 1957.

The Engineer reported that under authority previously granted by the Commission he awarded to Calkins Crushing Company, on February 7, 1957, the contract for paving the Tillamook-Donaldson Section of the Wilson River Highway in Tillamook County, for which bids were received January 22, 1957, the conditions of award having been satisfied.

The matter of relinquishment to Coos County of the State's title to the Seven Devils Chrome Mine access road was discussed. The Engineer commented that in 1942 and 1943 the State acquired right of way for this road and the road was built. Coos County now proposes to designate it as a county road to form a connection between the old highway and the Davis Slough-Bandon Section of the relocated Oregon Coast Highway. As there is no reason that the road should be considered a State highway, he recommended that the title to the right of way be transferred to Coos County. The Commission approved such transfer.

The Engineer reported that under authority of a resolution adopted by the Highway Commission on August 6, 1953, he had placed load limit restrictions on several highway sections to prevent damage during the time frost leaves the roadbed. The load limits have been placed allowing 11,000 pounds gross on any single axle and 20,000 pounds gross on any pair of tandem axles, as follows:

1. Pendleton-John Day Highway No. 28, from M.P. 100.43 to M.P. 115.26, effective 8:00 am, February 18, 1957.

2. Beech Creek Secondary Highway, No. 401, entire length, effective 8:00 a.m., February 18, 1957.

3. Havana-Helix Secondary Highway, No. 335, from M.P. 0.0 to 2.5, and from M.P. 3.66 to M.P. 8.96, effective 8:00 a.m., February 13, 1957.

4. Crane-Scotts Butte Secondary Highway, No. 442, from M.P. 56.0 to M.P. 66.0, effective 8:00 a.m., February 18, 1957.

5. O'Neil Secondary Highway, No. 370, from M.P. 4.99 to M.P. 17.81, effective 8:00 a.m., February 25, 1957.

6. O'Neil Secondary Highway, No. 370, from M.P. 9.0 to M.P. 13.8, load limit removed 8:00 a.m., February 26, 1957.

7. O'Neil Secondary Highway, No. 370, load limit placed from M.P. 9.2 to M.P. 13.8, effective 8:00 a.m., February 28, 1957.

8. O'Neil Secondary Highway, No. 370, load limit removed from M.P. 4.99 to M. P. 9.2, effective 8:00 a.m., February 28, 1957.

The Secretary reported that seven insurance companies submitted bids to furnish a Public Employees Faithful Performance Bond in the amount of $50,000 for a three-year period, beginning March 15, 1957. The Aetna Casualty and Surety Company, through its agent, Kenneth S. Martin, Grants Pass, submitted the low bid for the three year coverage in the sum of $2,149.27. The Ohio Casualty Insurance Company, Portland, submitted the second low bid in the sum of $2,557.67. The Commission accepted the bid of the Aetna Casualty and Surety Company.

Consideration was given to a letter from the Clatsop County Livestock Association of Astoria requesting that toll charges for cattle transported on the Astoria-Megler Ferry be revised from the present rate of 50 cents per head to a rate based on weight. The Engineer reported that an investigation was made of the number of livestock that has been transported on the ferry during the last three years, which showed 195 head in 1954, 203 head in 1955, and 191 head in 1956. It was also found that the standard charge for transporting livestock on Washington State ferries operating between Anacortes and Friday Harbor, a somewhat longer run, is $4.00 per head for cattle and $1.00 for sheep. It was his opinion that by comparison the rates charged on the Astoria-Megler Ferry are in line with those charged by the State of Washington. As the number of livestock transported is very limited, he recommended against any change in the rates that are now being charged for use of the Astoria-Megler ferry. The Commission accepted his recommendation and so ordered.

The Engineer reported on a request previously made by a delegation from the town of Fairview, Multnomah County, for access to the T. H. Banfield Expressway at Fairview Avenue in this town. He pointed out that at Fairview Avenue the Expressway adjoins the railroad and that to construct an interchange would require moving approximately one-half mile of railroad at a total estimated cost of $883,000. A study of the relationship of the cost of the project to the volume of traffic and the benefits to the traveling public, revealed that the project would provide a benefit quotient of only 0.41, whereas, in order to be economically feasible a quotient of at least 1.00 is necessary. The reason for the low benefit quotient, he continued, is principally because of the low volume of traffic and the fact that no appreciable saving in distance is made; moreover, accesses to the

Expressway are available to the people of Fairview a comparatively short distance both East and West of Fairview. These facts, he continued, indicate that the requested access is not warranted now and he recommended that the request be denied. He also said that more adequate signing will be installed at the existing interchanges at Arata Road to the east and at Rockwood Road to the west. The Commission accepted his recommendations and ordered that the people of Fairview be informed as to why the request has been denied, and that more adequate signing will be installed.

The Commission accepted a report of weighmaster operations, prepared by the Director of Permits and submitted by the Engineer. Commissioner McIver called attention to the number of arrests made and average amount paid by each violator in comparison with the average amount which should have been paid according to the law. He pointed out that the actual average fine is approximately 40 percent less than is required by statute. The Commission instructed the Engineer to submit copies of the report to the Governor and to the Governor's Traffic Safety Committee.

The Commission considered items of unfinished business as shown on the Secretary's summary, dated January 23, 1957, as follows:

1. Request of Fairview delegation for access to the Banfield Expressway at Fairview Avenue in the town of Fairview: This item was ordered deleted from the list of unfinished business as a report was submitted by the Engineer earlier in the day.

2. Petition from residents of Pendleton for reconstruction of Tutuilla Creek Bridge near the westerly city limits to eliminate flood hazards: The Engineer reported that the matter is still being studied and that he is waiting to determine the results of a survey being made by the Army Engineers. He pointed out that in reconstructing the Tutuilla Creek Bridge the height of the bridge was decreased about one foot, which will be corrected and the waterway increased to take care of excess water. The Commission ordered the item deleted from the list of unfinished business. It will be considered as new business when it again arises.

3. Request of Commission for the Blind to install a coffee and snack bar in the basement of the State Highway Building in Salem: The Engineer reported that the matter has been referred to the Secretary of State who has jurisdiction over State building concessions, but no reply has yet been received. The Commission ordered the item deleted from the list of unfinished business. It is to be considered as new business when it again arises.

4. Request of Astoria Chamber of Commerce for permission to maintain on State highway right of way near the east and south city limits, car turnouts and signs containing tourist information: The Engineer reported that construction of the turnouts at each location will cost approximately $150.00; that the proposed sign east of Astoria will be off the highway right of way, but they want to place the sign south of Astoria on the highway right of way. He questioned the legality of the signs. This

matter was discussed but action was deferred until later in the session. (Later in the day the subject was considered in conjunction with a similar request from Douglas County. Both requests to place signs on the highway right of way were denied as it was felt the Commission has no legal authority to allow them; however, the Commission authorized an expenditure of a nominal amount of highway funds to finance approaches to them.) This item is to be deleted from the list of unfinished business.

Increases in project authorizations for the following contracts were requested by the Engineer and approved by the Commission:

1. Contract #4650, SE Stark Street-Powell Valley Road Section of the East Burnside Road, in Multnomah County, in the amount of $12,000. The overrun, he stated, was caused by modifying the grade of the Mt. Hood-Powell Valley Interchange and the increasing of storm sewer facilities.

2. Contract #4632, aerial survey of the Portland metropolitan area, in the amount of $5,000. The overrun has been caused principally by the necessity for field checking the contractors work, which has resulted in a large amount of engineering work for state forces.

3. Contract #4326, Tualatin River-Middleton project, in the amount of $65,000. He attributed the major portion of the overrun to an unstable soil condition, which required additional base rock and an increase in drainage facilities.

4. Contract #4646, Chehalem Mountain-Newberg Section of the Hillsboro-Silverton Highway, in the sum of $9,300. The major reason for this overrun, he stated, was caused by the increasing of surfacing and paving depth to reinforce unstable subgrade areas and the requirement of the Public Utilities Commission for the state to pay 90 percent of the cost of installing railroad crossing signals, which expense had not been anticipated.

Consideration was given to a request from the City of Athena that the Highway Department cooperate with the city in a flood control project on Watermans Gulch in Athena. The Engineer reported that the US Corps of Engineers has allotted $12,000 as their part of the project and have completed a survey. The other portion involves relocation and reconstruction of an 8' x 4' box culvert on Main Street, replacing an existing culvert that is inadequate to handle flood waters. Construction of a new culvert double the size of the existing culvert, is estimated to cost $20,000. As the culvert is located on a state highway, he recommended approval of the city's request and that authority be granted to construct the new culvert at a cost to the state of approximately $20,000. The Commission approved the project with the understanding that the state's expense shall be limited to such sum.

Consideration was given to the Engineer's recommendation concerning installation of a culvert and tide gates at Mill Creek, north of Seaside on the Oregon Coast Highway. He explained that the old structure, which was

taken over from the County, has disintegrated to the point where it no longer effectively controls the tide, or handles normal drainage. To prevent damage to upstream property owners because of tide waters and to forestall possible damage claims, he proposed to install a triple 72" corrugated metal culvert with a headwall on the downstream side equipped with standard metal tide gates, at a total estimated cost of $33,000. The Commission approved the installation as a Federal Aid Project to be undertaken immediately.

Commissioner Reynolds inquired concerning construction of Roosevelt Drive By-pass Route in Seaside, particularly as to whether or not construction of the city's new High School will interfere with the by-pass construction. The Engineer stated that as far as he knows, the school will not interfere with the by-pass but he will investigate the matter to determine definitely if that is the case.

The Engineer presented requests from Douglas and Lake Counties for proposed additions to the County FAS System. The proposed additions, he stated, fit into the overall system required by the Bureau of Public Roads, and he recommended approval of the following additions:

1. Douglas County, FAS 801, 5.3 miles, extending from the Jackson Creek and South Umpqua Forest Access Roads at the Umpqua National Forest boundary, thence southwesterly to the Tiller-Trail State Highway at Tiller.

2. Lake County, FAS 807, 19 miles, extending from Plush, southwesterly to a junction with the Warner State Highway, approximately 12 miles west of Adel.

The Commission approved the additions as recommended.

The Engineer also presented a list of projects totaling $530,000, requested by Coos, Curry, Douglas, and Lake Counties, for construction as County FAS improvements during the fiscal years 1958-59. He pointed out that there remains an unprogrammed balance of $3,096,000 of County FAS funds for the fiscal years 1958-59. The Commission approved the following projects:

County	FAS Hwy. No.	Section and Description	Programmed Amount	FAS Fund
Coos	677	Chrome Plant Overcrossing. Partial cost - additional funds for 1957 project.	$ 62,000	'58
Curry	258	Dans Point-U.S. Plywood Plant Section, 3.5 miles. Paving.	$ 100,000	'59
Douglas	801	Forest Boundary-Tiller Section, 2.5 miles. G., S., & Pave.	$ 254,000	'58

County	FAS Hwy. No.	Section and Description	Programmed Amount	FAS Fund
		(Cont.)		
Lake	699	Adel-Warner Lake Junction Section, 2.2 miles. Oiling.	$ 15,000	'58
	414	Fort Rock Road Section, 6.7 miles. Oiling.	$ 45,000	'59
	807	Adel Junction-Plush Section, 8 miles, Oiling.	$ 54,000	'59
		Subtotal, Lake County	$ 114,000	

TOTAL ADDITIONAL 1958 & 1959 FAS FUNDS..... $ 530,000

SUMMARY BY FISCAL YEARS	1957 & 1958	1959	Total
Available September, 1956	$ 4,443,000	$3,800,000	$8,243,000
Previously Approved	3,338,000	1,279,000	4,617,000
Unprogrammed Balance	$ 1,105,000	$2,521,000	$3,626,000
Proposed Projects, 2/18/57	331,000	199,000	530,000
Unprogrammed Balance	$ 774,000	$2,322,000	$3,096,000

Consideration was given to a petition submitted by residents of Waldport requesting improvement of the Oregon Coast Highway and the Alsea Highway in the vicinity of Waldport. The Engineer reported that a similar request was received in August, 1955, and the petitioners were notified at that time that no monies were available to finance this work. The petitioners now request shoulder widening on the Alsea Highway between McKinney Slough and Eckman Slough, and shoulder widening on the Waldport-Wakonda Beach Section of the Oregon Coast Highway. The Engineer estimated that simple shoulder widening on the McKinney Slough-Eckman Slough project will cost about $67,000, and complete reconstruction with 10' shoulders, will cost $209,000; also, that on the Waldport-Wakonda Beach Section, simple grade widening will cost about $121,000, and reconstruction with 10' shoulders, will cost about $360,000. As conditions have not materially changed since the matter was previously considered, he recommended that the project be denied because of lack of funds. The Commission accepted his recommendation.

Authority was requested by the Engineer to reimburse the City of Klamath Falls in the amount of $3,135.00 as full payment for destruction of a tennis court. The Engineer explained that in an agreement with the City of Klamath Falls, dated June 14, 1949, the State had agreed to reconstruct a tennis court which was destroyed in acquiring right of way for the north entrance of US 97 in the City of Klamath Falls at such time and place as the City may desire. As a result of negotiations with city officials it was mutually agreed to turn over to the City a sum of money in lieu of

constructing the tennis courts. The City has agreed to accept the sum of $3,135.00, and the Engineer recommended that the City be paid this amount to fulfill the State's obligation under the previous agreement. The Commission approved the payment.

The Engineer reported that the following cities and towns have satisfied the legal requirements with respect to expenditure of State Tax Street Funds accrued to them during the first six-month period of 1956 and the second six-month period of 1956, as follows:

From Revenues Accrued during the 1st Six-month Period of 1956	
Dufur	$ 1,472.05
Grass Valley	572.46
Mitchell	1,212.10
Mosier	756.47
North Powder	1,203.34
Yamhill	1,498.33

From Revenues Accrued during the 2nd Six-month Period of 1956	
Seaside	$14,001.50

The plans for the proposed projects, the Engineer stated, have been examined and found satisfactory, and he recommended approval of the plans. The Commission unanimously approved the plans by adopting the attached resolution relative thereto, marked EXHIBIT "E", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The Commission gave attention to a request from the McKenzie River Chamber of Commerce that the contract that is now under way for construction of the East Unit of the Finn Rock-Elk Creek Section of the McKenzie Highway be extended westerly 0.28 mile to eliminate some bad curves. The Engineer reported that a field investigation revealed that such improvement will cost approximately $60,000. No money, he stated, is available for the additional work and he recommended that the matter be held in abeyance until sometime in the future when funds for this type of work might be available. The Commission accepted his recommendation and ordered that the Chamber of Commerce be so notified.

The Commission considered and upon recommendation of the Engineer granted the following requests for extensions of time within which to complete highway contracts. Reimbursement for engineering expense and other expense incurred by the State in connection with the work during the period of these extensions was waived by the Commission except as noted:

1. Benedict Nursery Company, Contract No. 4554, for roadside improvement on the Willamette River-Gervais Unit of the R. H. Baldock Freeway in Marion and Clackamas Counties, requested an extension of time from June 30, 1956, to January 4, 1957. Approved as requested.

2. T. W. Thomas, Contract No. 4591, for grading and paving on the Helman St. -3rd St. Section of the Pacific Highway in Ashland in Jackson County, requested an extension of time from October 31, 1956, to December 10, 1956. The extension was approved with the stipulation that the contractor be charged for State engineering expenses incurred subsequent to October 31, 1956, with the exception of the cost of preparing final records and estimates.

3. LeRoy Weideman, Contract No. 4728, for extension of a camping area in Harris Beach State Park on the Oregon Coast Highway in Curry County, requested an extension of time from November 30, 1956, to December 31, 1956. Approved as requested.

4. Lord Brothers, Contract No. 4588, for structure, grading and paving on the 39th Avenue Undercrossing Section of the T. H. Banfield Expressway in Multnomah County, requested an extension of time from October 31, 1956, to November 30, 1956. Approved to November 28, 1956, the actual completion date of the contract.

5. Lee Hoffman, Contract No. 4521, for construction of the Siletz River Bridge on the Siletz Secondary Highway in Lincoln County, requested a third extension of time from December 15, 1956, to December 21, 1956. Approved as requested.

6. Schrader Construction Co., Contract No. 4709, for constructing park facilities in Rooster Rock State Park on the Columbia River Highway in Multnomah County, requested a second extension of time from January 1, 1957, to March 31, 1957. Approved as requested.

7. A. E. FitzGerald, Contract No. 4665, for replacement of bridge rail on Spencer Bridge on the Ashland-Klamath Falls Highway in Klamath County, requested a second extension of time from January 1, 1957, to April 30, 1957. The Commission approved the extension of time with the provision that the contractor pay for all State engineering costs incurred on this project after October 31, 1956.

8. Tom Lillebo, Contract No. 4715, for approach replacement on the Powers Bridge on the Powers Secondary Highway in Coos County, requested an extension of time from December 31, 1956, to April 30, 1957. Approved as requested.

9. Schrader Construction Co., Contract No. 4722, for extension of overnight camping area in Cape Lookout State Park in Tillamook County, requested an extension of time from November 30, 1956, to March 1, 1957. Approved as requested.

10. Tom Lillebo, Contract No. 4741, for grading, paving and construction of the Luckiamute River Bridge on the Independence-Albany Highway in Polk County, requested an extension of time from December 31, 1956 to July 30, 1957. Approved as requested.

11. Knight Pearcy, Contract No. 4555, for roadside improvement on the Gervais-Chemawa Railroad Overcrossing Unit of the R. H. Baldock Freeway in Marion County, requested an extension of time from June 30, 1956, to January 18, 1957. Approved as requested.

12. McWaters Construction Co., Contract No. 4721, for construction of guardrail and snow fence on the Olds Ferry-Ontario Section of the Old Oregon Trail in Malheur County, requested an extension of time from November 30, 1956, to January 10, 1957. Approved as requested.

13. Aero Service Corporation, Contract No. 4501, for aerial photography and topographic mapping on the Davis Slough-Bandon Section of the Oregon Coast Highway in Coos County, requested an extension of time from February 29, 1956, to July 31, 1956. The Commission granted the extension with the stipulation that the contractor pay for all State engineering costs incurred after April 30, 1956.

14. Knight Pearcy, Contract No. 4667, for roadside improvement on the Hayesville Interchange Unit of the R. H. Baldock Freeway in Marion County, requested an extension of time from December 31, 1956, to January 15, 1957. Approved as requested.

15. Workman and Wilson, Contract No. 4589, for construction of a bridge over Nehalem River on the Miami Valley Road in Tillamook County, requested a second extension of time from January 31, 1957, to February 15, 1957. Approved as requested.

16. Birkemeier Construction Company, Contract No. 4586, for construction of the North Dayton Overcrossing and Lafayette Road Undercrossing on the Three Mile Lane Highway in Yamhill County, requested an extension of time from September 30, 1956, to September 30, 1957. Approved as requested.

FOOTNOTE: The action taken by the State Highway Commission upon the extensions of time within which to complete the highway contracts listed above was based upon the recommendation of the Engineer and his reports which considered but did not necessarily adopt either or any of the reasons given by the contractors in their requests for such extensions of time. For details regarding these extensions of time, see copies of the contractors' requests and the Engineer's recommendations on file in the respective contracts in the Secretary's office.

The Engineer reported that contracts Nos. 4501, 4506, 4540, 4554, 4555, 4589, 4667, 4685, 4721, 4744, 4521, 4578, 4588, 4659, 4693, 4709, 4722, 4728, and 4786 for highway construction have been completed according to the requirements of the contracts or modifications thereof, and that said contracts are now ready for acceptance by the Commission. After due consideration, the Commission accepted said contracts by adopting the

attached resolution relative thereto, marked EXHIBIT "C", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

Attention was given to a petition from residents of Tigard requesting the installation of school crossing signals at the intersection of US 99W and Greenburg Road, and at a point on US 99W in front of St. Anthony's Parochial School in Tigard. The Engineer reported that an investigation disclosed that a three-phase, fully actuated traffic signal is warranted at the Greenburg Road intersection, which he estimated would cost $12,500, including channelization. Investigation also disclosed that the vehicular and pedestrian volumes at the St. Anthony School are far below those required by the standard warrants. He recommended that the request for signals at the St. Anthony School location be denied and that a signal be installed at the Greenburg Road intersection. The Commission accepted his recommendations. (A delegation was present on the following day regarding this project. As a result of discussion, the Commission instructed the Engineer to conduct further studies of the need for signalization at the St. Anthony School. See additional entry ahead.)

A request from the Warrenton Chamber of Commerce for improvement of the Oregon Coast Highway at its intersection with Fort Stevens Highway in Warrenton was discussed. An investigation was conducted, the Engineer stated, and it was found that the primary problem is that of protecting vehicles making a left turn from US 101 onto the Fort Stevens Road. Channelization to provide such protection he estimated would cost $11,700. He pointed out that the section of US 101 between Astoria and Gearhart will probably be realigned in a few years to by-pass the Warrenton junction, and that the problem at the intersection would then be largely eliminated. In view of the relatively high cost of the improvement and the future relocation of the highway, he recommended that the request for improvements be denied. The Commission accepted his recommendation.

The Commission also discussed a request from the City of Oceanlake for removal of foliage and shrubbery from the divider strip on US 101 in the northerly part of the city. The Engineer reported that the plantings were made in 1947 to eliminate headlight glare on the curve at Lake Boulevard and to prevent unauthorized crossings of the median island by pedestrians. An investigation was made and it was found that from Hoyt Street north to Columbus Street the planting does not present any hazard to traffic. He recommended that the request be denied except for the pruning operations which will be made from Columbus Street north. The Commission approved his recommendation.

The Engineer reported that the State Speed Control Board has established speed zones in the City of Brownsville and in the City of Hillsboro. In order to carry these speed zones to logical terminations he said it will be necessary for the Commission to extend the zones into the rural areas outside the city limits. He recommended approval of such extensions and that the following speed zones be established:

1. Halsey-Sweet Home Highway, #212:

45 MPH from a point 50 feet west of the Southern Pacific Railroad crossing at MP 5.49 to the west city limits of Brownsville at MP 5.65.

35 MPH between the east city limits of Brownsville at MP 6.57, and a point 50 feet east of Blakely Avenue at MP 6.70. See EXHIBIT "H-1".

2. Tualatin Valley Highway, #29:

50 MPH between a point 50 feet east of SW 276th Avenue at MP 11.27, and the most easterly east city limits of Hillsboro, MP 11.55.

50 MPH between the middle east city limits of Hillsboro at MP 11.73, and the westerly east city limits of Hillsboro at MP 11.80.

25 MPH on Baseline Street between the west city limits of Hillsboro at MP 13.59, and a point 0.13 mile west of Dennis Avenue at MP 13.71.

40 MPH on Baseline Street between MP 13.71, and a point 150 feet west of West Main Street at MP 13.95.

30 MPH on Oak Street between the west city limits of Hillsboro at MP 13.51, and a point 0.21 mile west of Dennis Avenue at MP 13.72. See EXHIBIT "H-2".

The Commission approved the speed zones as recommended by adopting the attached resolutions relative thereto marked EXHIBITS "H-1" and "H-2", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Engineer also reported that the State Speed Control Board has revised a speed zone on the Pacific Highway East in the City of Albany, so it will be necessary to revise the existing speed zone outside the city in conformity therewith. He recommended that speed zone resolution #234, adopted November 8, 1956, be rescinded and that a 45 MPH speed zone be established between the west city limits of Albany at MP 76.28 and a point 0.14 mile south and west of the west city limits of Albany at MP 76.42. The Commission accepted his recommendation by adopting the attached resolution relative thereto marked EXHIBIT "H-3", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Because of the widening of the Beaverton-Hillsdale Highway from the City of Beaverton to a point near the Washington-Multnomah County line, and the consequent decrease in traffic congestion, the Engineer reported that a speed zone investigation was made. Due to the facts disclosed by

this investigation, he recommended that speed zone resolutions adopted August 9, 1948, and September 21, 1949, be rescinded and that a 50 MPH speed zone be established between the east city limits of Beaverton at MP 1.61 and a point 0.14 mile east of SW 78th Avenue at MP 2.89, except that the indicated speed shall be 20 MPH during the hours of school crossings as follows:

Between a point 0.11 mile west of SW 91st Avenue, MP 1.96, and a point 0.12 mile east of SW 91st Avenue, MP 2.19.

Between a point 500 feet west of SW Laurelwood Drive, MP 2.46, and a point 500 feet east of SW 78th Avenue, MP 2.85; and

40 MPH between a point 0.14 mile east of SW 78th Avenue, MP 2.89, and a point 0.12 mile east of SW 42nd Avenue, MP 4.69.

The Commission approved the speed zones as recommended by adopting the attached resolution relative thereto marked EXHIBIT "H-4", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Consideration was given to a request from Mrs. A. G. Klebe, Tiernan, Oregon, for some form of speed control on the Siuslaw Highway through the community of Tiernan. The Engineer reported that a traffic engineering investigation disclosed that a speed zone is warranted. In view thereof, he recommended the establishment of a 45 MPH speed zone on the Siuslaw Highway between a point 0.30 mile west of Divide Creek at MP 9.06 and a point 350 feet east of Divide Creek at MP 9.43. The Commission approved the speed zone by adopting the attached resolution relative thereto marked EXHIBIT "H-5", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission discussed a request from Wyatt's, Eugene, that they be allowed a refund of a portion of the amount they paid for scrap tires purchased at the Bend Shops. The Engineer stated that a load of tires picked up at Bend on November 26, 1956, was of the same dimension as a load picked up on October 13, 1956, but the November load weighed 3,100 pounds more because of frozen water in the tires. As it was not practical to remove the ice except by thawing, Wyatt's made payment for the tires including the ice at their bid price of $82.50 per ton, which amounted to $123.75 for 3,000 pounds but they have offered to accept the sum of $100 as reimbursement. The Engineer recommended that they be paid such amount. The Commission approved the recommendation.

The Engineer reported that a survey crew, while working on a project in the city of Coos Bay inadvertently broke a neon sign owned by Martin Brothers Signs, Inc., Eugene, by striking it with a level rod. The sign, he stated, was located at the Dairy Queen, 693 Central Avenue, and the owner has made claim for repairs in the sum of $17.50. Upon his favorable recommendation, the Commission approved payment of such sum.

The Commission gave attention to a letter from Robert M. Knox of Wedderburn, offering his services and suggestions regarding disposition of property owned by the late Harry S. Bruner of that place. After careful consideration of the suggestions offered by Mr. Knox, the Commission instructed the Right of Way Engineer to proceed with his negotiations for acquisition of this property in the usual manner.

Attention was given to a request from Mr. Ernest Fatland of Condon for an investigation of traffic hazards at the intersection of the Wasco-Heppner Highway and the road leading to the Condon Air Force Base west of Condon. The Engineer advised that a traffic engineering investigation was made which disclosed that traffic on the Airbase Road, consisting of an average daily traffic of 131 vehicles, is required to stop before entering the intersection in favor of 73 vehicles moving from west to east on the Wasco-Heppner Highway. He recommended that the resolution that was adopted by the Commission on September 21, 1949, designating the Wasco-Heppner Highway as a throughway highway, be amended to include the following: "Except that at M.P. 40.17 eastbound traffic on the Wasco-Heppner Highway #300 shall stop before entering the intersection with the Condon Air Force Base Road." The Commission approved the recommendation by adopting the attached resolution relative thereto marked EXHIBIT "I", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Consideration was given to a request from the Roseburg Chamber of Commerce and the Douglas County Court for permission to erect two display signs on the right of way of the Pacific Highway near the northern and southern boundaries of Douglas County. The acting Chief Counsel exhibited a replica of the type of sign that they wish to install bearing the inscription "Welcome to Douglas County, Home of the Douglas County Fir". He pointed out that the law does not specifically deny cities and counties the right to erect such signs, but the law also states that signs on the right of way must pertain to direction and distance for the benefit of the traveling public. It was his feeling that the Highway Commission should continue its policy of not allowing any signs on highway right of way except those erected by the Highway Department. The Engineer pointed out that the proposed Douglas County sign is a large one, approximately 8' x 22', which would be quite eye catching. Commissioner McIver commented that he is of the feeling that the Commission would be within its rights in denying this request and also, a similar request presented by the City of Astoria. Commissioner Reynolds stated that he felt the Commission would be criticised if it allowed a sign of this type to be installed on the right of way, particularly in view of what appears to be strong public sentiment for keeping the roadsides free from advertising signs. After some further discussion, the Commission denied the request to install the signs at the Douglas County borders, and also denied the request to install similar signs near Astoria, as it was felt that the Commission does not have legal authority to permit such installations. The Commission authorized an expenditure of a nominal amount to provide approach roads to the signs near Astoria provided the Chamber of Commerce obtains a permit from the State Labor Commissioner to maintain the signs on private property.

Revision of the form of permit for the movement of vehicles having a weight and dimension in excess of the basic legal limitations was considered. The Engineer explained that paragraph 5 of the present permit form requires the exact designation by highway mile point of every point of access on a highway. He proposed to eliminate present paragraph 5 and substitute the following wording to be stapled to the old form:

"No turning movement shall be made entering or leaving any highway until such movement can be negotiated without endangering other traffic, having due regard for the length, rear overhang and 'tailsweep' of the load. Consideration should also be given to the speed and volume of traffic on the highway, weather, including visibility and road surface conditions, and the length of time required to complete the turning movement.

"All loads shall enter and leave the highways described herein only at an intersection with county roads, city streets or approved highway approaches of private roads. A flagman shall be maintained by the permittee at each point where loads enter or leave the highway if the sight distance available is insufficient to accomplish the turning movement in complete safety."

The Commission approved the revision by adopting the attached resolution relative thereto marked EXHIBIT "J", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission considered a recommendation made by the Engineer for a change in a resolution adopted by the Highway Commission October 29, 1953, pertaining to revokable permits for vehicles having a height not in excess of 13.5 feet. He explained that the statute prohibits the issuance of such permits to vehicles transporting lumber or baled hay. In the resolution adopted October 29, 1953, the issuance of such permits is limited to vehicles transporting motor vehicles, vehicles with van-type bodies and permanent solid or fixed steel roof supports, and vehicles transporting loads consisting of a single log. A number of requests, he said, have been received for permission to transport various commodities in which the equipment and loading are entirely safe and are authorized in the adjoining States of California and Washington. He recommended that paragraph 6 of the resolution adopted October 29, 1953 be amended by deleting the following:

"6. That no permit shall be issued pursuant to this resolution for the operation of any vehicle or combination of vehicles except the following:

"(a) Vehicles or combinations of vehicles designed for and engaged exclusively in transporting motor vehicles.

"(b) Vehicles or combinations of vehicles having van-type bodies with permanent solid sides and either permanent solid roofs or fixed steel roof supports and flexible roof coverings.

"(c) Vehicles or combinations of vehicles transporting loads consisting of a single log only.", and that the following language be substituted in lieu thereof:

"That the State Highway Engineer is hereby granted discretionary authority to issue permits for the movement of vehicles, combinations of vehicles or commodities which, in his opinion, are not hazardous and would not endanger the traveling public and highways or highway structures."

The Commission approved the revision by adopting the attached resolution relative thereto marked EXHIBIT "K", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

A proposed throughway and abandonment agreement with Josephine County covering the Jumpoff Joe Creek-Louse Creek Unit of the Pacific Highway in Josephine County was considered. However, action thereon was deferred until the next meeting when it is anticipated all members of the Commission will be present.

The Commission approved the Secretary's report on papers signed on behalf of the Commission during the period of January 17 to February 16, 1957, inclusive.

The Commission confirmed Thursday and Friday, March 28 and 29, 1957 as the date for its next regular meeting in Portland, and also tentatively set Thursday and Friday, May 9 and 10, 1957 as the date for its next following meeting.

The Commission considered and, following the favorable recommendation of the Engineer, approved an agreement with the Oregon-Washington Railroad and Navigation Company and the Union Pacific Railroad Company, covering construction of the Glover Overcrossing on the Old Oregon Trail Highway in Union County.

Amendment of Miscellaneous Resolution No. 111-a, adopted by the Commission November 8, 1956, for the issuance of special one-trip permits for movement of machinery and equipment was discussed. The Engineer explained that new types of equipment are now in use which were not anticipated when the original resolution was adopted, and he recommended that the resolution be amended to allow a 24,000-pound maximum gross axle weight when equipped with two 18-inch or equivalent low pressure tires operated at a pressure of not more than 25 pounds per square inch. The Commission approved the amendment by adopting the attached resolution relative thereto, marked EXHIBIT "G", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

Consideration was given to a request from E. V. and Kari Nelson that they be allowed to serve food and other refreshments to the patrons of their prehistoric garden located on the Rinehart Creek-Frankport Section

of the Oregon Coast Highway in Curry County. The Engineer recalled that two accesses had been granted to the Nelsons for use only in conjunction with the development of a prehistoric display and they were not to be used for any other type of commercial activity. Mr. Nelson alleges that approximately 42,000 people visited his place of business in 1956 and that many of them desired to purchase refreshments of some kind. He requested that the access restrictions be relaxed to permit the serving of food and other refreshments. The Engineer pointed out that in this particular case no damages were paid to the Nelsons for the restriction of access and he recommended that the Commission approve an indenture of access form which would allow them to use the two existing access points for the purpose of selling food and refreshments to the patrons of his gardens but for no other commercial purpose. The Commission approved the recommended modification and ordered the matter covered by appropriate agreement with the Nelsons.

Upon the favorable recommendation of the Engineer the Commission approved out-of-state travel expense for F. B. Crandall, Traffic Engineer; J. Al Head, Assistant Traffic Engineer; Val Johnson, Traffic Control Engineer; and L. E. George, Signal and Illumination Engineer, to attend the annual Northwest Traffic Engineering Conference at the University of Washington in Seattle, Washington, April 11 and 12, 1957, at an estimated total cost of $220.00.

The Commission considered and approved a report submitted by the Engineer on a Traffic Study that was made in Pendleton and authorized the Engineer to forward a copy of the study to the Pendleton city officials.

The Engineer recommended that authority be granted the Auditor and the Assistant Auditor to authenticate vouchers submitted to the Secretary of State for disbursement of funds under federal-aid participation projects. The Commission accepted his recommendation and thereupon adopted the attached resolution relative thereto, marked EXHIBIT "F", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission discussed with the Engineer bids received at the morning session and at 4:00 p.m. Commissioner McIver announced awards of contracts as follows:

"Grading and oiling on the East Unit, Camp Creek-Paulina Section of the Paulina Highway in Crook County. The Commission elects to accept the bid of the low bidder, E. A. Kruse, Yoncalla, in the sum of $398,465.50 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Grading and paving on the Ochoco Park-Crooked River Section of the Ochoco Highway in Crook County. The Commission has awarded the contract to the low bidder, Babler Bros., Inc., Portland, at $41,267.

"Rock production on the Azalea-Mackin Gulch Section of the Pacific Highway in Douglas and Josephine Counties. The Commission awarded the contract to the low bidder, Hughes & Dodd Co., Medford, at $24,750.

"Grading on the Jumpoff Joe Creek-Louse Creek Section of the Pacific Highway in Josephine County. The Commission elects to accept the bid of the low bidder, Peter Kiewit Sons' Co., Vancouver, Washington, in the sum of $688,986, and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Construction of a 100' bridge over Deep Creek at Adel on the Warner Valley County Road in Lake County. The Commission elects to accept the bid of the low bidder, George E. Berry, Beaverton, in the sum of $33,210, and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Lake County is received and the sum of $7,470 is deposited by the County.

"Oiling and rock production on the Suntex and Alkali Lake-Lake Abert Sections of the Central Oregon and Lakeview-Burns Highways in Lake and Harney Counties. The Commission awarded the contract to the low bidder, Babler Bros., Inc., Portland, at $118,927.

"Construction of camping area and roadways in Honeyman State Park in Lane County. The Commission awarded the contract to the low bidder, Shannon Construction Co., Sweet Home, at $14,850.

"Construction of utility building, tables, stoves, and water and sewer system in Honeyman State Park in Lane County. The Commission awarded the contract to Baughman & Sons, Coos Bay, at $16,428.21. Sig Andersson, North Bend, submitted the low bid at $13,976, but stated in his proposal that he would accept the award of this project only in the event that he was awarded the Honeyman State Park overnight camp expansion project.

"Construction of guardrail on the Newport-Toledo Section of the Corvallis-Newport Highway in Lincoln County. The Commission awarded the contract to the low bidder, George E. Berry, Beaverton, at $21,060.

"Install traffic signals at intersection of Main and Milton Streets in Lebanon, Linn County. The Commission awarded the contract to the low bidder, Electric Corporation, Salem, at $6,200.

"Grading and paving on the State Street-Mission Street Extension Section of the North Santiam Highway east of Salem, in Marion County. The Commission awarded the contract to the low bidder, R. I. Randolph Construction Co., Salem, at $28,540.

"Grading and paving on the Halsey Street-Division Street Section of 122nd Avenue, east of Portland, in Multnomah County. The Commission elects to accept the bid of the low bidder, Rogers Construction Co., Portland, in the sum of $404,452.50, and directs the State Highway Engineer to

award the contract to said bidder as soon as approval of Multnomah County is received and the sum of $91,800 is deposited by the County.

"Construct boat channel along Latourell Creek in Rooster Rock State Park in Multnomah County. The Commission awarded the contract to the low bidder, C. H. Strong Engineering & Construction, Eugene, at $19,040.

"Install traffic signals at Lombard Street and Cully Road and a flashing beacon at the intersection of Killingsworth Street and Columbia Boulevard in Portland, in Multnomah County. The Commission awarded the contract to the low bidder, Rochat Electric Co., Portland, at $6,800.

"Grading on the Short Creek-Oceanside Section of the Cape Meares Loop Road, Tillamook County. The Commission elects to accept the bid of the low bidder, C. J. Eldon, Contractor, Portland, in the sum of $45,451.90, and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Tillamook County is received and the sum of $10,670 is deposited by the County.

"Grading, oiling and rock production on the Pendleton-Adams Section of the Oregon-Washington Highway in Umatilla County. The Commission elects to accept the bid of the low bidder, E. H. Itschner, Molalla, in the sum of $108,937, and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired.

The Engineer reported that he has received requests from the County Court of Morrow County and the Heppner-Morrow Chamber of Commerce for designation and construction of a new road extending from Morgan on the Heppner Highway to Arlington. He explained that about 0.9 mile of the Heppner Highway at Heppner Junction will be flooded by dam construction on the Columbia River and reconstruction of this section will be paid for by the Army Engineers at a cost of approximately $98,000. To build a new highway from Morgan northwest to Arlington, will cost about $1,048,000. Although the proposed location is good and will result in a saving of approximately 13 miles between common points, there are no funds available now to finance construction, and the saving in distance of less than the mile that will be flooded out would not justify the additional expenditure. He recommended that those interested be advised that the project cannot be performed at this time because of lack of funds. The Commission accepted his recommendation.

The Commission gave consideration to a project to be presented by a delegation from Lakeview on the following day, concerning improvement of the Fremont Highway through the city of Lakeview. The Engineer stated that to complete the project to the city limits will cost approximately $60,000. He suggested that the delegation be advised that funds are not now available to pay all of the costs involved but if the City will contribute at least 25 percent of such expense, then consideration will be given to this project when funds become available. The Commission deferred action pending appearance of the delegation.

The Engineer stated that County Judge Charles L. Allen of Deschutes County has requested that the Commission take over maintenance of that portion of the Cascade Lakes Highway which lies within the Deschutes National Forest, as far east as Bachelor Butte. He pointed out that the State now maintains as a secondary highway a section of this highway extending about 11 miles south and west of Bend, known as the Century Drive Secondary Highway. The additional section of approximately 9 miles to Bachelor Butte is a county road and during the winter time serves skiers only. He estimated the cost to maintain the additional section, including snow removal, at least $40,000 per year. He recommended that the County Court be advised that the State cannot take over this section of highway as the cost of maintenance cannot be justified and because the road principally serves local traffic. The Commission approved his recommendation.

The Commission gave attention to a request from the City of St. Helens that the State pave the unpaved portion of the Columbia River Highway between the present paving and the curbs which the city has installed along the west side of the highway from the south side of its intersection with Columbia Boulevard to the southerly boundary of the city. The Engineer stated that an investigation disclosed that the work requested would cost about $28,000. There appears to be some misunderstanding in that some of the city officials felt that the work had been promised earlier. However, no agreement to that effect was ever consummated. He recommended that the City be advised that no funds are available at this time but that careful consideration will be given to the project when the 1958 construction program is prepared. The Commission approved his recommendation.

The Commission discussed with the Engineer matters to be presented by delegations scheduled to appear on the following day, but took no action on any of such matters pending appearance of the delegations.

Attention was given to a request from the Commercial Bank of Salem that they be designated a depositary for withholding tax money that is deducted from highway employees' wages: The Auditor explained that the Bank feels that it is entitled to a share of the State Highway Department's banking business because such a large percentage of the State's business is now done with the First National Bank and the U. S. National Bank. He further explained that withholding tax monies are deposited for short periods of time until remitted to the U. S. Government and that the bank that handles the deposits uses the money for short-term loans. He gave as his feeling that if the Commercial Bank is designated a depositary for these funds, other independent banks throughout the State probably will request a similar designation which would result in confusion. He mentioned that withholding monies are deducted from employees' checks throughout the State, so from the standpoint of distributing the business, the State is very well covered under the present arrangement. He recommended that the request be denied so as not to establish an undesirable precedent. The Commission approved his recommendation.

Clatsop County Judge Guy Boyington appeared briefly before the Commission. He thanked the Commission for highway improvements in Clatsop County, including work done at Fort Stevens State Park. He inquired if the Commission could assist or encourage the State Game Commission in construction of a three-mile section of road extending from Fort Stevens to the north jetty. The Commission took no action on the matter.

Commissioner McIver then commented that there appears to be considerable public sentiment against allowing motor vehicles to operate on Cannon Beach. Judge Boyington replied that the County provides a deputy, and that a state policeman also watches beach traffic on weekends. It was his opinion that those who complain about cars using the beaches are in the minority and that their complaints should not be allowed to restrict the use of the beach by the majority.

The Engineer reported that a test run with a 60-foot combined truck and trailer had been satisfactorily completed over the entire length of the Eagle Creek-Sandy Secondary Highway, No. 172, and he recommended that this highway be reclassified from a Group III to a Group I Highway. The Commission accepted the recommendation.

The meeting adjourned at 4:45 p.m., to reconvene at 9:00 a.m. on the following day.

Portland, Oregon
March 1, 1957

The meeting of the State Highway Commission reconvened at 9:00 a.m. in the Queens Room of the Imperial Hotel. The following people were present:

Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway Engineer
W. W. Stiffler, Assistant State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
Robert L. May, Jr., Acting Chief Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

Chairman Ben R. Chandler was excused.

Bids as follows were opened and read aloud by the Secretary who announced that the Commission would award contracts in the same room at 3:00 p.m.

BENTON COUNTY
CORVALLIS SLOPE PROTECTION PROJECT ON THE ALBANY-CORVALLIS HIGHWAY

S. W. Groesbeck, Eugene	$ 10,638.00
G. D. Dennis & Sons, Portland	10,800.00
Richard C. Edwards, Corvallis	12,690.00
Harbert Bros., Estacada	12,771.00
Floyd Grahm Const. Co., Lebanon	12,825.00
Mack Slate, Jr., Albany	13,500.00

BAKER COUNTY
GRADING AND OILING ON THE EAST UNIT, BLACK BRIDGE-RICHLAND SECTION OF THE BAKER-HOMESTEAD HIGHWAY

Quinn Bros. & Robbins, Inc., Boise, Idaho	$ 360,628.00
Donald M. Drake Co., Portland	409,662.00
G. D. Dennis & Sons, Portland	430,353.20
Natt McDougall Co., Portland	431,234.30
J. Ira McNutt Const. Co., Springfield	435,794.50
Babler Bros., Inc., Portland	484,437.00

CLACKAMAS AND MULTNOMAH COUNTIES
FOOTPATH CONSTRUCTION ON FLAVEL ST.-GLENCOE ROAD FOOTPATH PROJECT

Portland Road & Driveway Co., Portland	$ 5,922.50
K. F. Jacobsen & Co., Inc., Portland	8,155.00
Inland Const. Co., Milwaukie	8,530.00
Oregon Asphaltic Paving Co., Portland	12,600.00

CLATSOP COUNTY
OLNEY-JEWELL ROCK PRODUCTION PROJECT ON THE NEHALEM HIGHWAY

Calkins Crushing Co., Oceanlake	$ 30,000.00
Dolan Const. Co., Tillamook	42,750.00

CROOK COUNTY
CONSTRUCTION OF BEAVER CREEK BRIDGE AND SO. FORK CROOKED RIVER BRIDGE ON THE E. UNIT, CAMP CREEK-PAULINA SECTION OF THE PAULINA HIGHWAY

C. P. Patterson, Redmond*	$ 58,478.50
Johnson & Amens, McMinnville	61,703.00
Babler Bros., Inc., Portland	62,180.50
Erick Enquist, Troutdale	62,228.50
Valley Const. Co., Portland	62,400.00
George E. Berry, Beaverton	65,425.00
Orlando C. Bennard, Portland	67,640.00
Snook Bros., Corvallis	69,352.00

March 1, 1957

Bridge Construction on the E. Unit, Camp Creek-Paulina Section of the Paulina Highway - Cont.

Hannon Bros. Co., Portland	$ 70,218.50
Tom Lillebo Const. Co., Reedsport	75,076.50
Schrader Const. Co., Portland	86,875.00

*Bidder will not accept award of more than one project at this letting.

DOUGLAS COUNTY
CONSTRUCTION OF PRUNER BRIDGE OVER THE SOUTH UMPQUA RIVER ON THE RIDDLE COUNTY ROAD

West Coast Steel Works, Portland	$ 236,420.00
Valley Const. Co., Portland	248,970.00
Inland Construction Co., Milwaukie	272,820.00
Tom Lillebo Const. Co., Reedsport	274,918.00
Hannon Bros. Co., Portland	281,170.00
Lee Hoffman, Beaverton	296,570.00
Hamilton & Thoms, Eugene	297,210.00
C. J. Eldon, Contractor, Portland	303,208.00

DOUGLAS COUNTY
ROBERTS MOUNTAIN SUMMIT SLOPE STABILIZATION PROJECT ON THE PACIFIC HIGHWAY

Funderburk Const. Corp., Sutherlin	$ 81,760.00
Allum Bros., Eugene	89,062.40
Henry H. Miller Contractors, Inc., Roseburg	102,935.00
Keith Bros. Const., Medford	107,520.00
R. A. Heintz Const. Co., Portland	107,940.00
F. L. Somers, Medford	108,080.00
Lee Mortensen, Inc., Roseburg	117,880.00
Inter City Sand & Gravel Co., Inc., & Isaacson Bros., Eugene	119,070.00
Harbert Bros., Estacada	120,260.00
R. K. Shelton Const., Roseburg	124,110.00
Fred H. Slate Co. & E. C. Hall Co., Portland	126,840.00
Mack Slate, Jr., Albany	126,980.00
J. Ira McNutt Const., Co., Springfield	131,880.00
Kuckenberg Const. Co., Portland	158,550.00
Elte Const. Co., Boring	158,620.00
G. D. Dennis & Sons, Portland	177,100.00
C. H. Strong Engr. & Const., Eugene	180,880.00
Natt McDougall Co., Portland	196,420.00
J. Bacaloff Co., Portland	198,940.00
Earl L. McNutt Co., Eugene	215,040.00

GILLIAM COUNTY
CONSTRUCTION OF ROCK CREEK BRIDGE AND THIRTYMILE CREEK BRIDGE IN GILLIAM COUNTY

Babler Bros., Inc., Portland	$ 28,822.00
C. P. Patterson, Redmond*	29,860.00
A. H. Saxton & Son, Portland	29,960.00
Harold E. Ray & L. O. Fusby, Milwaukie	31,894.00
Johnson & Amens, McMinnville	31,905.00
Henry G. Stach Contr., Oakridge	32,420.00
Valley Const. Co., Portland	32,440.00
Johnston & Bryant, Newberg	33,300.00
George E. Berry, Beaverton*	34,510.00
Orlando C. Bennard, Portland	39,800.00

*Bidder will not accept award of more than one project at this letting.

JACKSON COUNTY
ROCK POINT GUARDRAIL PROJECT ON THE PACIFIC HIGHWAY NEAR GOLD HILL

J. C. Compton Co., McMinnville	$ 2,850.00
Keith Bros. Const., Medford	2,950.00
R & M Const. Co., Central Point	3,420.00
Harold W. Salter, Rogue River	3,900.00
Vern Hoaglin, Beaverton	4,110.00

LAKE COUNTY
GRADING AND OILING ON SILVER LAKE SECTION OF THE FREMONT HIGHWAY

Allum Bros., Eugene	$ 30,110.00
Norquist Bros. Co., Sweet Home	39,288.00
Donald Greene & Greene & Buick, Inc., Salem	46,910.50
Keith Bros. Const., Medford	48,287.50
F. L. Somers, Medford	49,452.00
Silver Falls Trucking & Const. Co., Silverton	50,816.00
Earl L. McNutt Co., Eugene	52,377.00
A. H. Saxton & Son, Portland	52,498.00
The Central Heating Co., Ore. Ltd., Eugene	52,991.00
Henry H. Miller Contractors, Inc., Roseburg	53,501.50
Stanton W. Payne, Eugene	53,946.00
Hamson & Myers, Oswego	54,597.00
Bend Aggregate & Paving Co., Bend	55,168.00
Cartwright Const. Co., Durkee	57,836.50
Babler Bros., Inc., Portland	59,886.00
Q. L. Rufener, Inc., Portland	64,228.00
C. J. Eldon, Contractor, Portland	69,880.00
J. Bacaloff Co., Portland	73,324.00
Endicott Logging Co., Prineville	76,636.00

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LANE COUNTY
LANE COUNTY GUARDRAIL PROJECT ON THE MCKENZIE AND WILLAMETTE HIGHWAYS

J. C. Compton Co., McMinnville	$	8,060.00
Fred J. Stubbert, Springfield		8,060.00
Vern Hoaglin, Beaverton		12,958.00

LANE COUNTY
CONSTRUCTION OF MOHAWK RIVER BRIDGE ON THE EUGENE-MARCOLA HIGHWAY

Valley Const. Co., Portland	$	103,560.00
Tom Lillebo Const. Co., Reedsport		106,585.00
Hannon Bros. Co., Portland		106,875.00
Hamilton & Thoms, Eugene		107,930.00
Schrader Const. Co., Portland		120,200.00
George E. Berry, Beaverton		123,880.00
Glenn Snook, Eugene		129,780.00
Orlando C. Bennard, Portland		148,590.00

WASCO COUNTY
OILING BOYD-DUFUR SECTION OF THE BOYD-DUFUR ROAD

J. C. Compton Co., McMinnville	$	19,309.75
Babler Bros., Inc., Portland		19,683.00
Russell Const. Co., Inc., Pendleton		20,337.00
The Central Heating Co., Ore. Ltd., Eugene		22,587.50
Central Paving Co., Independence		23,042.50
Horton Const. Co., Portland		23,763.00
Leslie Harris, Pendleton		25,683.00

WASCO COUNTY
SHANIKO ROCK PRODUCTION PROJECT ON THE SHERMAN HIGHWAY

C. C. Meisel, McMinnville	$	26,500.00
Vernie Jarl, Gresham		30,550.00
Lee F. Philpott, Salem		34,500.00

YAMHILL COUNTY
GRADING AND OILING ON THE HOPEWELL SECTION OF THE BELLEVUE-HOPEWELL HIGHWAY

D. F. McKenzie, Salem	$	21,347.50
James G. Robertson, Clackamas		22,258.20
Logan, Taylor & Co., Portland		26,857.40
Q. L. Rufener, Portland		27,116.00

March 1, 1957

The Engineer reported that during the recent flood in Malheur County, the bridge over the Malheur River on the old section of US 30 north of Ontario settled as much as 3.5 feet at some of the piers, and that two or three months will be required to repair the bridge and it might be necessary to construct a new bridge. As a result of this condition, he said, traffic that uses this road must go through Payette, Idaho, in order to get to Ontario. He requested authority to construct a temporary connection over Chester Road to the freeway section of US 30 at the cost of about $100, subject to a strict understanding that such access to the highway shall be temporary only and will be closed when the emergency created by the high water and defective bridge has passed. The Commission approved the project on the basis of the Engineer's recommendation.

The Engineer reported that Purdue University, which has a large School of Civil Engineering, has requested Gene Huntley, Director of Public Relations and Personnel, to present a paper on the occasion of their Annual Highway Conference during April 22 to 27, 1957, on the personnel organization as set up in the Oregon State Highway Department. He advised that the University has offered to pay Mr. Huntley's transportation expense to and from the University, but the State will have to pay Mr. Huntley's per diem expenses which are estimated at $54.00. He recommended approval of this out-of-state travel. The Commission adopted the recommendation.

A delegation representing the Sunset Valley Community Association of Beaverton came before the Commission concerning traffic hazards at the intersection of Murray Road with the Sunset Highway west of Portland. The following people were present: Alan Hicks, Willard McLaughlin, President of the Sunset Valley Community Association; Phil Newitt, Superintendent of Sunset Valley School. Mr. Hicks, who acted as spokesman, presented petitions signed by approximately 480 residents of the Sunset Valley School District, in which the Commission is requested to construct an overpass or underpass at the intersection of the Sunset Highway and Murray Road. He also presented a brochure detailing, among other things, the accident record, traffic, population growth, and the number of school children affected. Mr. Newitt pointed out that approximately 80 percent of the school children have to cross the Sunset Highway in order to reach the school, and that when their new High School is completed this year, the number of students who have to cross the highway will increase. Mr. Hicks commented that at times cars on Murray Road are forced to wait as long as 5 minutes before they can get on the highway. School buses cross the highway six times daily and special insurance has been purchased because of this hazard. Commissioner Reynolds complimented the delegation on the excellence of its presentation. There is no question, he added, that a problem does exist, but the difficulty lies in the absence of funds to finance the improvements. The matter, he stated will be taken care of as soon as funds are available.

A delegation from the town of Tigard came before the Commission to request installation of a traffic light on US99W at St. Anthony's Parish. The following people were present: Bill Way, President of the Portland Central Labor Council; Francis Cooper, St. Anthony's Church; Ralph May,

Principal, Fowler Jr. High School; Father Roy Brown, Pastor of St. Anthony's Parish; Peter F. Bisceglia, owner of cabinet shop; Emil VanGoethem, St. Anthony's Parish. Mr. Way, who acted as spokesman, stated that the delegation is pleased to hear that the Commission, yesterday approved a traffic light at Greenberg Road. The delegation, today, he continued, is asking the Commission to reconsider its denial of their request for a traffic light at St. Anthony's School. The Engineer explained that the Traffic Engineering Division made a careful study of conditions at St. Anthony's School and the factors considered, including vehicular traffic and pedestrian use, did not come close to meeting the national warrant for the installation of a traffic light. Mr. Cooper asked reconsideration on the basis of the number of school children involved. Father Roy Brown, Pastor at St. Anthony's Parish, called attention to the large number of pedestrians who cross the highway Sunday mornings to attend church. He estimated that approximately 1,000 pedestrian crossings are made each Sunday in the face of heavy weekend traffic on the Sunset Highway. Commissioner Reynolds stated that the Engineer would be instructed to continue his study at this location, and if a mistake had been made, it would be corrected. Mr. May presented petitions signed by approximately 800 people requesting elimination of the traffic hazards that exist at St. Anthony's Parish, as well as at Greenburg Road. The Commission instructed the Engineer to continue his study of the situation.

A delegation representing the Malheur County Farm Bureau, the Ontario Chamber of Commerce, the Isaac Walton League, the Portland Chamber of Commerce Roadside Council, and others, came before the Commission to request improvement of the road that leads to Owyhee Reservoir in Malheur County, and construction of park facilities at the Reservoir. The following people were present: Marshall Dana, Recreational Committee of Portland Chamber of Commerce; D. C. Duncan, President, Portland Chamber of Commerce; Neal Butterfield, National Park Service; R. N. Kellogg, Bureau of Public Roads; T. T. Munger, A. T. Carlston, and Garnett F. Cannon, Roadside Council of Portland Chamber of Commerce; John Rayner and Mr. Gill, Oregon Game Commission; all of Portland; Lloyd Russell, Chairman Recreational Committee of Ontario Chamber of Commerce; Murrel Doan, President, Ontario Chamber of Commerce; J. P. Kakebeeke, Isaac Walton League; all of Ontario; Bernard Frost, Isaac Walton League; Wayne Gerner, Malheur County Farm Bureau and Isaac Walton League; Leonard Hewett, Nyssa Chamber of Commerce; all of Nyssa; and F. G. Whitaker, Bureau of Reclamation, Boise, Idaho. Mr. Dana, who acted as spokesman urged the Commission to include the Owyhee Reservoir area in the State Parks system and to improve the road leading to the Reservoir as a state highway. He reviewed the history of the dam and the benefits that it has provided, pointing out that it was constructed in 1935 and provides water for several thousand acres of land. The irrigated section, he stated, has become quite populous and people in the area have need for the Owyhee Reservoir as a means of recreation. The road leading to the dam, however, is an old railroad grade and is very rough and narrow. Even under these adverse conditions he alleged that approximately 10,000 people visited the Reservoir in 1956, and that the demand for recreational facilities of this type is increasing

greatly in the Eastern Oregon area as well as state wide. Mr. Russell commented that local citizens have made some developments, including a boat lift to lower and raise boats at the Reservoir and that $24,600 has been expended in roadway construction. There is great need, he stated, for parking space, drinking water and toilet facilities. Fifteen thousand dollars of private funds has been raised to construct a road from the dam to Gordon Gulch. Mr. Duncan, President of the Portland Chamber of Commerce, stated that his group has voted in favor of the project, as it was felt that additional recreational facilities are needed for local residents as well as for tourists. Commissioner McIver observed that the Commission is familiar with the project but if the delegation's request is granted it will take practically all of the available secondary highway money in Division V for the next two years. Mr. Dana commented that the Malheur County Court has offered the sum of $5,000 to develop the project but the delegation is not asking the Commission for any allocation at this time but simply wants preliminary arrangements for state cooperation. Upon inquiry by Mr. McIver, Mr. Dana stated that the delegation's estimate of cost to provide the improvement is about $1,000,000. Commissioner McIver then stated that, although the Commission does program its work for several years ahead, if the project is approved other secondary roads in Division V would have to give up any hopes of improvement for about two years. A number of colored slides were shown by the delegation pointing out the size of the Reservoir, which is approximately 54 miles long and from 1 to 5 miles wide, the many colored rock formations, and the excellent bass fishing. Mr. Gerner emphasized the point that people in Malheur County are doing a great deal to develop the project themselves and he called attention to about 1,000 feet of road along the side of the canyon leading to the Reservoir which was constructed with donated labor and equipment. The County, he stated, has provided $5,000 and private interests $8,000, and they hope to secure additional funds. Mr. Doan referred to the Gordon Gulch Road and stated their hope that park facilities can be developed at the road end at the Reservoir and he asked if the Parks Superintendent would check their plans. Mr. Dana then introduced the members of the delegation and again requested that a section of the road, approximately 18.6 miles long, be placed on the state highway system, and that adequate park facilities be developed at the Reservoir site. No large amount of money, he stated, is requested at this time but engineering services are needed in developing plans. Acting Chairman Reynolds then inquired as to what happened to the proposal that development of this area be at least partially financed by the Federal Government. One of the delegation replied that legislation is still in proposal form but it is planned to introduce it at this session of Congress. Acting Chairman Reynolds then commented that if an adequate roadway is constructed to the Reservoir site development of a parkarea could be made without great cost. However, he called attention to the fact that the Highway Commission has never spent anything like the amount of money for a recreational road as is necessary to construct an adequate roadway into the Owyhee Reservoir. It was his feeling that the State could not afford to spend such a large amount as it would deprive other secondary highways in Division V of needed improvements and such action would be very difficult to justify. A member of the delegation then suggested that a low type road be constructed and oiled

at minimum cost.. The Engineer replied that such a procedure could not be followed if the road is placed on the state secondary system, as federal standards have to be maintained. It could be developed, however, in any manner by the County as a County road. Mr. Dana expressed the thought that Eastern Oregon has been neglected in the development of recreational facilities, to which remark Acting Chairman Reynolds replied that at this time the Highway Commission does not have sufficient funds to perform all needed work. Mr. Dana inquired when funds will be available and if engineering assistance can be furnished by the Commission. Acting Chairman Reynolds replied that he did not know when money would be available but engineering assistance could be provided. A member of the delegation then inquired if the road to the Reservoir could be designated as a state highway and left in its present condition. Acting Chairman Reynolds stated that the Commission could not see its way clear at the present time to designate the road as a state highway in view of its previously adopted policy of developing existing secondary roads before new ones are added to the system. Commissioner McIver stated that he believed the delegation could well understand that with only so much money available, if all of those monies are applied to one road it could mean only that development of other roads in Division V would have to be postponed. The Commission, he stated, cannot approve an allocation of funds that will deprive needed development of all highways in a very large area. He pointed out that the Commission is very much interested in the greatest possible development of highways with the amount of money available, but as the Commission is responsible for impartial allocation of highway funds over the entire State, they could not very well agree to allocate such a large amount to a road which would be used primarily for recreational purposes. He expressed the opinion that if the members of the delegation were in the Commission's place they would be hard pressed to view the matter in any other light. Mr. Doan then inquired if there is any procedure whereby the County could vote a bond issue for development of the road. Acting Chairman Reynolds replied that the County could do as they wished in this matter and if the County constructs the road, the State will develop park facilities. As a result of the discussion, the Commission authorized the Engineer and the Park Superintendent to act as consultants in the development of the project.

Mrs. M. R. Moore, Corbett, who operates the Vista Cafe at Crown Point in the Columbia Gorge, came before the Commission and offered objections to the sale of certain articles in the State-owned Vista House, operated by Mr. Flaucher. She requested that Mr. Flaucher be instructed to discontinue the sale of food and beverage, as the sale of these articles is in direct and, she felt, unfair competition to her restaurant which is nearby. She pointed out that sales in her restaurant decreased between $2,000 and $3,000 during the last year. Acting Chairman Reynolds stated that careful consideration would be given to the matter and she would be notified of the Commission's action. Following Mrs. Moore's departure the matter was again discussed. The Parks Superintendent stated that Mrs. Moore indicated to him that she would continue her fight to have Mr. Flaucher discontinue sale of food and beverage as she claimed that sale of these items is not covered in Mr. Flaucher's agreement with the State.

Commissioner McIver commented that if sale of coffee and sandwiches is discontinued in the Vista House, Mrs. Moore might then request discontinuance of the sale of other items. He also raised the question as to whether or not tourists will cross the highway to purchase coffee and sandwiches at her place if the sale of these items is not allowed in the Vista House. It was his feeling that the Commission is within its rights in providing service at the Vista House which is required by the public. After some further discussion, the Commission ordered that Mrs. Moore be informed that the Commission has decided to make no change in its agreement with Mr. Flaucher regarding sale of items in the Vista House.

The meeting recessed for luncheon at 12:00 noon and reconvened at 2:00 p.m. with the same persons present and participating.

Mr. Kenneth Nielsen, Lane County Commissioner, appeared before the Commission concerning selection of the "Q" Street route between Eugene and Springfield from 19th Street to a connection with the McKenzie Highway. He recalled that Lane County paid to the State the sum of $130,000 as its share in acquiring right of way for this section and that the State agreed to select a route not later than July 1, 1957. The Engineer stated that the survey for this easterly part of the "Q" Street route has not yet been completed but perhaps could be started within the next month or two.

Concerning bids received at the morning session, the Engineer advised that the low bid for construction of the Pruner Bridge on the Riddle county road, submitted by West Coast Steel Works, in the sum of $236,420, is 12.1 percent over the Engineer's estimate. This is a county project, he said, and Douglas County has agreed to accept the bid. They have requested, however, that they be allowed to pay the County's share on a deferred basis, $50,000 at this time and an additional $3,175 prior to July 15, 1957. It was the Engineer's opinion that the State's estimate for the cost of constructing this bridge is too low, particularly in the matter of removing the old bridge, and he pointed out that the amounts bid by the contractors for this item proves the point. If the job is readvertised he doubted very much if a lower bid could be secured; accordingly, he recommended that the contract be awarded to the low bidder and that the County's proposal for payment of its share be accepted. The Commission approved his recommendation.

Messrs. Howard Goodnough, Mayor of Lakeview, and Robert Welch, Lakeview City Attorney, came before the Commission concerning further improvements to US 395 through the City of Lakeview. Mr. Goodnough referred particularly to a six-block section between Third and Ninth Streets. He said that the existing pavement is breaking up and that the City plans to issue bonds for repair of City Streets. He inquired if the City could be given a breakdown on the cost of curbs, paving, and other items in a project which he understood would amount to approximately $106,000. This particular project, he stated, is located in a district where there are churches, schools, and a youth center. The County has helped the City to a certain extent and has indicated that some

further help will be given. The Engineer commented that the estimated cost of the project is $60,000 rather than $106,000 for the one-half mile involved, and he inquired if the City had considered the issuance of Bancroft Bonds. Mr. Goodnough replied that residents of Lakeview have been paying off an old issue of Bancroft Bonds and that in his estimation it would be unfair to ask them to assume additional payments on a new issue. However, in view of the reduced total cost of the project, it was his feeling that the City Council might approve participation in the $60,000 project up to about 25 percent. The Engineer recalled that previously about a mile of improvement had been made but that the State had run out of funds. It was his thought that the item could probably be included in the 1958 budget if the City could finance its portion of the project. Mr. Goodnough stated that he would advise the City Council and when they had taken action he would let the Commission know the results. Mr. Welch inquired if the City could perform with its own forces a part of the work in lieu of a cash payment. The Engineer replied in the affirmative, adding however, that the work would have to be performed according to state specifications. He also said that information on the cost of various items involved in the half-mile section, including curbs, base, paving, catch basins, etc., would be sent to the city officials. The Commission advised that consideration will be given this project in the formulation of the 1958 construction budget and if money can be found to finance the work, the project will go forward on the condition that the City contributes 25 percent of the costs involved, or approximately $15,000.

The Acting Chief Counsel requested authority to acquire by condemnation, if necessary, the following properties that are needed as right of way in connection with various highway improvements and for other purposes, and to tender offers for the same in conformity with instructions given him in the Commission's resolution dated December 20, 1951:

North Jefferson Junction-Albany Section of the Pacific Highway East

R-24530 - Rex R. Hartley and Esther J. Hartley
(Marion County)
Parcel No. 1: 3.3 acres Right of Way
Parcel No. 2: 0.02 acre Right of Way

R-24529 - Ora Thompson
(Marion County)
Parcel No. 1: 3.84 acres Right of Way
Parcel No. 2: 0.24 acre Road approach easement

R-24531 - Walter M. Bloomer and Mary K. Bloomer
(Marion County)
Parcel No. 1: 2.74 acres (net) Right of Way
Parcel No. 2: 0.23 acre (net) Right of Way

North Jefferson Junction-Albany Section of the Pacific Highway East - Cont.

R-24535 - Ernest B. Henningsen and Constance B. Henningsen
(Marion County)
Parcel No. 1: 4.8 acres Right of Way
Parcel No. 2: 9.7 acres Right of Way
Parcel No. 3: 16.0 acres Right of Way
Parcel No. 4: 4.05 acres Right of Way
Parcel No. 5: 24.7 acres Material site

R-24538 - Dale L. Turnidge
Right of Way (Marion County)
1.07 acres

Shady Point-Booth Ranch Section of the Pacific Highway

R-26003 - Joseph W. Holmgren and Ruth E. Holmgren
Right of Way (Douglas County)
5.8 acres

R-26076 - M. M. Cooper and Etta M. Cooper
Right of Way (Douglas County)
0.12 acre

Camp Creek-Paulina Unit, Post-Paulina Section of the Paulina Secondary Highway

R-26038 - H. F. Severance and Eva Severance
(Crook County)
Parcel No. 1: 16.0 acres (net) Right of Way
Parcel No. 2: 16.0 acres (net) Right of Way
Parcel No. 3: 1.18 acre Irrigation ditch easement
Parcel No. 4: 0.05 acre Irrigation ditch easement
Parcel No. 5: 0.34 acre Irrigation ditch easement
Parcel No. 6: 0.48 acre Irrigation ditch easement
Parcel No. 7: 0.02 acre Irrigation ditch easement

R-26039 - Dick Bryant
(Crook County)
Parcel No. 1: 8.4 acres (net) Right of Way
Parcel No. 2: 20.19 acres Right of way
Parcel No. 3: 13.4 acres (net) Right of Way
Parcel No. 4: 0.35 acre Easement for channel change

R-26040 - Robert T. Lister
Right of Way (Crook County)
4.5 acres (net)

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Camp Creek-Paulina Unit, Post-Paulina Section of the Paulina Secondary Highway - Cont.

R-26044 - A. L. Miller, et al.
Right of Way (Crook County)
0.01 acre

R-26045 - Louis Davin and Fernande Davin
(Crook County)
Parcel No. 1: 0.38 acre Right of Way
Parcel No. 2: 0.10 acre Right of Way

Ferry Street Bridge-Mohawk Road Section of the Eugene-Springfield Highway

R-23229 - C. F. Huser and Mary S. Huser
Right of Way (Lane County)
8.03 acres

Right-of-way maps, construction plans and other data were submitted to the Commission and the Engineer advised that acquisition of the properties listed is required in order to carry out plans for highway improvements and other projects heretofore authorized by the Commission. After considering the matter in the light of the information and the advice submitted, together with the general knowledge of the members of the Commission concerning the various projects and the properties involved, the Commission approved the Acting Chief Counsel's request by adopting the attached resolutions relative thereto, marked EXHIBITS "D-14" through "D-17", which resolutions by this reference are made part thereof, with like effect as though extended in full herein.

The Engineer reported that, on the one-way street section of the Pacific Highway in Talent, a stream known as Bear Creek damaged property belonging to a Mr. Steiger. State highway forces previously performed work on the channel to prevent further damage and Mr. Steiger has asked that he be paid the sum of $100 to replace a fence which was washed out. Mr. Steiger has been very reasonable in this matter, the Engineer stated, and he recommended that he be paid the sum of $100 in lieu of the State's building the fence. The Commission approved the payment.

The question of what action to take concerning a bill now before the State Legislature whereby the telephone and power companies seek to have the State pay the cost of moving their facilities located on state highway right of way was discussed. The Engineer recalled that this matter was discussed previously and it is his feeling that the bill should be opposed because to do the things that the bill provides for would be very costly and are not in the best interests of the traveling public.. The Commission instructed him to oppose this piece of legislation vigorously.

In connection with legislative matters the Engineer reported that a bill has been introduced which requires that highway center lines be painted solid. The present practice, he explained, is to paint intermittent strips, 15 feet being painted and 25 feet left blank. He stated that he is not personally opposed to the idea as either type of center lines will serve a good purpose, but the solid line is much more costly. He estimated the additional cost of a solid center line at approximately $71,000 annually. After some discussion, the Commission instructed the Engineer to take such action in opposition to the bill as appears feasible.

Mention was made of another proposed piece of legislation which would make the State responsible for any change in grade in reconstructing a state highway or a county road. The Acting Chief Counsel stated that he attended a hearing on this subject about two weeks ago and was advised that the purpose of the bill is to give to rural dwellers the same rights in relation to changes in highway grades as is now granted to city dwellers. There was ambiguity in the bill as to what constitutes a change of grade, and the legislative committee had requested him to rewrite the bill and define a "change of grade." Commissioner McIver observed that if such legislation is passed it will increase the cost of highway construction. Acting Chairman Reynolds stated that he felt that in the interests of the traveling public the bill should be opposed and he asked the Acting Chief Counsel to keep the Commission advised in the matter.

The Commission discussed briefly proposed legislation which would change the names of the existing freeways now known as the T. H. Banfield Expressway and the Portland-Salem Expressway, a portion of which had been designated as the R. H. Baldock Freeway. The Commission indicated its opposition to these changes.

The Commission signed the following agreements and other papers:

"Lease" for Land and Cancellation of Former Lease with Herman Brelage covering certain property on North Bend Section of Oregon Coast Highway, Coos County.

"Indentures of Access" on following properties:

a. McKenzie property on Siletz Bay-Miner Creek Section of Oregon Coast Highway, Lincoln County.

b. Hamilton property on Siletz Bay-Newport Section of Oregon Coast Highway, Lincoln County.

c. Edmison property on Orr Corner-Monmouth Section of Pacific Highway West, Polk County.

d. Steward property on Glendale Junction-Wolf Creek Section of Pacific Highway, Josephine County.

"Quitclaim Deed" deeding back to Mr. and Mrs. Thomas E. Neer the remainder of the 1 foot buffer strip of land on West and South sides of Western Addition tract, Corvallis-Philomath Section of Corvallis-Newport Highway, Benton County, which was deeded by the Neers in 1956.

"Easement" to West Coast Telephone Company permitting construction of a telephone pole line on the right of way of the Coos River Highway at Catching Slough, Coos County.

"Relinquishment of Title" relinquishing to Coos County title to the Seven Devils Chrome Mine Access Road in Coos County so it can be designated as a county road.

"Quitclaim Deed" covering exchange of easements with West Coast Telephone Company on North Brookings Section of Oregon Coast Highway, Curry County.

"Quitclaim Deed" deeding to Mrs. Nell Hackney 0.29 acre of property on Adams Street-McMinnville Section of Pacific Highway West, Yamhill County, because of error in original description. State to receive $240 for conveyance.

"Indenture" covering an exchange of property with Lincoln County. State to convey to County the $SW\frac{1}{4}$ of $SE\frac{1}{4}$ of Sec. 20, T. 11 S., R. 11 W., W.M., Lincoln County. County to convey to State 574 Lots in Pacific View, South Newport, and South Beach Additions to Newport.

"Agreement" with Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, covering Glover Overcrossing on Old Oregon Trail, Union County.

"Bargain and Sale Deed" to Frank B. Reid for a parcel of land on the Eugene By-Pass Section of the Pacific Highway in Lane County. (Authorized 12-7-54)

"Agreement" with City of Lebanon covering proposed traffic signal installation at intersection of Main and Milton Streets in Lebanon. (Authorized 12-17-56)

"Finance and Maintenance Agreement" with Wasco County covering Boyd-Dufur Section S-117(1), FAS 310. (Authorized 12-19-55)

"Finance and Maintenance Agreement" with Douglas County covering Pruner (S. Umpqua River) Bridge S-302(2), FAS 244. (Authorized 1-22-57)

"Finance and Maintenance Agreement" with Lake County covering Deep Creek Bridge S-333(1), FAS 699. (Authorized 11-8-56)

"Agreement" with Douglas County covering Oregon Project ER-31(1) on FAS 241. (Authorized 7-12-56)

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"Finance and Maintenance Agreement" with Gilliam County covering the Rock Creek and Thirtymile Creek Bridges, S-331(1) & S-332(1), FAS 714 & 720. (Authorized 11-8-56)

"Finance and Maintenance Agreement" with Lane County covering the Mohawk River Bridge, S-145(3), FAS 228. (Authorized 9-27-56)

"Finance and Maintenance Agreement" with Multnomah County covering Halsey Street-Division Street Section, S-255(3), FAS 654. (Authorized 6-30-55)

"Agreement" with Marion County covering the State Street-Mission Street Extension Section of the North Santiam Highway. (Authorized 11-8-56)

"Bargain and Sale Deed" to R. G. S. Company covering property on the Coos Bay Section of Oregon Coast Highway in Coos County. (Authorized 1-22-57)

"Bargain and Sale Deed" to Alfred C. Trossen for a parcel of land on the Interstate Avenue to Denver Avenue Section of Pacific Highway West in Multnomah County. (Authorized 1-22-57)

"Bargain and Sale Deed" to J. Keith Anderson for a parcel of land on the Salem By-Pass Section of the Pacific Highway East in Marion County. (Authorized 1-22-57)

"Agreement" with O.W.R. & N. R. R. Co., Union Pacific Co. and State Highway Commission covering relocation of grade crossing on the Cayuse-Adams County Road M.K.-39, near Thornhollow in Umatilla County.

The Commission discussed with the Engineer bids received at the morning session and at 3:00 p.m. Commissioner McIver announced awards of contracts as follows:

"Slope protection and intermittent river bank protection on the Albany-Corvallis Highway in Benton County. The Commission awarded the contract to the low bidder, S. W. Groesbeck, Eugene, at $10,638.00.

"Grading and oiling on the East Unit, Black Bridge-Richland Section of the Baker-Homestead Highway in Baker County. The Commission elects to accept the bid of Quinn Bros. & Robbins, Inc., Boise, Idaho, who submitted the low bid at $360,628.00 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired.

"Construct asphaltic concrete footpath on the Flavel Street-Glencoe Road Section of the Cascade Highway in Clackamas and Multnomah Counties. The Commission awarded the contract to Portland Road & Driveway Co., Portland, who submitted the low bid at $5,922.50.

"Olney-Jewell Rock Production on the Nehalem Highway, southeast of Astoria, in Clatsop County. The Commission awarded the contract to the low bidder, Calkins Crushing Co., at $30,000.00.

"Construction of bridges over Beaver Creek and South Fork Crooked River on the Camp Creek-Paulina Section of the Paulina Highway in Crook County. The Commission awarded the contract to the low bidder, C. P. Patterson, Redmond, at $58,478.50.

"Construct Pruner Bridge over the South Umpqua River on the Riddle county road in Douglas County. The Commission elects to accept the bid of West Coast Steel Works, Portland, who submitted the low bid in the sum of $236,420.00, and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Douglas County is received and the sum of $50,000 is deposited by the County and Douglas County agrees to deposit an additional $3,175.00 prior to July 15, 1957.

"Roberts Mountain Summit Slope Stabilization Project on the Pacific Highway in Douglas County. The Commission elects to accept the bid of Funderburk Construction Corp., Sutherlin, who submitted the low bid in the sum of $81,760.00, and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Construct bridges over Rock Creek and Thirtymile Creek on county roads in Gilliam County. The Commission elects to accept the bid of Babler Bros., Inc., Portland, who submitted the low bid in the sum of $28,822.00 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Gilliam County is received and the sum of $6,475.00 is deposited by the County.

"Construct guardrail at Rock Point near Gold Hill on the Pacific Highway in Jackson County. The Commission awarded the contract to the low bidder, J. C. Compton Co., McMinnville, at $2,850.00.

"Grading and oiling on the Silver Lake Section of the Fremont Highway in Lake County. The Commission awarded the contract to the low bidder, Allum Bros., Eugene, at $30,110.00.

"Construct guardrail on the McKenzie and Willamette Highways, east and southeast of Eugene, in Lane County. J. C. Compton Co., McMinnville, and Fred J. Stubbert, Springfield, submitted identical bids in the sum of $8,060.00. On the toss of a coin, the Commission awarded the contract to J. C. Compton Co., McMinnville.

"Construct Mohawk River Bridge on the Eugene-Marcola Highway in Lane County. The Commission elects to accept the low bid of Valley Construction Co., Portland, in the sum of $103,560.00, and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Lane County is received and the sum of $23,000 is deposited by the County.

"Oiling on the Boyd-Dufur Section of the Boyd-Dufur Road in Wasco County. The Commission elects to accept the bid of J. C. Compton Co., McMinnville, who submitted the low bid in the sum of $19,309.75, and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Wasco County is received and the sum of $4,350.00 is deposited by the County.

"Shaniko Rock Production Project on the Sherman Highway in Wasco County. The Commission awarded the contract to the low bidder, C. C. Meisel, McMinnville, at $26,500.00.

"Grading and oiling on the Hopewell Section of the Bellevue-Hopewell Highway, at Hopewell, in Yamhill County. The Commission awarded the contract to the low bidder, D. F. McKenzie, Salem, at $21,347.50.

There being no further business to come before the Commission at this time, the meeting was declared adjourned by Acting Chairman Reynolds at 3:10 p.m.

State Highway Engineer

Acting Chairman

Secretary

Commissioner

March 1, 1957

EXHIBITS "A" THROUGH "K"

MINUTES

of the

OREGON STATE HIGHWAY COMMISSION MEETING

held on

FEBRUARY 28, AND MARCH 1, 1957

EXHIBIT "A"

Minutes of February 28 and March 1, 1957

RESOLUTION

WHEREAS, in connection with the future improvement of the highway herein designated, and for the convenience and benefit of the public, it is and has been necessary to acquire property for rights of way, quarry sites, gravel or other material sites, sites for the storage of materials, and properties for other purposes authorized by statute as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the following described properties are hereby declared to be necessary for State highway, park, and other uses under the jurisdiction of the Commission, and that the several options or bases of settlement hereinafter enumerated be, and the same hereby are approved and accepted and that the attorney for the Commission be, and he hereby is, instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon, by and through its State Highway Commission. The said properties hereby ordered and authorized to be acquired are as follows:

INTERSTATE BRIDGE SECTION - PACIFIC HIGHWAY

25847 Portland General Electric Company Correction Report (Mayhew)
Right of Way
Option expires July 30, 1957

Easement 30' wide, west side of hwy. between Stas. 84+00 and 101+50, including damage to system by reason of having to move $14,814.32

Amount to be paid owners - chrg to Right of Way $14,814.32

Supersedes and cancels previous $2,185.90 approval of November 8-9, 1956 for power line easement.

EXHIBIT "A" Cont.

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND-SALEM EXPRESSWAY

22560 Vera G. McEwen Estate (Smith)
Right of Way, 3124 S.W. Alice St.
Option expires July 23, 1957

12,527 sq. ft. at $0.10-per sq. ft.	$ 1,250.00	
House	8,150.00	
Garage, shrubs, sidewalks, driveway and lawn	600.00	
Amount to be paid owners - chrg to Right of Way		$10,000.00

THINGS TO BE DONE BY THE STATE

Offer house for sale at public auction within 60 days after final payment, and purchaser to remove house within 60 days after purchase.

Access controlled -

HILLSDALE-BARBUR BOULEVARD SECTION - BEAVERTON-HILLSDALE HIGHWAY

23480 Rasmussen, M. S. et al (Black)
Right of Way
Option expires July 20, 1957

1.49 acres, 64,904 sq.ft. at $0.05+ per sq. ft.	$3,250.00	
Amount to be paid owners - chrg to Right of Way		$3,250.00
State to assume 1956-57 taxes. Estimate		65.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$3,315.00

Access not controlled -

23481 Rasmussen, M. S. et al (Black)
Right of Way
Option expires July 20, 1957

10,019 sq.ft. at $0.05- per sq.ft.	$ 500.00	
Damage	1,500.00	
Amount to be paid owners - chrg to Right of Way		$2,000.00

EXHIBIT "A" Cont.

HILLSDALE-BARBUR BOULEVARD SECTION - BEAVERTON-HILLSDALE HIGHWAY - Cont.

23481 Rasmussen, M. S. et al (Cont)

State to assume 1956-57 taxes. Estimate $ 40.00

GRAND TOTAL (Estimate) - chrg to Right of Way $2,040.00

Access not controlled -

WEST UNIT, SANDY-FOREST BOUNDARY SECTION - MT. HOOD HIGHWAY

25681 Terpening, Harold L. and Elsie M. (Black)
Right of Way
Option expires August 1, 1957

1.81 acres, lump sum	$150.00

Amount to be paid owners - chrg to Right of Way $150.00

THINGS TO BE DONE BY THE STATE

Construct an approach from hwy. to right of way line.

Access: 330+75, S., private residential and farming.

Access controlled -

25678 Page, J. W. and Callie A. (Black)
Right of Way
Option expires August 5, 1957

6.44 acres at $125 per acre	$ 805.00
1.93 acres, Surplus Timber	131.00
	464.00

Amount to be paid owners - chrg to Right of Way $1,400.00

EXHIBIT "A" Cont.

WEST UNIT, SANDY-FOREST BOUNDARY SECTION - MT. HOOD HWY. Cont.

25678 Page, J. W. and Callie A.(Cont.)

Access: 330+50, S., private residential and farming.

Access controlled

25695 Ralston, Lottie S. et al (Black)
Right of Way
Option expires July 28, 1957

0.83 acre at $1,000 per acre and damage	$ 830.00
Lawn, trees and shrubs	300.00
18 rods fencing at $4 per rod	72.00
Damage to two sheds	248.00
Allow. for moving house and garage	2,725.00

Amount to be paid owners - chrg to Right of Way $4,175.00
Grantors to remove improvements by May 1, 1957 or they become property of State. Also retain right to remove timber by same date.

THINGS TO BE DONE BY THE STATE

Construct an approach connecting grantors' driveway to Barlow Rd. Barlow Rd. to be connected to relocated Mr. Hood Hwy. at approx. 424+60.

Access controlled -

25717 Fowells, Frank L. and Amber (Black)
Right of Way
Option expires August 5, 1957

0.2 acre at $1,100/A., 0.33 acre Excess, $30	$250.00

Amount to be paid owners - chrg to Right of Way $250.00

Entire taking

25693 Douglas, Durwood F. and Helen (Black)
Right of Way
Option expires July 15, 1957

0.22 acre, lump sum	$100.00

Amount to be paid owners - chrg to Right of Way $100.00

Access controlled - none allowed -

EXHIBIT "A" Cont.

WEST UNIT, SANDY-FOREST BOUNDARY SECTION - MT. HOOD HIGHWAY Cont.

25541 Hartwig, William H. and Geraldine L. (Stuntz)
Right of Way
Option expires July 21, 1957

0.19 acre, lump sum $100.00

Amount to be paid owners - chrg to Right of Way $100.00

THINGS TO BE DONE BY THE STATE

Construct approach roads at Stas. 142+60, 40' wide, and 144+50, 25' wide.

Access: 142+60, 40', and 144+50, 25', S., machine shop activity, timber, and private residential.

Access controlled -

25552 Porter, John Robert and Doris Mary (Stuntz)
Right of Way
Option expires July 20, 1957

1.42 acre at $600 per acre	$ 852.00
Severance damage	348.00

Amount to be paid owners - chrg to Right of Way $1,200.00

Grantor may remove timber by May 1, 1957 or it becomes property of State.

THINGS TO BE DONE BY THE STATE

Construct an approach at Stas. 180+50 and 186+00.

Access: 180+50, N., private residential, and 186+00, N., farming, timber and repair shop activity, plus private residential.

Access controlled -

25838 Slack, Tom and Lulu L. (Stuntz)
Right of Way
Option expires July 25, 1957

EXHIBIT "A" Cont.

WEST UNIT, SANDY-FOREST BOUNDARY SECTION - MT. HOOD HIGHWAY Cont.

25838 Slack, Tom and Lulu L. (Cont.)

0.65 acre at $500 per acre	$325.00	
Severance damage	300.00	
Amount to be paid owners - chrg to Right of Way		$625.00

Access: 246+65, N., private residential.

Access controlled -

25702 Edwards, Earl B. and Lou Edna (Black)
Right of Way
Option expires August 12, 1957

0.06 acre	$50.00	
Timber	20.00	
Amount to be paid owners - chrg to Right of Way		$70.00

THINGS TO BE DONE BY THE STATE

Provide frontage road.

Access controlled -

25719 Wittnebel, Martha (Black)
Right of Way
Option expires August 10, 1957

0.56 acre at $540- per acre	$302.00	
Timber	48.00	
Amount to be paid owner - chrg to Right of Way		$350.00

THINGS TO BE DONE BY THE STATE

Construct 15' wide approach at right of way line.
Access: 444+12, S., timber and private residential use.

Access controlled -

25677 Lane, David A. and Mary D. (Black)
Right of Way
Option expires August 10, 1957

EXHIBIT "A" Cont.

WEST UNIT, SANDY-FOREST BOUNDARY SECTION - MT. HOOD HIGHWAY Cont.

25677 Lane, David A. and Mary D. (Cont.)

1.86 acres and timber	$419.00	
1.63 acres, Surplus and timber	209.00	
Amount to be paid owners - chrg to Right of Way		$628.00

Access controlled - none allowed -

25703 Crawmer, Harold W. and Ima (Black)
Right of Way
Option expires July 10, 1957

0.29 acre $850, 0.08 acre - $350 and damages	$1,200.00	
.47 acre Surplus	250.00	
Amount to be paid owners - chrg to Right of Way		$1,450.00

THINGS TO BE DONE BY THE STATE

Provide frontage road, S. side of hwy.

Access controlled - none allowed -

TILLAMOOK-DONALDSON CREEK SECTION - WILSON RIVER HIGHWAY

25970 Kunzi, John and Berta (Benner)
Scale Site
Option expires July 28, 1957

0.34 acre	Gratis	
Crop loss	$50.00	
Amount to be paid owners - chrg to Misc. Sites		$50.00

THINGS TO BE DONE BY THE STATE

Construct new fencing along N. boundary of hwy. from 120+00 to 134+00, and maintain same. Natural drainage at 129+50 not to be obstructed by construction.
Convey to Grantors 0.34 acre acquired from the Sorensen-Mills tract, as an exchange part of the settlement upon the grounds and for the reason that the said property, in the opinion of the commission, is no longer needed, required, or useful for highway purposes, and the value

EXHIBIT "A" Cont.

TILLAMOOK-DONALDSON CREEK SECTION - WILSON RIVER HIGHWAY Cont.

25970 Kunzi, John and Berta -(Cont.)

of the property to be acquired by the State is not less than the value of the property to be relinquished by the State, and the cash to be paid by the State.

Complete restriction of access -

WALLACE BRIDGE SHERIDAN UNIT-VALLEY JCT.-SHERIDAN SECTION-SALMON RIVER HIGHWAY

25964 Yocom, Clara (Gemmell)
Right of Way
Option expires July 29, 1957

0.21 acre, lump sum $100.00

Amount to be paid owner - chrg to Right of Way $100.00

Access not controlled -

25965 Cerny, John and Alta S. (Gemmell)
Right of Way
Option expires July 29, 1957

0.31 acre, lump sum $50.00

Amount to be paid owners - chrg to Right of Way $50.00

THINGS TO BE DONE BY THE STATE

Re-establish fencing.

Access not controlled -

25966 Heider, Virgil et al (Gemmell)
Right of Way
Option expires August 3, 1957

0.80 acre at $200 per acre $160.00
100 rods fencing at $4 per rod 400.00

Amount to be paid owners - chrg to Right of Way $560.00

Access not controlled

EXHIBIT "A" Cont.

SALEM BY-PASS SECTION - PORTLAND-SALEM EXPRESSWAY

25607 General Petroleum Corporation (Benner)
Right of Way
Option expires July 14, 1957

0.07 acre	$1.00	
Amount to be paid owner - chrg to Right of Way		$1.00

Complete restriction of access -

LANCASTER ROAD-SILVER CREEK FALLS HWY. JCT. UNIT, AIRPORT RD. -STOUT CR. SECTION - N. SANTIAM HIGHWAY

25619 Meredith, R. E. and Eleanor K. (Gemmell)
Right of Way
Option expires August 13, 1957

0.65 acre at $300+ per acre	$200.00	
Damage	50.00	
Amount to be paid owners - chrg to Right of Way		$250.00

THINGS TO BE DONE BY THE STATE

Fence right of way.

Complete restriction of access -

MARION COUNTY LINE-ALBANY UNIT, N. JEFFERSON JCT. -ALBANY SECTION - PACIFIC HIGHWAY

25099 Henry, Imer J. and Maryetta A. (Friess)
Right of Way, 3489 Fair Lane
Option expires July 29, 1957

0.45 acre, lump sum	$850.00	
Amount to be paid owners - chrg to Right of Way		$850.00

THINGS TO BE DONE BY THE STATE

Provide frontage road, and construct approach at Sta. 1049+75.

Access controlled -

EXHIBIT "A" Cont.

MARION COUNTY LINE-ALBANY UNIT, N. JEFFERSON JCT.-ALBANY SECTION - PACIFIC HIGHWAY - Cont.

24533 Young, George H. et al (Friess)
Right of Way
Option expires July 29, 1957

.91 acre at $200 per acre	$ 182.00
1.39 acre at $500 per acre	695.00
5.35 acres at $300 per acre	1,600.00
Shed, 408 sq.ft. at $1 per sq.ft.	408.00
Relocating 7 2 rods fencing at $4/rd. plus damage	1,035.00

Amount to be paid owners - chrg to Right of Way $3,920.00

Grantor to remove fencing within 10 days after construction of new fencing by State, and to remove shed by March 1, 1957.

THINGS TO BE DONE BY THE STATE

Provide frontage road, E., and construct 2 approaches and 2 gates at Stas. 567+75 to 587+50. Fence new right of way.

Access controlled -

24537 White, Arthur C. and Geneva (Benner)
Right of Way & Materials Source
Option expires August 6, 1957

4.62 acres at $600- per acre	$2,770.00
7.82 acres at $250- per acre	1,950.00
1.36 acres at $500 per acre	680.00
13.0 acres at $100 per acre	1,300.00
Damage	1,300.00

Amount to be paid owners - chrg to Right of Way $6,700.00

Amount to be paid owners - chrg to Gravel Pit 1,300.00

TOTAL AMOUNT $8,000.00

Grantors may remove existing fencing by March 1, 1957.

THINGS TO BE DONE BY THE STATE

Provide frontage road. Fence boundaries between above parcels of land and Grantors' remaining property.

Complete restriction of access -

EXHIBIT "A" Cont.

MARION COUNTY LINE-ALBANY UNIT, N. JEFFERSON JCT.-ALBANY SECTION - PACIFIC HIGHWAY - Cont.

24542 Bowen, A. C. and Dovie (Gemmell)
Right of Way
Option expires August 20, 1957

0.1 acre + 2,000 sq.ft., lump sum	$150.00	
2,000 sq.ft. parcel to be conveyed to adjacent owner		
Amount to be paid owners - chrg to Right of Way		$150.00

THINGS TO BE DONE BY THE STATE

Fence right of way

Complete restriction of access -

24534 Jorgenson, Chris J. (Friess)
Right of Way and Channel Change
Option expires July 27, 1957

1.9 acres at $200 per acre	$ 380.00	
Access to both sides of hwy., (loss of)	500.00	
Relocating irr. system, ditch and ditch bridging	175.00	
Amount to be paid owner - chrg to Right of Way		$1,055.00

Grantor to remove fencing paralleling hwy. bet. Stas. 614+75 and 618+60 within 10 days after new fence construction by State, and relocate irrigation system, etc. and remove same from r/w by March 1, 1957.

THINGS TO BE DONE BY THE STATE

Provide frontage road, E., and establish approach opp. Sta. 635+00. Fence new r/w and W. line of Grantor's property.

Access controlled -

24545 Shelby, Noah V. and Nellie (Gemmell)
Right of Way
Option expires July 27, 1957

2.62 acres at $600 per acre	$1,572.00	
Damage	228.00	
Amount to be paid owners - chrg to Right of Way		$1,800.00

EXHIBIT "A" Cont.

MARION COUNTY LINE-ALBANY UNIT, N. JEFFERSON JCT.-ALBANY SECTION - PACIFIC HIGHWAY

24545 Shelby, Noah V. and Nellie (Cont.)

THINGS TO BE DONE BY THE STATE

Fence right of way.

Complete restriction of access -

25069 Koopman, George (Hart)
Right of Way
Option expires August 4, 1957

0.11 acre	$125.00	
Amount to be paid owner - chrg to Right of Way		$125.00

Property to be vacated by May 1, 1957.

Complete restriction of access -

25077 Christensen, Mirl and Ida H. (Hart)
Right of Way
Option expires August 12, 1957

0.84 acre (0.53 acre Excess) at $2,200+ per acre	$1,850.00	
Damage	500.00	
Amount to be paid owners - chrg to Right of Way		$2,350.00

Grantors to vacate by May 1, 1957 or within 5 days after receipt of payment.

Complete restriction of access -

25625 Kidder, John M. and Celeste M. (Hart)
Right of Way
Option expires July 23, 1957

0.10 acre at $2,500 per acre	$ 250.00	
Relocation of improvements	500.00	
Damage	4,250.00	
Amount to be paid owners - chrg to Right of Way		$5,000.00

Grantors to vacate by March 30, 1957 or 5 days after payment of $4,500.

Complete restriction of access

EXHIBIT "A" Cont.

MARION COUNTY LINE-ALBANY UNIT, N. JEFFERSON JCT.-ALBANY SECTION - PACIFIC HIGHWAY - Cont.

25854 Deardorff, Donald K. and Shirley S. (Hart)
Right of Way
Option expires July 29, 1957

3,700 sq.ft. at $0.15- per sq.ft.	$ 550.00	
Damage	950.00	
Amount to be paid owners - chrg to Right of Way		$1,500.00

Grantors to vacate by March 31, 1957, or 5 days after payment.

Complete restriction of access -

25901 Kennell, Leon and Dorothy (Hart)
Right of Way
Option expires July 29, 1957

6,534 sq.ft. at $0.15- per sq.ft.	$ 980.00	
Septic tank and drain lines	445.00	
Damage	1,800.00	
Amount to be paid owners - chrg to Right of Way		$3,225.00

Grantors to vacate by March 31, 1957 or 5 days after payment.

Complete restriction of access -

LINN COUNTY LINE-JUDKINS POINT UNIT, ALBANY-JUDKINS POINT SECTION - PACIFIC HIGHWAY

25305 Waggoner, Alvah E. et al (Allen)
Right of Way
Option expires July 18, 1957

2,000 sq.ft. at $0.10 per sq.ft.	$200.00	
Amount to be paid owners - chrg to Right of Way		$200.00

Grantor to move drainage line within 60 days, if found to be within right of way.

THINGS TO BE DONE BY THE STATE

Re-establish driveway.

Access not controlled -

EXHIBIT "A" Cont.

LINN COUNTY LINE-JUDKINS POINT UNIT, ALBANY-JUDKINS POINT SECTION - PACIFIC HIGHWAY - Cont.

25306 Johnson, Alfred H. and Oma D. (Allen)
Right of Way
Option expires July 20, 1957

7.21 acres at $1,000 per acre	$ 7,210.00
Allow. for moving berry and rhubarb plants	500.00
Severance damage	2,290.00

Amount to be paid owners - chrg to Right of Way $10,000.00

Grantor to be able to use structure as underpass, weather permitting. Grantor to move plants and irrigation equipment by May 1, 1957.

Access controlled -

25308 Pruitt, D. S. and Ellen Marie (Allen)
Right of Way and Borrow Area
Option expires July 29, 1957

52.47 acres at $665+ per acre	$35,000.00
Barn, 2475 sq.ft. at $75/sq.ft., silo shed, garage	3,000.00
Allow. to clear house from r/w	1,000.00
Severance damage	2,000.00

Amount to be paid owners - chrg to Right of Way $41,000.00

Grantor may harvest crops until construction begins, but not later than September 1, 1957.
Grantor to move house from r/w within 60 days of notice.

Access controlled -

SPRINGFIELD-WALTERVILLE SECTION - MCKENZIE HIGHWAY

25969 Beeson, John L. and Edith M. (Allen)
Easement for Drainage Ditch
Easement signed January 28, 1957

.21 acre, lump sum	$1.00

Amount to be paid owners - chrg to Right of Way $1.00

EXHIBIT "A" Cont.

FINN ROCK-ELK CREEK SECTION - MCKENZIE HIGHWAY

26004 Brown, D. C. (Morgan)
Right of Way
Option expires July 27, 1957

.05 acre at $3,000 per acre $150.00

Amount to be paid owner - chrg to Right of Way $150.00

THINGS TO BE DONE BY THE STATE

Install culvert for water line.
Access: 207+80, 209+60, 210+20, E., and 213+00, 208+80, W., private residential use.

Access controlled -

KELLY CORNER-BOOTH RANCH SECTION - PACIFIC HIGHWAY

26024 Burnett, J. Gordon and Opal E. (Holt)
Right of Way
Option expires April 20, 1957

8.08 acres (6.94 acres Excess) at $390- per acre $3,150.00

Amount to be paid owners - chrg to Right of Way $3,150.00

Entire taking

MYRTLE CREEK-UMPQUA BEND SECTION - PACIFIC HIGHWAY

26075 Weaver, Gilbert N. and Mary A. (Holt)
Dike Easement and Release
Option expires August 4, 1957

.90 acre, dike easement and release of State's obligation to build underpass bet. 131+00 and 138+00 $5,500.00

Amount to be paid owners - chrg to Right of Way $5,500.00

THINGS TO BE DONE BY THE STATE

Pay if legally liable for any damage to Grantors' land S. of dike by deposit of debris.
Construct 14' roadway along N. bank of Umpqua River.
Re-establish fence on dike easement. Deed existing dike

EXHIBIT "A" Cont.

MYRTLE CREEK-UMPQUA BEND SECTION - PACIFIC HIGHWAY - Cont.

26075 Weaver, Gilbert N. and Mary A. -(Cont.)

easement opp. Sta. 143+00 back to Grantors, as an exchange part of the settlement upon the grounds and for the reason that the said property, in the opinion of the commission, is no longer needed, required, or useful for highway purposes, and the value of the property to be acquired by the State is not less than the value of the property to be relinquished by State, and the cash to be paid by the State.

JUMPOFF JOE CREEK-GRANTS PASS SECTION - PACIFIC HIGHWAY

25804 Jonas, Leonard and Edith (Morgan)
Right of Way
Option expires July 16, 1957

0.2 acre at $250 per acre	$50.00
Amount to be paid owners - chrg to Right of Way	$50.00

Access controlled - none allowed -

B. P. R. Project

HINSDALE SLOUGH-LUDER CREEK SECTION - UMPQUA HIGHWAY

25177 Radich, Steve; Ansama, Edla S. (Allen)
Right of Way
Option expires July 21, 1957

4,365 sq.ft. at $0.06+ per sq.ft.	$275.00
Damage and 90 day easement on property south of hwy. for development of quarry	225.00
Amount to be paid owners - chrg to Right of Way	$500.00

Subject to reservations in previous r/w deed of August, 1955: 4 accesses, 1 farm crossing, 1 cattle pass and water line.

THINGS TO BE DONE BY THE STATE

Protect or may move water system.

Access controlled -

EXHIBIT "A" Cont.

HINSDALE SLOUGH-LUDER CREEK SECTION - UMPQUA HIGHWAY - Cont.

26050 Ott, Robert G. and Marjorie Faye (Allen)
Right of Way
Option expires July 22, 1957

7,440 sq.ft. at $0.06+ per sq.ft.	$ 450.00
House, 544 sq.ft. at $4 per sq.ft.	2,175.00
Barn and shed, 396 sq.ft. at $0.80+ per sq.ft.	325.00

Amount to be paid owners - chrg to Right of Way $2,950.00

Grantors to vacate 60 days after notice of acceptance.

THINGS TO BE DONE BY THE STATE

Re-establish driveway.
Access: Sta. 585, N., private residential.

Access controlled -

25912 Robinson, Norman A. (Curfman)
Right of Way
Option expires August 3, 1957

2,650 sq.ft. $1.00

Amount to be paid owner - chrg to Right of Way $1.00

THINGS TO BE DONE BY THE STATE

Construct approach from hwy. surface to lot level at Sta. 575.
Access: 575, N., private residential.

Access controlled -

25914 Feldman, Samuel F. and Sue F. (Curfman)
Right of Way
Option expires August 8, 1957

3,700 sq.ft. $1.00

Amount to be paid owners - chrg to Right of Way $1.00

THINGS TO BE DONE BY THE STATE

Construct approach from hwy. surface to lot level, N., at Sta. 577+75.
Access: 577+75, N., private residential.

Access controlled -

EXHIBIT "A" Cont.

HUNTERS CREEK-CAPE SEBASTIAN UNIT, GOLD BEACH-CAPE SEBASTIAN SECTION - OREGON COAST HIGHWAY

25527 Alexander, Sam J. (Riley)
Right of Way
Option expires July 15, 1957

5 acres at $1500 per acre $7,500.00

Amount to be paid owner - chrg to Right of Way $7,500.00

Entire taking - except 30' road easement -

SHORGEN-ROWENA UNIT, MOSIER-THE DALLES SECTION - COLUMBIA RIVER HIGHWAY

26032 Wilson, Fern K. (Bucknum)
Right of Way
Option expires August 4, 1957

1.3 acres at $250- per acre $315.00

Amount to be paid owner - chrg to Right of Way $315.00

THINGS TO BE DONE BY THE STATE

Lengthen culvert for pipe line approx. Sta. 1585+00.

Access controlled - none allowed -

OCHOCO PARK-CROOKED RIVER SECTION - OCHOCO HIGHWAY

25983 Lau, Henry J. and Marie A. (Bucknum)
Right of Way
Option expires July 24, 1957

0.12 acre, lump sum $25.00

Amount to be paid owners - chrg to Right of Way $25.00

Access controlled - none allowed -

EXHIBIT "A" Cont.

CAMP CREEK-PAULINA UNIT, POST-PAULINA SECTION - PAULINA HIGHWAY

26041 Hagbery, Leonard and Sandra (Bucknum)
Right of Way
Option expires August 13, 1957

2.13 acres $50.00

Amount to be paid owners - chrg to Right of Way $50.00

Access not controlled -

KLAMATH FALLS WEST SIDE BY-PASS SECTION - THE DALLES-CALIFORNIA HIGHWAY

23409 School Dist. #1 of Klamath County; City of Klamath Falls (Bucknum)
Right of Way
Option expires July 20, 1957

3.32 acres, 20 lots at $175 per lot $3,500.00

Amount to be paid School Dist. No 1 - chrg to R/W $1,750.00

Amount to be paid City of Klamath Falls - chrg to R/W 1,750.00

GRAND TOTAL - chrg to Right of Way $3,500.00

Grantor permitted to salvage sled tow equipment until contract for construction of By-Pass is let.

Access controlled - none allowed -

BEECH CREEK SECTION - PENDLETON-JOHN DAY HIGHWAY

25967 Sproul, R. E. and Violet (Bucknum-English)
Materials Source
Option expires July 21, 1957

14.98 acre ± at $20+ per acre $300.00

Amount to be paid owners - chrg to Quarry Site $300.00

Grantor to remove timber within reasonable time.

THINGS TO BE DONE BY THE STATE

Fence the N., E., and S. borders of property.

EXHIBIT "A" Cont.

EAST UNIT, BLACK BRIDGE-RICHLAND SECTION - BAKER-HOMESTEAD HIGHWAY

26008 Brasier, J. F. and Cora (Brainerd)
Right of Way and Ditch Easement
Option expires August 6, 1957

1.00 acre at $250 per acre	$ 250.00
1.25 acres at $200 per acre	250.00
1.00 acre at $150 per acre	150.00
0.14 acre Ditch Easement	Gratis
245 rods fencing at $3/rod, 74 rods fencing at $3.50/rod	994.00
Re-est. road, shed, corral and loading chute fences	600.00
Damage	206.00

Amount to be paid owners - chrg to Right of Way $2,450.00

THINGS TO BE DONE BY THE STATE

Re-establishment of irrigation to be done so Grantor will not be cut off from water during irrigation season.

Access: 1892+10, 1909+95, S., 1909+65, 1896+50 and 1892+80, N., unrestricted.

Access controlled -

26015 Blank, Marvin W. and Elsie M. (Brainerd)
Right of Way and Ditch Easement
Option expires August 7, 1957

0.05 acre Ditch Easement	Gratis
1.38 acres at $250 per acre	$345.00
Fence: 84 rods at $3/rod, 86 rods at $3.50/rod	553.00
One fruit tree	25.00

Amount to be paid owners - chrg to Right of Way $923.00

Access: 2014+45, N., unrestricted

Access controlled -

EXHIBIT "A" Cont.

ONTARIO-SNAKE RIVER SECTION - OLD OREGON TRAIL HIGHWAY

23957 Christensen, Fred and Ella (Brainerd)
Right of Way
Option expires July 23, 1957

3.05 acres at $1,000 per acre	$3,050.00	
Allow. for re-est. sewerage system	3,592.80	
Damage	1,950.00	
Amount to be paid owners - chrg to Right of Way		$8,592.80

Complete restriction of access -

EAST UNIT, BLACK BRIDGE-RICHLAND SECTION - BAKER-HOMESTEAD HIGHWAY

26013 Whitnah, Harvey M. and Clarice A. (Brainerd)
Right of Way
Option expires August 7, 1957

1.66 acres (0.21 acres Excess) at $250 per acre	$415.00	
75 rods fencing at $3 per rod	225.00	
Amount to be paid owners - chrg to Right of Way		$640.00

Access: 1981+00, E., unrestricted.

Access controlled -

26011 Hewitt, Jim R. and Marjorie M. (Brainerd)
Right of Way and Easements
Option expires August 13, 1957

0.29 acre at $250 per acre	$ 72.50	
Ditch Easements, 0.1 and 0.07 acres	Gratis	
43 rods fencing at $3.50 per rod	150.50	
Damage	350.00	
Amount to be paid owners - chrg to Right of Way		$573.00

Access: 1945+70, W., unrestricted.

Access controlled -

EXHIBIT "A" Cont.

EAST UNIT, BLACK BRIDGE-RICHLAND SECTION- BAKER-HOMESTEAD HIGHWAY - Cont.

26014 Weir, John M. and Donna (Brainerd)
Right of Way
Option expires August 13, 1957

2.5 acres at $25 per acre	$ 62.50
0.24 acre at $250+ per acre	62.50
22 rods fencing at $3.50 per rod	77.00
132 rods fencing at $3 per rod	396.00
Severance damages	60.75

Amount to be paid owners - chrg to Right of Way $658.75

THINGS TO BE DONE BY THE STATE

Protect pipe crossing near Sta. 1999+00 and run through conduit. Grantors access to be re-est. across old hwy. Pickup ditch to be piped across near Sta. 195+70.
Access: 2000+60, W., 1995+60 E., unrestricted.

Access controlled -

MARION COUNTY LINE-ALBANY UNIT, N. JEFFERSON JCT.-ALBANY SECTION - PACIFIC HIGHWAY

25480 Gahan, James E. and Marjorie J. (Hart)
Right of Way
Option expires August 17, 1957

3,100 sq.ft. at $0.15 per sq.ft.	$465.00
Damage	285.00

Amount to be paid owners - chrg to Right of Way $750.00

Grantors to vacate by May 1, 1957 or 5 days after payment, whichever occurs first.

Complete restriction of access -

25971 Hellard, Bert T. and Mary Frances (Hart)
Right of Way
Option expires August 17, 1957

0.01 acre, 436± sq.ft. at $0.15- per sq.ft.	$65.00
Damage	85.00

Amount to be paid owners - chrg to Right of Way $150.00

EXHIBIT "A" Cont.

MARION COUNTY LINE-ALBANY UNIT, N. JEFFERSON JCT.-ALBANY SECTION - PACIFIC HIGHWAY - Cont.

25971 Hellard, Bert T. and Mary Frances -Cont.

Grantors to vacate by May 1, 1957 or 5 days after payment, whichever occurs first.

Complete restriction of access -

25481 Zerr, P. G. and Barbara (Hart)
Right of Way
Option expires August 19, 1957

945 sq.ft., lump sum $150.00

Amount to be paid owners - chrg to Right of Way $150.00

Grantors to vacate by May 1, 1957 or 5 days after payment, whichever occurs first.

Complete restriction of access -

26034 Schnepp, John C. and Virginia (Hart)
Right of Way
Option expires August 18, 1957

57 sq.ft., lump sum $25.00

Amount to be paid owners - chrg to Right of Way $25.00

Complete restriction of access -

25478 Lehigh Inc. (Hart)
Right of Way
Option expires August 14, 1957

68,044 sq.ft. at $0.16- per sq.ft. (.54 A. Excess) $10,465.00
Damage 660.00

Amount to be paid owners - chrg to Right of Way $11,125.00

Grantors to vacate by April 1, 1957 or within 5 days after payment, whichever occurs first.

Complete restriction of access -

EXHIBIT "A" Cont.

EAST UNIT, BLACK BRIDGE-RICHLAND SECTION - BAKER-HOMESTEAD HIGHWAY

26027 Burnside, Lanta M. (Chatwood)
Right of Way and Easements
Option expires August 12, 1957

1.7 acres at $400 per acre	$ 680.00	
Fences: 160 rods at $3.50 per rod, corral, 120' cyclone, 2" posts, welded	1,310.00	
Landscaping	500.00	
Damages	1,500.00	
Amount to be paid owner - chrg to Right of Way		$3,990.00

THINGS TO BE DONE BY THE STATE

Protect and re-est. irr. system, where disturbed by taking.
Install guard rail on driveway approx. Stas. 2076+50 to 2081+80.
Put 15 yds. topsoil on bank in front of home.

Access controlled -

26028 Thompson, Fred P. and Florence V. (Chatwood)
Right of Way and Easements
Option expires August 6, 1957

0.65 acre at $300 per acre	$195.00	
Ditch easements, .17, .05, and 0.11 acres	Gratis	
76 rods fencing at $3.50 per rod	266.00	
Wood Corral	150.00	
Damages	250.00	
Amount to be paid owners - chrg to Right of Way		$861.00

THINGS TO BE DONE BY THE STATE

Protect and re-est. irr. system, where disturbed by taking.
Access: 2086+18 and 2088+70, S., unrestricted.

Access controlled -

EXHIBIT "A" Cont.

EAST UNIT, BLACK BRIDGE-RICHLAND SECTION - BAKER-HOMESTEAD HIGHWAY - Cont.

26031 Allen, Edward A. and Alma G. (Chatwood)
Right of Way
Option expires August 7, 1957

0.54 acre at $500 per acre	$270.00
Ditch Easement, 0.26 acre	Gratis

Amount to be paid owners - chrg to Right of Way $270.00

THINGS TO BE DONE BY THE STATE

Re-establish 79 rods barb wire fence along r/w line with posts 1 rod apart, at est. cost to State at $3 per rod $237.00
Protect and re-est. irr. and drainage systems, where disturbed by taking.
Access: 2121+63, NW, and 2119+25, SW, unrestricted.

Access controlled -

N. JEFFERSON JCT.-SANTIAM RIVER UNIT, N. JEFFERSON JCT.-ALBANY SECTION - PACIFIC HIGHWAY

24532 Banich, M.O. et ux (Hart)
Right of Way
Option expires August 14, 1957

1.58 acres at $200- per acre	$315.00
Fencing	195.00
Damage	50.00

Amount to be paid owners - chrg to Right of Way $560.00

Grantors to vacate by April 1, 1957, or 5 days after payment, whichever occurs first.

Access controlled -

LANCASTER ROAD-SILVER CREEK FALLS HWY. JCT. UNIT, AIRPORT RD.-STOUT CREEK SECTION - N. SANTIAM HIGHWAY

20921 Salem Trapshooters Club (Friess)
Right of Way
Option expires August 19, 1957

0.33 acre, lump sum	$500.00

Amount to be paid owners - chrg to Right of Way $500.00

Access controlled -

EXHIBIT "A" Cont.

B. P. R. Project

HINSDALE SLOUGH-LUDER CREEK SECTION - UMPQUA HIGHWAY

25919 Otto, Orville L. (Allen)
Right of Way
Option expires August 5, 1957

2500 sq. ft. $1.00

Amount to be paid owner - chrg to Right of Way $1.00

THINGS TO BE DONE BY THE STATE

Construct road approach to give grantor access across slough.
Access: 580+50, N., private residential use.

Access controlled -

PENDLETON-ADAMS SECTION -OREGON-WASHINGTON HIGHWAY

25993 Rutten, Grace Sievers and James (Brainerd)
Right of Way
Option expires August 4, 1957

0.83 acre, lump sum $450.00

Amount to be paid owners - chrg to Right of Way $450.00

THINGS TO BE DONE BY THE STATE

Re-est. fence on r/w line. Est. cost 110 rods
at $3.50/rod $385.00
Re-est. access, and notify sign companies to move signs.

Access not controlled -

CAMP CREEK-PAULINA UNIT, POST-PAULINA SECTION - PAULINA HIGHWAY

26046 Congleton, Glee (Bucknum)
Right of Way
Option expires August 14, 1957

0.26 acre, lump sum $50.00

Amount to be paid owner - chrg to Right of Way $50.00

Access not controlled -

EXHIBIT "A" Cont.

SALEM-LANCASTER DRIVE UNIT-AIRPORT ROAD-STOUT CREEK SECTION
N. SANTIAM HIGHWAY

25974 City of Salem (Friess)
Right of Way
Option expires August 20, 1957

0.34 acre, lump sum $250.00

Amount to be paid owner - chrg to Right of Way $250.00

THINGS TO BE DONE BY THE STATE

Replace fencing removed for or during construction.

Access controlled between hwy. and taking -

25973 State of Oregon - Board of Control (Benner)
Right of Way
Letter of February 14, 1957

0.76 acre at $500 per acre $380.00

Amount to be paid owners - chrg to Right of Way $380.00

Access controlled -

WEST UNIT, SANDY-FOREST BOUNDARY SECTION - Mt. HOOD HIGHWAY

25567 Voorhees, Robert L. and Frank L. (Stuntz)
Right of Way
Quitclaim Deed signed February 14, 1957

0.006 acre $1.00

Amount to be paid owners - chrg to Right of Way $1.00

16.5' agricultural, private residential and timber access reserved at Sta. 236+78, South.

Access not controlled - approach road -

EXHIBIT "A" Cont.

WEST UNIT, SANDY-FOREST BOUNDARY SECTION - MT. HOOD HIGHWAY Cont.

25580 Stone, Malcolm and Maria Pia (Stuntz)
Right of Way
Option expires August 9, 1957

0.48 acre $100.00

Amount to be paid owners - chrg to Right of Way $100.00

Grantor may remove rocks within r/w before contractor enters property or they become property of State.

THINGS TO BE DONE BY THE STATE

Construct an approach road to connect with existing road at approx. Sta. 279+75.
Access: 279+75, S., private residential.

Access controlled -

25581 Hewett, Hattie F. (Stuntz)
Right of Way
Option expires August 13, 1957

1.61 acre at $200 per acre $322.00
Timber 112.00

Amount to be paid owner - chrg to Right of Way $434.00

THINGS TO BE DONE BY THE STATE

Construct an approach road at approx. Sta 279+75 to connect with existing private road.
Access: 279+75, S., private residential, timber and future public trout farm activity.

Access controlled -

PENDLETON-ADAMS SECTION - OREGON-WASHINGTON HIGHWAY

25991 Phelps, Courtney M. et al (Brainerd)
Right of Way
Option expires August 4, 1957

0.38 acre $200.00

Amount to be paid owners - chrg to Right of Way $200.00

EXHIBIT "A" Cont.

PENDLETON-ADAMS SECTION - OREGON-WASHINGTON HIGHWAY - Cont.

25991 Phelps, Courtney M. et al (Cont.)

THINGS TO BE DONE BY THE STATE

Re-est. 37 rods fencing at $3.50 per rod, Estimated cost	$129.50
Re-est. access point and notify sign company to move sign.	

Access not controlled -

MARION COUNTY LINE-ALBANY UNIT, N. JEFFERSON JCT.-ALBANY SECTION - PACIFIC HIGHWAY

25479 MacMillan, Allan H. and Lottie L. (Hart)
Right of Way
Option expires August 20, 1957

800 sq.ft. at $0.15 per sq.ft.	$120.00	
Damage	30.00	
Amount to be paid owners - chrg to Right of Way		$150.00

Grantors to vacate by May 1, 1957.

Complete restriction of access -

25902 Darr, Curtis A. and Violet L. (Hart)
Right of Way
Option expires August 20, 1957

0.01 acre	$ 75.00	
Damage	125.00	
Amount to be paid owners - chrg to Right of Way		$200.00

Grantors to vacate by May 1, 1957.

Complete restriction of access -

WEST UNIT, SANDY-FOREST BOUNDARY SECTION - MT. HOOD HIGHWAY

25568 Hadlock, Everett W. and Irene (Stuntz)
Right of Way
Option expires August 18, 1957

0.012 acre	$25.00	
Amount to be paid owners - chrg to Right of Way		$25.00

Access controlled - via old Hwy. only -

EXHIBIT "A" Cont.

WEST UNIT, SANDY-FOREST BOUNDARY SECTION - MT. HOOD HIGHWAY Cont.

25837 King, Donald E. and Theresa F. (Stuntz)
Right of Way
Quitclaim Deed signed February 21, 1957

20 sq.ft.	$10.00

Amount to be paid owners - chrg to Right of Way $10.00

Entire taking -

25715 Weinberger, Elise (Black)
Right of Way
Option expires August 20, 1957

0.43 acre at $1,200 per acre	$ 516.00
0.57 acre Surplus at $1,410+ per acre	804.00
House, 747 sq.ft. at $6.25+ per sq.ft	4,669.00
Garage and woodshed, 400 sq.ft. at $1.50/sq.ft.	600.00
Summer hse., 160 sq.ft. at $1/sq.ft. patio etc.	411.00

Amount to be paid owner - chrg to Right of Way $7,000.00

Grantor to vacate 45 days after notice.

Entire taking -

N. JEFFERSON JCT.-SANTIAM RIVER UNIT, N. JEFFERSON JCT.-ALBANY SECTION - PACIFIC HIGHWAY

24536 Hampton, Doris (Friess)
Right of Way and Channel Change
Option expires August 24, 1957

3 acres at $200 per acre	$600.00
1.6 acres at $300 per acre	480.00
.36 acre, channel change at $450 per acre	162.00

Amount to be paid owner - chrg to Right of Way $1,242.00

Grantor to remove timber within 30 days from date of option.

THINGS TO BE DONE BY THE STATE

Provide frontage road, E. Fence r/w E. of frontage road.

Complete restriction of access -

EXHIBIT "A" Cont.

N. JEFFERSON JCT. -SANTIAM RIVER UNIT, N. JEFFERSON JCT. - ALBANY SECTION - PACIFIC HIGHWAY - Cont.

11079 Terhune, John C. and Thelma (Benner)
Release of Access
Release signed February 26, 1957

Release of access	$250.00

Amount to be paid owners - chrg to Right of Way $250.00

EAST UNIT, BLACK BRIDGE-RICHLAND SECTION - BAKER-HOMESTEAD HIGHWAY

26089 Blank, Earl A. and Marie (Chatwood)
Right of Way and Ditch Easement
Option expires August 13, 1957

0.72 acre at $250 per acre, .1 A. Easement, Gratis	$ 180.00
44 rods fence at $3.50 per rod	154.00
Move lawn fence and gate set in cement	75.00
Damage	750.00

Amount to be paid owners - chrg to Right of Way $1,159.00

THINGS TO BE DONE BY THE STATE

Protect and re-est. irrigation system if disturbed.
Re-est. irr. system in conduit from Stas. 2045+00 to 2046+20.
Access: 2045+90 and 2046+20, N.E., unrestricted.

Access controlled -

26017 Burnside, Lanta M. (Chatwood)
Right of Way and Ditch Easement
Option expires August 12, 1957

3.23 acres at $250 per acre	$ 807.50
.14 acre Ditch Easement	Gratis
169 rods fence at $3.50 per rod	591.50
Damage	114.00

Amount to be paid owner - chrg to Right of Way $1,513.00

THINGS TO BE DONE BY THE STATE

Protect and re-est. irrigation system where necessary.
Access: 2049+40, southwest, unrestricted.

Access controlled -

EXHIBIT "A" Cont.

EAST UNIT, BLACK BRIDGE-RICHLAND SECTION - BAKER-HOMESTEAD HIGHWAY - Cont.

26016 Greene, Russel J. and Lura (Chatwood)
Right of Way and Ditch Easement
Option expires August 13, 1957

0.09 acre	Gratis
1.42 acres at $250 per acre	$ 355.00
203 rods fencing at $3.50 per rod	710.50
Damage	250.00

Amount to be paid owners - chrg to Right of Way $1,315.50

THINGS TO BE DONE BY THE STATE

Protect and re-est. irrigation and drainage systems where necessary and est. drain system for irr. waste water. Barricade old hwy. at approx. 2043+50, and blacktop surface not to be disturbed. Deed back to Grantor within 90 days after completion of new road, portion of old hwy. from approx. Stas. 2031+70 to 2043+50, as an exchange part of the settlement upon the grounds and for the reason that the said property, in the opinion of the comm., is no longer needed, req., or useful for hwy. purposes, and the val. of the prop. to be acq. by the State is not less than the value of the prop. to be rel. by the State, and the cash to be paid by the State.
Access: 2024+00 and 2031+10, N., and 2027+25, S., unrestricted.

Access controlled -

GOLD BEACH-HUNTERS CREEK UNIT, GOLD BEACH-CAPE SEBASTIAN SECTION - OREGON COAST HIGHWAY

25518 Buffington, Richard and Ruth Mary (Riley)
Right of Way and Slope Easement
Option expires April 19, 1957

6,970 sq.ft. at $0.50 per sq.ft	$3,485.00
Easements, 6,098 sq.ft. at $0.25- per sq.ft.	1,515.00

Amount to be paid owners - chrg to Right of Way $5,000.00

Grantor to notify owner of signs to remove same within 30 days.

THINGS TO BE DONE BY THE STATE

Contruct continuous curbs at this time.
Access: 22+00, 23+00, 24+00, 25+00, 28+50, and 29+50, E., unrestricted.

Access controlled -

EXHIBIT "A" Cont.

JUMPOFF JOE CREEK-GRANTS PASS SECTION - PACIFIC HIGHWAY

26064 Chancellor, O. E. and Marie (Morgan)
Right of Way and Ditch Easement
Option expires August 19, 1957

7.15 acres at $135 per acre	$965.25
5,850 sq.ft. Ditch Easement	34.75

Amount to be paid owners - chrg to Right of Way $1,000.00

THINGS TO BE DONE BY THE STATE

Fence right of way.

Access controlled - none allowed except through underpass.-

MILL CREEK UNIT, GEARHART-SEASIDE SECTION - OREGON COAST HIGHWAY

26035 Byrd, Nellie (Gemmell)
Right of Way
Option expires August 22, 1957

0.40 acre	$25.00

Amount to be paid owner - chrg to Right of Way $25.00

Access not controlled -

HOPEWELL SECTION - BELLEVUE-HOPEWELL HIGHWAY

25996 Syme, D. E. and H. E. (Reeder)
Right of Way
Option expires August 12, 1957

0.63 acre at $150 per acre	$ 94.50
24 rods fencing at $3.50 per rod	84.00

Amount to be paid owners - chrg to Right of Way $178.50

Access not controlled -

EXHIBIT "A" Cont.

HOPEWELL SECTION - BELLEVUE-HOPEWELL HIGHWAY - Cont.

25997 Carson, M. M. and Laura E. (Reeder)
Right of Way
Option expires August 10, 1957

0.07 acre at $150 per acre	$10.50
14 rods fencing at $3.50- per rod	48.00

Amount to be paid owners - chrg to Right of Way $58.50

THINGS TO BE DONE BY THE STATE

Construct a 20' wide road approach, S., Sta. 9+50.

Access not controlled -

26000 School District No. 49 (Reeder)
Right of Way
Option expires August 14, 1957

0.14 acre at $150 per acre	$21.00
9 rods fencing at $3.50 per rod	31.50

Amount to be paid owners - chrg to Right of Way $52.50

Access not controlled -

26001 W. Oregon Assn. of Seventh Day Adventists (Reeder)
Right of Way
Option expires August 6, 1957

0.04 acre at $1,000 per acre	$ 40.00
Removal of 4 shrubs at $2.50 each	10.00
Damage	250.00

Amount to be paid owners - chrg to Right of Way $300.00

THINGS TO BE DONE BY THE STATE

Construct a 20' wide road approach at Sta. 11+80, N. 1½' sidewalk encroachment allowed.

Access not controlled -

EXHIBIT "A" Cont.

NORTH UNIT, PENDLETON-PILOT ROCK SECTION - PENDLETON- JOHN DAY HIGHWAY

26086 Peterson, Charles A. and Corinne A. (Chatwood)
Right of Way
Option expires August 17, 1957

6,200 sq. ft. at $0.20 per sq. ft.	$1,240.00	
Damage	25.00	
Amount to be paid owners - chrg to Right of Way		$1,265.00

THINGS TO BE DONE BY THE STATE

Blacktop 16' wide access road at Sta 189+50 and gravel remainder of 25' to r/w line, and install gate at access road.
Re-establish 23 rods fencing, approximate cost $ 69.00
Put culvert under access road where necessary.
Access: 189+50, 25', W., unrestricted.

Access controlled -

26087 Stover, L. J. and Grace V. (Chatwood)
Right of Way
Option expires August 17, 1957

3,200 sq. ft. at $0.31+ per sq. ft. (1,400 sq. ft. Excess)	$1,000.00	
850 sq. ft. at $0.40 per sq. ft.	340.00	
Amount to be paid owners - chrg to Right of Way		$1,340.00

Access not controlled -

CAMP CREEK-PAULINA SECTION - PAULINA HIGHWAY

26048 Rarey, M. W. (Bucknum)
Right of Way
Option expires August 17, 1957

0.11 acre and 0.14 acre Excess	$50.00	
Amount to be paid owner - chrg to Right of Way		$50.00

Entire taking -

EXHIBIT "A" Cont.

MARION COUNTY LINE-ALBANY UNIT, N. JEFFERSON JCT. -ALBANY SECTION - PACIFIC HIGHWAY

24542 Bowen, A. C. and Dovie (Gemmell)
Right of Way
Option expires August 20, 1957

0.1 acre + 2,000 sq. ft., lump sum $150.00
2,000 sq. ft. parcel to be conveyed to adjacent owner

Amount to be paid owners - chrg to Right of Way $150.00

THINGS TO BE DONE BY THE STATE

Fence right of way.

Complete restriction of access -

24534 Jorgenson, Chris J. (Friess)
Right of Way and Channel Change
Option expires July 27, 1957

1.9 acres at $200 per acre	$ 380.00
Access to both sides of hwy., (loss of)	500.00
Relocating irr. system, ditch and ditch bridging	175.00

Amount to be paid owner - chrg to Right of Way $1,055.00

Grantor to remove fencing paralleling hwy. bet. Stas. 614+75 and 618+60 within 10 days after new fence construction by State, and relocate irrigation system, etc. and remove same from r/w by March 1, 1957.

THINGS TO BE DONE BY THE STATE

Provide frontage road, E., and establish approach opp. Sta. 635+00. Fence new r/w and W. line of Grantor's property.

Access controlled -

24545 Shelby, Noah V. and Nellie (Gemmell)
Right of Way
Option expires July 27, 1957

2.62 acres at $600 per acre	$1,572.00
Damage	228.00
Amount to be paid owner - chrg to Right of Way	$1,800.00

EXHIBIT "A" Cont.

MARION COUNTY LINE-ALBANY UNIT, N. JEFFERSON JCT. -ALBANY SECTION - PACIFIC HIGHWAY - Cont.

24545 Shelby, Noah V. and Nellie (Cont)

THINGS TO BE DONE BY THE STATE

Fence right of way.

Complete restriction of access -

25069 Koopman, George (Hart)
Right of Way
Option expires August 4, 1957

0.11 acre	$125.00	
Amount to be paid owner - chrg to Right of Way		$125.00

Property to be vacated by May 1, 1957.

Complete restriction of access -

CAMP CREEK-PAULINA SECTION - PAULINA HIGHWAY

26039 Bryant, Dick and Bessie M. (Bucknum)
Right of Way and Material Source
Option expires August 24, 1957

42.34 acres (.35 acre channel change)	$ 901.90	
Move hay and fencing around same	40.00	
Fence: 125 rods at $3.50/, 151 rods at $3 per rod	890.50	
Amount to be paid owners - chrg to Right of Way		$1,382.40
Amount to be paid owners - chrg to Quarry Site		450.00
GRAND TOTAL		$1,832.40

Grantor to have right to fence along r/w at material source.

THINGS TO BE DONE BY THE STATE

Provide approaches on S. side of hwy. at 398+50, 400+00, 451+00, 488+00, 504+75, 522+80 and on N. at 386+00, 399+25, 422+00, and 504+75.
If material source used after grantor fences, State to install stock guard across haul road. State not to fence material

EXHIBIT "A" Cont.

CAMP CREEK-PAULINA SECTION - PAULINA HIGHWAY - Cont.

26039 Bryant, Dick and Bessie M. -Cont.

source and allow access for grantors' livestock. Material source if declared surplus by Highway Commission to revert to grantor.
To be conveyed subject to existing oil and gas lease.

Access not controlled -

26042 Central Electric Co-op., Inc. (Bucknum-English)
Right of Way
Option expires August 21, 1957

0.06 acre $ 75.00
In addition, State to pay Grantor for actual cost of removing and replacing regulator bank, poles, fence and other equipment Estimated cost 1,690.00

Amount to be paid owner - chrg to Right of Way Est. $1,765.00

Entire taking -

26043 Paulina Community Chapel (Bucknum)
Right of Way
Option expires August 17, 1957

0.17 acre $100.00

Amount to be paid owners - chrg to Right of Way $100.00

Subject to reversion rights of previous owner.

Access not controlled -

26047 Paulina Grange No. 734 (Bucknum)
Right of Way
Option expires August 20, 1957

0.12 acre $50.00

Amount to be paid owners - chrg to Right of Way $50.00

Access not controlled -

EXHIBIT "A" Cont.

CAMP CREEK-PAULINA SECTION - PAULINA HIGHWAY-Cont.

26049 Congleton, C. S. et al (Bucknum)
Right of Way
Option expires August 17, 1957

0.23 acre $25.00

Amount to be paid owners - chrg to Right of Way $25.00

Access not controlled

JUMPOFF JOE CREEK-GRANTS PASS SECTION - PACIFIC HIGHWAY

23332 Pruitt, Ernest W. and Myrtle C. (Allen)
Right of Way
Option expires August 24, 1957

1,742 sq. ft. at $0.10+ per sq.ft. $175.00

Amount to be paid owners - chrg to Right of Way $175.00

THINGS TO BE DONE BY THE STATE

Re-establish driveway.

Access not controlled -

26066 Keith, J. Myrtle (Morgan)
Right of Way
Option expires August 24, 1957

0.64 acres at $200 per acre $128.00

Amount to be paid owner - chrg to Right of Way $128.00

THINGS TO BE DONE BY THE STATE

Provide frontage road.
Access to frontage road only.

Access controlled - none allowed -

26144 Chancellor, O. E. and Marie (Morgan)
Elimination of frontage road and underpass
Option expires August 25, 1957

213.1 acres ± at $50 per acre $10,655.00

EXHIBIT "A" Cont.

JUMPOFF JOE CREEK-GRANTS PASS SECTION - PACIFIC HIGHWAY-Cont.

26144 Chancellor, O. E. and Marie - Cont.

Amount to be paid owners - chrg to Right of Way $10,655.00

Release of obligation of State to construct E. frontage road and underpass at Sta 927+90. State to fence W. r/w line before construction.

Access controlled - none allowed -

26155 Coop, Abram B. et al (Morgan)
Elimination of Frontage Rd. and Underpass
Option expires August 25, 1957

10 acres at $250 per acre	$2,500.00
30 acres at $50 per acre	1,500.00
House, 544 sq.ft. at $2- per sq.ft.	1,000.00

Amount to be paid owners - chrg to Right of Way $5,000.00

Entire taking -

HOPEWELL SECTION - BELLEVUE-HOPEWELL HIGHWAY

25995 Stephens, Elbert F. et al (Reeder)
Right of Way and Borrow Area
Option expires August 20, 1957

2.12 acres at $300 per acre	$636.00
Cultivation and seed	103.50
21 rods fencing at $3.50 per rod	73.50

Amount to be paid owners - chrg to Right of Way $813.00

Contract purchasers to construct fencing along N. side of Borrow Area.

Access not controlled -

25998 Wineberg, William J. and Janet R. (Reeder)
Right of Way
Option expires August 26, 1957

0.11 acre and damage	$125.00

Amount to be paid owners - chrg to Right of Way $125.00

Access not controlled -

EXHIBIT "A" Cont.

MARION COUNTY LINE-ALBANY UNIT, N. JEFFERSON JCT. -ALBANY SECTION - PACIFIC HIGHWAY

25477 Calvary Baptist Church of Albany (Hart)
Right of Way
Option expires August 26, 1957

0.99 acre (0.16 acre Excess)	$ 4,000.00
Building	14,500.00

Amount to be paid owners - chrg to Right of Way $18,500.00

Grantors to remove reserved items and vacate by May 1, 1957.

Entire taking -

HAVANA SECTION - HAVANA-HELIX HIGHWAY

25987 Steele, Jack et al (Chatwood)
Quarry
Option expires August 6, 1957

3.62 acres at $300 per acre	$1,086.00
16 rods fencing at $3 per rod	48.00

Amount to be paid owners - chrg to Quarry Site $1,134.00

EAST UNIT, BLACK BRIDGE-RICHLAND SECTION - BAKER-HOMESTEAD HIGHWAY

26026 Densley, John W. and Belva Dean (Chatwood)
Right of Way and Ditch Easements
Option expires August 26, 1957

Four Easements 0.41 acres	Gratis
0.75 acre at $400 per acre, 1.35 acres at $250/acre	$ 637.50
230 rds. fencing at $3.50 per rod	805.00

Amount to be paid owners - chrg to Right of Way $1,442.50

Grantor to leave present lawn fence from 2070+95 to 2072+00.

THINGS TO BE DONE BY THE STATE

Protect and re-establish irrigation and drainage systems where necessary.
Construct 84" cattle underpass at Sta. 2060+90, Estimated cost $3,500.00
Access: 2058+50 N., 2062+30, 2072+15, 2074+65, S., unrestricted and 2071+65 S., 10" wide for garden gate.

Access controlled -

EXHIBIT "A" Cont.

EAST UNIT, BLACK BRIDGE-RICHLAND SECTION - BAKER-HOMESTEAD HIGHWAY - Cont.

26030 Chamberlin, L. Dale and Edna (Chatwood)
Right of Way and Material Source
Option expires August 26, 1957

Ditch Easement, 0.06 acre	Gratis	
10.09 acres at $200 per acre	$2,018.00	
47 rods fencing at $3.50/, 119 rods at $3/ rod	521.50	
Damage	800.00	
Amount to be paid owners - chrg to Right of Way		$1,481.50
Amount to be paid owners - chrg to Quarry Site		1,858.00
GRAND TOTAL		$3,339.50

Grantors reserve right to cross quarry site with farm equipment, and have pasture rights and salvage rights to timber. Retains approx. 15 yds. of crushed rock.

THINGS TO BE DONE BY THE STATE

Protect and re-establish irrigation and drainage systems where disturbed. Install cattle guard in Haul Road Access at Sta. 2102+15. Estimated cost 400.00

Access: 2114+05, 25', N., and 2114+55, S., 25' and 2102+00, S., 35' all unrestricted.

Access controlled -

WILLOWDALE-LYLE GAP UNIT, WILLOWDALE-MADRAS SECTION - THE DALLES-CALIFORNIA HIGHWAY

25520 Fulton, Glen F. and Ruth E. (English)
Right of Way and Canal and Water Pipe Easement
Option expires August 25, 1957

23.73 acres (0.44 acre Easement) at $300 per acre	$7,119.00
Destruction of hog and chicken house	360.00
Re-est. corrals and barn lots	640.00
Severance damage	1,000.00
Amount to be paid owner - chrg to Right of Way	$9,119.00

EXHIBIT "A" Cont.

WILLOWDALE-LYLE GAP UNIT, WILLOWDALE-MADRAS SECTION - THE DALLES-CALIFORNIA HIGHWAY - Cont.

25520 Fulton, Glen F. and Ruth E. - Cont.

THINGS TO BE DONE BY THE STATE

Protect Grantors' existing water system and install 5' x 9' x 3' tank at Sta. 537+00 and connect to same. Relocate and raise ditch. Install 8' x 8' underpass at Sta 550+00. Excavate a trail between 546+00 and 548+00. Vacate to County present hwy. at 509+50 to a point opp. 552+00 and recommend County to do same. Fence right of way.
Provide 8' stock guard W. of Sta. 539+30.
40' farm crossing, both sides, at 544+25 and Grantors permitted to cross here with cleated track without planking.
Access: 539+30 and 518+50, both sides, unrestricted.

Access controlled -

This option was accepted by Commission on the basis that the clause contained on the option giving the optionor the right to cross the highway with cleated equipment will be removed.

DAVIS SLOUGH-BANDON SECTION - OREGON COAST HIGHWAY

26062 Martin, Ellen (Curfman)
Materials Source
Option expires August 25, 1957

15.91 acres at $100 per acre	$1,591.00
Road Easement and damage	400.00

Amount to be paid owner - chrg to Quarry Site
Est., not over $1,991.00

Minimum acreage together with road easement and damage not less than $1,000.00

THINGS TO BE DONE BY THE STATE

Fence taking

Exploratory option acreage to be accepted if engineers find material satisfactory.

EXHIBIT "A" Cont.

B.P.R. PROJECT

HINSDALE SLOUGH-LUDER CREEK SECTION - UMPQUA HIGHWAY

25920 Anderson, Andrew V. and Bertha (Holt)
Right of Way
Option expires August 25, 1957

10,600 sq.ft. at $0.10- per sq.ft.	$ 1,000.00
House, 1,472 sq.ft. at $7- per sq. ft.	10,250.00

Amount to be paid owners - chrg to Right of Way $11,250.00

Grantors to vacate 30 days from acceptance.

THINGS TO BE DONE BY THE STATE

Re-establish driveway at Sta. 583+00, and re-establish water line underneath highway.
Access: Sta. 583+00, N., unrestricted.

Access controlled -

INTERSTATE BRIDGE SECTION - PACIFIC HIGHWAY

25978 Westerlund, Alfred John et al (Stuntz)
Right of Way, Pac. Hwy. and Swift Blvd.
Option expires August 26, 1957

783 sq.ft. at $1.30- per sq.ft.	$1,000.00
Damages	1,500.00

Amount to be paid owners - chrg to Right of Way $2,500.00

State granted permit of entry.

Access controlled -

EXHIBIT "B-1"

Minutes of February 28, and March 1, 1957

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the North Bend-Marshfield Section of the Oregon Coast Highway described as follows:

The West 51 ft. of Lots 1, 2, 3 and 4 of Block 31 of Plat "B", Coos Bay Addition of North Bend, lying in the North half of Section 22, Township 25 S, Range 13 W, W.M., Coos County, Oregon, and contains 5,105 sq.ft.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $3,000.00 and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Acting Chief Counsel of the Commission, be and he hereby is authorized and instructed to advertise the said property for sale in accordance with the terms and provisions of ORS 273.060 Et.Seq.

AND BE IT FURTHER RESOLVED, that this Property Sale Resolution No. 35 be entered in the minutes and records of the Commission as of the 28th day of February, 1957.

27910

EXHIBIT "B-2"

Minutes of February 28, and March 1, 1957

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of three parcels of land on the Pacific Highway on the 7th Avenue Connection in Eugene described as follows:

Parcel 1 - A Parcel of land lying in the Prior F. Blair D. L. C. No. 39, also lying in Section 36, Township 17 South, Range 4 West, W.M., Lane County, Oregon, said parcel being bounded on the northwesterly side by the extended southeasterly line of that tract of land which was conveyed by that certain deed to Richfield Oil Corporation, Recorded in Book 367, Page 303 of Lane County Record of Deeds, bounded on the northeasterly side by the southwesterly line of that tract conveyed to Wheel and Rim Service, Inc. by deed recorded in Book 313, Page 544, bounded on the southwesterly side by a line which is parallel to and 44 feet northeasterly of the center line of the 7th Street Connection of the Pacific Highway and bounded on the southeasterly side by the northwesterly line of a tract which is under lease to the Big Y Super Market, Inc., containing 15,000 square feet, more or less.

Parcel 2 - A parcel of land lying in the Prior F. Blair D. L. C. No. 39 of Section 36, Township 17 South, Range 4 West, W.M., Lane County, Oregon, the said parcel being described as follows:

That portion of the right of way of the 7th Avenue connection to the Pacific Highway lying southerly of that tract of land described in the deed to Julius and Dolly Hockhold and recorded in Book 270, page 217 of Lane County Record of Deeds; and lying northerly of a line parallel to and 44 feet northerly from the centerline of said 7th Avenue Connection to the Pacific Highway. Said parcel being bounded on the westerly and easterly sides by the extended westerly and easterly lines of said Hockhold property.

The parcel of land to which this description applies contains 13,650 square feet, more or less.

Parcel 3 - A parcel of land lying in the Prior F. Blair D. L. C. No. 39 and situated in Section 36, Township 17 South, Range 4 West, W.M., Lane County, Oregon; the said parcel being that portion of the right of way of the 7th Avenue Connection to the Pacific Highway lying southerly of that property leased by Big Y Super Market, Inc., from Wheel & Rim Service, Inc.; and lying northerly of a line parallel to and 44 feet northerly

EXHIBIT "B-2" (Cont)

from the center line of said 7th Avenue connection to the Pacific Highway; said parcel being bounded on the westerly and easterly sides by the extended westerly and easterly lines of said property leased by Big Y Super Market, Inc.

The parcel of land to which this description applies contains 24,650 square feet, more or less.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes.

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $26,650.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission, be and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et. Seq. The conveyance of said property shall provide that there is reserved to the State, and waived and relinquished by the purchaser, all rights of ingress and egress to, from and between said real property and the right of way of the Pacific Highway, except one point of access not to exceed 50 feet in width will be allowed at approximate Highway Engineer's Center Line Stations 669+65, Station 668+80, 666+65, 663+85 and 662+90 on the northerly side of the Pacific Highway unrestricted as to use.

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 36 be entered in the minutes and records of the Commission as of the 28th day of February, 1957.

27912

EXHIBIT "B-3"

Minutes of February 28 and March 1, 1957

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the Blackwell Hill-7 Oaks Section of the Pacific Highway described as follows:

A parcel of land lying in Section 30, Township 36 South, Range 2 West, W.M., Jackson County, Oregon, and being a portion of that property conveyed by that deed to the State of Oregon by and through its State Highway Commission, recorded in Book 390, Page 321, of Jackson County Records of Deeds. The said parcel being that portion of said property lying Northerly and Southerly of a strip of land variable in width, lying on each side of the center line of the Pacific Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 338+00, said Station being 2,365.62 feet South and 3,421.38 feet East of the Northwest corner of said Section 30; thence North 88°33' East 1,300 feet to Engineer's center line Station 351+00, said center line intersects the West and East lines of said property approximately at Station 342+07 and 349+56, respectively.

The widths in feet of the strip of land above referred to are as follows:

Station	to	Station	Width on Northerly side of Center line	Width on Southerly side of Center line
338+00		342+00	225 feet	125 feet
342+00		346+00	225 feet	125 ft. to 175 ft.
346+00		351+00	225 feet	175 feet

The parcel of land to which this description applies contains 38.92 acres.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $5,000.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

EXHIBIT "B-3" (Cont)

NOW, THEREFORE, BE IT RESOLVED that the Acting Chief Counsel of the Commission, be and he hereby is authorized and instructed to advertise the said property for sale in accordance with the terms and provisions of ORS 273.060 Et. Seq. The conveyance of such property shall provide that there is reserved to the State, and waived and relinquished by the purchaser, all rights of ingress and egress to, from and between said real property and the right of way of the Pacific Highway, except access will be granted by way of a frontage road and the old Pacific Highway.

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 37 be entered in the minutes and records of the Commission as of the 28th day of February, 1957.

27914

EXHIBIT "B-4"

Minutes of February 28, and March 1, 1957

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the Northbound Route in Ashland Section of the Pacific Highway described as follows:

A parcel of land lying in Lots 2 and 12, Block 19, Chitwood Tract in Ashland, Jackson County, Oregon, and being a portion of that property described in those deeds to the State of Oregon, by and through its State Highway Commission recorded in Book 432, Page 197 and in Book 418, Page 470 of Jackson County Records of Deeds; the said parcel being described as follows:

Beginning at the Northeasterly corner of said State of Oregon property; thence Northwesterly along the Northeasterly line of said property 125 ft., more or less, to a line which is parallel to and 30 ft. Northeasterly of the center line of the Northbound Route in Ashland of the Pacific Highway; thence, Southeasterly along said parallel line 130 ft., more or less, to the Southeasterly line of said property; thence Northeasterly along said Southeasterly line 40 ft., more or less, to the place of beginning.

The center line herein referred to being described as follows: Beginning at Engineer's center line Station 13+50.03, said station being 4.7 feet north and 415.2 feet West of the monument at the intersection of "B" and Oak Streets; thence S 44°29'E 401.69 ft.; thence on a 1432.39 ft. radius curve left (the long chord of which bears S 55°20'30"E) 542.92 ft. to Station 22+94.64.

The parcel of land to which this description applies contains 0.06 acres, more or less.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $1,000.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Acting Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale in accordance with the terms and provisions of ORS 273.060 Et. Seq. The conveyance of this property shall be

EXHIBIT "B-4" (Cont)

subject to a 5 ft. slope easement and also an alley way easement over the Northerly 8 ft.

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 38 be entered in the minutes and records of the Commission as of the 28th day of February, 1957.

27916

EXHIBIT "B-5"

Minutes of February 28, and March 1, 1957

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of two parcels of land in the Frankport-Gregg Creek Section of the Oregon Coast Highway described as follows:

Two parcels of land lying in the Southwest quarter of the Northeast quarter of Section 9, Township 35 S, Range 14 W, W.M., Curry County, Oregon, and being that property described in that certain deed to the State of Oregon, by and through its State Highway Commission, recorded in Book 41, Page 785 of Curry County Records of Deeds;

Parcel No. 1 - Beginning at a point which is 2,598.6 feet South and 3,580 feet East of the Northwest corner of said Section 9, said point being on the South line of the Northeast quarter ($NE\frac{1}{4}$) of said Section 9; thence following said South line North 89°51' East 915 feet; thence North 57°41'15" West 986 feet to an iron pin; thence South 79°57'45" West 329.43 feet to an iron pin; thence South 27°06'30" East 530 feet to the place of beginning, containing 7.3 acres, more or less.

Parcel No. 2 - Commencing at the Northeast corner of parcel No. 1 described above, said point being 2,070.3 feet South and 3,661.4 feet East of the Northwest corner of said Section 9; thence South 79°57'45" West 329.43 feet to an iron pin, said point being the Northwest corner of Parcel No. 1; thence North 57°53'10" West 605.4 feet, more or less; to an intersection with the right of way line of Euchre Creek County Road; thence following said County Road in an Easterly direction to an iron pin set at a fence corner of said County Road right of way line, said point being North 32°44'40" West 359.3 feet, more or less, from the point of beginning; thence South 32°44'40" East 359.3 feet, more or less, to the point of beginning, containing 5.0 acres, more or less.

The parcels of land to which these descriptions apply contain 12.3 acres of land combined, more or less.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes.

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $2,500.00, and the Commission is desirous

EXHIBIT "B-5" (Cont)

of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et. Seq.

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 39 be entered in the minutes and records of the Commission as of the 28th day of February, 1957.

27918

EXHIBIT "B-6"

Minutes of February 28, and March 1, 1957

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land near the 7th Street Connection on the Pacific Highway described as follows:

A parcel of land lying in the Prior F. Blair D.L.C. No. 39 also lying in Section 36, Township 17 South, Range 4 West, W.M., Lane County, Oregon, and being a portion of that property conveyed to the State of Oregon, by and through its State Highway Commission, by that Final Judgment in which Herbert Cooper Thompson, et al, were defendants and bearing case number 27834 in the Circuit Court Records of the State of Oregon for the County of Lane, the said parcel being described as follows:

Beginning on the southerly right of way line of the 7th Avenue Connection to the Pacific Highway at a point which is opposite and 50 feet southerly of Station 668+76.71 on the center line of said 7th Avenue Connection, said station being 160.96 feet north and 1166.88 feet East of the Southwest corner of said Blair D.L.C. No. 39; thence Westerly along the southerly line of said 7th Avenue Connection 200 feet; thence South parallel to the East line of said property 145 feet, more or less, to the North line of that certain 60 foot strip of land described in that certain Relinquishment of Title from the State of Oregon, by and through its State Highway Commission, dated August 17, 1956; thence Easterly along the northerly line of said 60 foot strip of land 195 feet, more or less, to a point south of the point of beginning; thence north parallel to the East line of said property 90 feet, more or less, to the point of beginning.

The parcel of land to which this description applies contains 0.5 acre, more or less.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND, WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $11,000.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

EXHIBIT "B-6" (Cont)

NOW, THEREFORE, BE IT RESOLVED that the Acting Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale in accordance with the terms and provisions of ORS 273.060 Et. Seq. The conveyance of this property shall provide that there is reserved to the State, and waived and relinquished by the purchaser, all rights of ingress and egress to, from and between the said real property and the right of way of the Pacific Highway, except access will be granted by way of two 50-foot approaches.

AND BE IT FURTHER RESOLVED, that this Property Sale Resolution No. 40 be entered in the minutes and records of the Commission as of the 28th day of February, 1957.

27920

EXHIBIT "C"

Minutes of February 28 and March 1, 1957

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of State Highway projects have been completed according to the terms and provisions of said contracts and that said jobs are now ready for acceptance:

"Contract No. 4501 with Aero Service Corporation for aerial photography and topographical mapping on the Davis Slough-Bandon Section of the Oregon Coast Highway in Coos County, completed July 31, 1956.

"Contract No. 4506 with Russellville Nursery for roadside improvement on the 42nd Avenue-99th Avenue Section of the T. H. Banfield Expressway in Multnomah County, completed December 21, 1956.

"Contract No. 4521 with Lee Hoffman for constructing a bridge over the Siletz River on the Siletz Highway in Lincoln County, completed December 21, 1956.

"Contract No. 4540 with Rogers Construction Co. for grading and paving on the Hillsboro Section of the Tualatin Valley Highway in Washington County, completed November 9, 1956.

"Contract No. 4554 with Benedict Nursery Co. for roadside improvement on the Willamette River-Gervais Unit, Willamette River-Hayesville Section of the Portland-Salem Expressway (R. H. Baldock Freeway) in Marion and Clackamas Counties, completed January 4, 1957.

"Contract No. 4555 with Knight Pearcy Nursery for roadside improvement on the Gervais-Chemawa Railroad Overcrossing Unit, Willamette River-Hayesville Section of the Portland-Salem Expressway (R. H. Baldock Freeway) in Marion County, completed January 17, 1957.

"Contract No. 4578 with Pettijohn Engineering Co. for constructing the Birkenfeld bridge over the Nehalem River on the Nehalem Highway in Columbia County, completed December 29, 1956.

"Contract No. 4588 with Lord Brothers Contractors for constructing the 39th Avenue Undercrossing on the T. H. Banfield Expressway in Multnomah County, completed November 28, 1956

"Contract No. 4589 with Workman & Wilson for constructing Nehalem River Bridge on the Miami Valley County Road in Tillamook County, completed February 11, 1957.

EXHIBIT "C" (Cont)

"Contract No. 4659 with White Brothers Company for constructing the Meadowbrook Bridge over the Molalla River on the Woodburn-Estacada Highway in Clackamas County, completed January 28, 1957.

"Contract No. 4667 with Knight Pearcy Nursery for roadside improvement on the Hayesville Interchange Unit, Willamette River-Hayesville Section of the Portland-Salem Expressway (R. H. Baldock Freeway) in Marion County, completed January 15, 1957.

"Contract No. 4685 with Barney B. Helser for furnishing crushed materials in stockpiles on the Rock Creek-Summit Section of the Heppner-Spray Highway in Morrow and Wheeler Counties, completed November 15, 1956.

"Contract No. 4693 with Roger E. Holmes for constructing the Klatskanine River Bridge on the Youngs River Loop Highway in Clatsop County, completed November 15, 1956.

"Contract No. 4709 with Schrader Construction Co. for constructing Rooster Rock Park facilities on the Columbia River Highway in Multnomah County, completed February 14, 1957.

"Contract No. 4721 with McWaters Construction Co. for installing guard rail and snow fence on the Olds Ferry-Ontario Section of the Old Oregon Trail Highway in Malheur County, completed January 10, 1957.

"Contract No. 4722 with Schrader Construction Co. for Cape Lookout Park Extension in Tillamook County, completed February 12, 1957.

"Contract No. 4728 with LeRoy Weideman for Harris Beach State Park extension and facilities on the Oregon Coast Highway in Curry County, completed December 31, 1956.

"Contract No. 4744 with Roseburg Paving Company for grading and paving on the South Oakland Interchange Unit, Chenoweth Park-Deady Section of the Pacific Highway in Douglas County, completed December 20, 1956.

"Contract No. 4786 with Tom Lillebo for constructing Umpqua Lighthouse State Park Latrine in Douglas County, completed February 4, 1957."

THEREFORE BE IT RESOLVED that the work covered by State Highway Contracts for the construction of said State Highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

BE IT FURTHER RESOLVED that this Contracts Completed Resolution No. 59 shall be entered in the minutes and records of the Commission as of the 28th day of February, 1957.

27922

EXHIBIT "D-1"

Minutes of February 28 and March 1, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Albany-Judkins Point Section of the Pacific Highway East; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties

EXHIBIT "D-1" (Cont)

hereinafter described are necessary and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Albany-Judkins Point Section of the Pacific Highway East, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired are more particularly described in the attached list, marked EXHIBIT "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said EXHIBIT "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Pacific Highway East and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as noted as to each parcel or parcels on the attached list marked EXHIBIT "A". *

3. That the relocation, construction, improvement and maintenance of the said Albany-Judkins Point Section of the Pacific Highway East and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed t` attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

EXHIBIT "D-1" (Cont)

6. That this resolution be entered in full in the minutes and records of the Commission this 28th day of February, 1957, as Condemnation Resolution No. 737.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 737 under the heading "Real Property Condemnation Resolutions", and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "D-2"

Minutes of February 28, and March 1, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the North Jefferson Junction-Albany Section of the Pacific Highway East; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, comonly known as the Throughway Law, and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners

EXHIBIT "D-2" (Cont)

and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said North Jefferson Junction-Albany Section of the Pacific Highway East, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired are more particularly described in the attached list, marked EXHIBIT "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said EXHIBIT "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Pacific Highway East and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked EXHIBIT "A". *

3. That the relocation, construction, improvement and maintenance of the said North Jefferson Junction-Albany Section of the Pacific Highway East and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking,

EXHIBIT "D-2" (Cont)

and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 28th day of February, 1957, as Condemnation Resolution No. 738.

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*FOOTNOTE:

The name of the property owner and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 738, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

27928

EXHIBIT "D-3"

Minutes of February 28, and March 1, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Willowdale-Lyle Gap Unit, Willowdale-Madras Section of The Dalles-California Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public

welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of said Willowdale-Lyle Gap Unit, Willowdale-Madras Section of The Dalles-California Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked EXHIBIT "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said EXHIBIT "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated The Dalles-California Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked EXHIBIT "A". *

3. That the relocation, construction, improvement and maintenance of the said Willowdale-Lyle Gap Unit, Willowdale-Madras Section of The Dalles-California Highway and the Highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

EXHIBIT "D-3" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 28th day of February, 1957, as Condemnation Resolution No. 739.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 739, under the heading "Real Property Condemnation Resolutions", and said description, map and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

27931

EXHIBIT "D-4"

Minutes of February 28, and March 1, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Klamath Falls, West Side By-Pass Section of The Dalles-California Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties

hereinafter described are necessary, and that access to and from the said highway should be controlled.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the State highway system, and the relocation, construction, improvement and maintenance of the Klamath Falls, West Side By-Pass Section of The Dalles-California Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked EXHIBIT "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said EXHIBIT "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated The Dalles-California Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property.

3. That the relocation, construction, improvement and maintenance of the said Klamath Falls, West Side By-Pass Section of The Dalles-California Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

EXHIBIT "D-4" (Cont)

6. That this resolution be entered in full in the minutes and records of the Commission this 28th day of February, 1957, as Condemnation Resolution No. 740.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 740, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

27934

EXHIBIT "D-5"

Minutes of February 28, and March 1, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of , or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to locate, construct, improve and maintain the Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be located, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part

EXHIBIT "D-5" (Cont)

of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the location, construction, improvement and maintenance of the said Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked EXHIBIT "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said EXHIBIT "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said Portland-Salem Expressway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property.

3. That the location, construction, improvement and maintenance of the said Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

EXHIBIT "D-5" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 28th day of February, 1957, as Condemnation Resolution No. 741.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 741, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

27937

EXHIBIT "D-6"

Minutes of February 28, and March 1, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Mosier-The Dalles Section of the Columbia River Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, for the purpose of widening, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter

described are necessary, and that access to and from the said highway should be controlled.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said Mosier-The Dalles Section of the Columbia River Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked EXHIBIT "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said EXHIBIT "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said widened and improved Columbia River Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property.

3. That the widening, improvement and maintenance of the said Mosier-The Dalles Section of the Columbia River Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

EXHIBIT "D-6" (Cont)

6. That this resolution be entered in full in the minutes and records of the Commission this 28th day of February, 1957, as Condemnation Resolution No. 742.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 742, under the heading "Real Property Condemantion Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

27940

EXHIBIT "D-7"

Minutes of February 28, and March 1, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads; highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Hinsdale Slough-Luder Creek Section of the Umpqua Highway; and

WHEREAS, for the purpose of widening, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary and that access to and from the highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required for the construction, improvement, betterment and maintenance of highways of the state highway system and the widening, improvement and maintenance of the said Hinsdale Slough-Luder Creek Section of the Umpqua Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked EXHIBIT "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said EXHIBIT "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

EXHIBIT "D-7" (Cont)

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said Umpqua Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; provided however, that there shall be reserved unto the respective owners, their heirs and assigns, for service of the said remaining land, such access reservations as are noted as to each parcel or parcels on the said attached list marked EXHIBIT "A".*

3. That the widening, improvement and maintenance of the said Hinsdale Slough-Luder Creek Section of the Umpqua Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 28th day of February, 1957, as Condemnation Resolution No. 743.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 743, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

27942

EXHIBIT "D-8"

Minutes of February 28, and March 1, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Gold Beach-Cape Sebastian Section of the Oregon Coast Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled.

EXHIBIT "D-8" (Cont)

6. That this resolution be entered in full in the minutes and records of the Commission this 28th day of February, 1957, as Condemnation Resolution No. 744.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 744, under the heading "Real Property Condemnation Resolutions", and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "D-8" (Cont)

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Gold Beach-Cape Sebastian Section of the Oregon Coast Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked EXHIBIT "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said EXHIBIT "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Oregon Coast Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked EXHIBIT "A". *

3. That the relocation, construction, improvement and maintenance of the said Gold Beach-Cape Sebastian Section of the Oregon Coast Highway and the highway facilities for which each of the said parcels of property or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

EXHIBIT "D-9"

Minutes of February 28 and March 1, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, or donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the State Highway Commission necessary for the preservation of scenic places and other objects of attraction or scenic value adjacent to or along; or in close proximity to, state highways, or which may be conveniently reached from or by a public highway; and the Highway Commission is also authorized and empowered to acquire land and ground necessary for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds, or resorts, forest or timbered areas, or other places of attraction and scenic value which, in the judgment of the Commission, are necessary for the convenience of the public and which will contribute to the general welfare and pleasure of the motoring public or road users; and

WHEREAS, the Cape Sebastian State Park has been established by and is under the jurisdiction and control of the State Highway Commission; and

WHEREAS, the State Highway Commission plans and proposes to enlarge, develop, and maintain the Cape Sebastian State Park for public park and recreational purposes and for the convenience of the public and general welfare and pleasure of the motoring public using the highways of the State of Oregon and for such purposes and in connection therewith the real property hereinafter described is necessary;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required for public park and recreational purposes for use in the enlargement, development, and maintenance of the Cape Sebastian State Park fee simple title to certain parcels of real property. The said parcels of real property needed and required, and the specific use to be made thereof are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That the above-described real property and the park and recreational purposes for which it is being acquired is necessary for the

convenience of the public and will contribute to the general welfare and pleasure of the motoring public or road user.

3. That the park and recreational facilities for which the aforesaid real property is required and is being taken have been planned, designed, located, and will be constructed, developed, and maintained in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 28th day of February, 1957, as Condemnation Resolution No. 745.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 745, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

27947

EXHIBIT "D-10"

Minutes of February 28 and March 1, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stockpile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads; highway drainage, drainage tunnels, or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Hinsdale Slough-Luder Creek Section of the Umpqua Highway; and

WHEREAS, for the purpose of widening, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required for the construction, improvement, betterment and maintenance of highways of the state highway system and the widening, improvement and maintenance of the said Hinsdale Slough-Luder Creek Section of the Umpqua Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit A, under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit A is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

EXHIBIT "D-10" (Cont)

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said Umpqua Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; provided, however, that there shall be reserved unto the respective owners, their heirs and assigns, for service of the said remaining land, such access reservations as are noted as to each parcel or parcels on the said attached list marked Exhibit "A".*

3. That the widening, improvement and maintenance of the said Hinsdale Slough-Luder Creek Section of the Umpqua Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 28th day of February, 1957, as Condemnation Resolution No. 746.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 746, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "D-11"

Minutes of February 28 and March 1, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street, quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels, or for the elimination or prevention of hazardous point of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Black Bridge-Richland Section of the Baker Homestead Highway; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The State Highway Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Black Bridge-Richland Section of the Baker Homestead Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

EXHIBIT "D-11" (Cont)

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the relocated and improved Oregon Coast Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property, provided, however, that there shall be reserved unto the respective owners, their heirs and assigns, for service of the respective remaining land, such access reservations as are noted as to each parcel or parcels on the said attached list marked Exhibit "A".*

3. That the relocation, construction, improvement and maintenance of the said Black Bridge-Richland Section of the Baker Homestead Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 28th day of February, 1957, as Condemnation Resolution No. 747.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 747, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "D-12"

Minutes of February 28 and March 1, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; roadside developments; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Jumpoff Joe Creek-Grants Pass Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is

necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required for the convenience of the public and the general welfare and pleasure of the motoring public fee simple title to certain parcels of real property for the development and maintenance of a roadside development. The said parcels of real property needed and required, and the specific use to be made thereof are more particularly described in the attached Exhibit "A", under the name of the record owner or reputed owner, and the Commission's file number and said Exhibit "A" are by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Jumpoff Joe Creek-Grants Pass Section of the Pacific Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

3. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property, except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A". *

EXHIBIT "D-12" (Cont)

4. That the relocation, construction, improvement and maintenance of the said Jumpoff Joe Creek-Grants Pass Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

5. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

6. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

7. That this resolution be entered in full in the minutes and records of the Commission this 28th day of February, 1957, as Condemnation Resolution No. 748.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 748, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

27954

EXHIBIT "D-13"

Minutes of February 28 and March 1, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels, weighing stations; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part, relocate, construct, improve and maintain the Sandy-Forest Boundary Section of the Mt. Hood Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened in part, relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the "Throughway Law"; and

WHEREAS, for the purpose of widening in part, relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission

EXHIBIT "D-13" (Cont)

that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The State Highway Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening in part, relocation, construction, improvement and maintenance of the said Sandy-Forest Boundary Section of the Mt. Hood Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said widened and relocated Mt. Hood Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibiti "A".*

3. That the widening in part, relocation, construction, improvement and maintenance of the Sandy-Forest Boundary Section of the Mt. Hood Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is

authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 28th day of February, 1957, as Condemnation Resolution No. 749.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 749, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "D-14"

Minutes of February 28 and March 1, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right pf access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate in part, widen, construct, improve and maintain the North Jefferson Junction-Albany Section of the Pacific Highway East, and

WHEREAS, the Highway Commission has, by a resolution, ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is

necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating in part, widening, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation in part, widening, construction, improvement and maintenance of the said North Jefferson Junction-Albany Section of the Pacific Highway East, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the state and the owners should be acquired are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said widened and relocated Pacific Highway East and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attahced list marked Exhibit "A".*

3. That the relocation in part, widening, construction, improvement and maintenance of the said North Jefferson Junction-Albany Section of the Pacific Highway East and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken, is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

EXHIBIT "D-14" (Cont)

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 1st day of March, 1957, as Condemnation Resolution No. 750.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 750, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

27960

EXHIBIT "D-15"

Minutes of February 28 and March 1, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Shady Point-Booth Ranch Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, for the purpose of widening, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties

EXHIBIT "D-15" (Cont)

hereinafter described are necessary, and that access to and from the said highway should be controlled.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said Shady Point-Booth Ranch Section of the Pacific Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said widened and improved Pacific Highway and all of the continguous real property of the respective owners remaining after the appropriation of the said real property.

3. That the widening, improvement and maintenance of the said Shady Point-Booth Ranch Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

EXHIBIT "D-15" (Cont)

6. That this resolution be entered in full in the minutes and records of the Commission this 1st day of March, 1957, as Condemnation Resolution No. 751.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 751, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "D-16"

Minutes of February 25 and March 1, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate in part, widen, improve and maintain the Camp Creek-Paulina Unit, Post-Paulina Section of the Paulina Secondary Highway; and

WHEREAS, for the purpose of widening, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation in part, widening, improvement and maintenance of the said Camp Creek-Paulina Unit, Post-Paulina Section of the Paulina Secondary Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That the relocation in part, widening, improvement and maintenance of the said Camp Creek-Paulina Unit, Post-Paulina Section of the Paulina Secondary Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 1st day of March, 1957, as Condemnation Resolution No. 752.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 752, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "D-17"

Minutes of February 28 and March 1, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to establish, construct and maintain the Ferry Street Bridge-Mohawk Road Section of the Eugene-Springfield Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be established, constructed and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare

EXHIBIT "D-17" (Cont)

promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary; and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the establishment, construction and improvement of the said Ferry Street Bridge-Mohawk Road Section of the Eugene-Springfield Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A" under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said established Eugene-Springfield Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A".*

3. That the establishment, construction and maintenance of the said Ferry Street Bridge-Mohawk Road Section of the Eugene-Springfield Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or in

EXHIBIT "D-17" (Cont)

his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 1st day of March, 1957, as Condemnation Resolution No. 753.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 753, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

27968

EXHIBIT "E"

Minutes of February 28 and March 1, 1957

RESOLUTION

WHEREAS, pursuant to the provisions of ORS 366.810, there have been by the Oregon State Highway Commission apportioned to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

From revenues accrued during the First Six-month period of 1956	
Dufur	$ 1,472.05
Grass Valley	572.46
Mitchell	1,212.10
Mosier	756.47
North Powder	1,203.34
Yamhill	1,498.33

From revenues accrued during the Second Six-month period of 1956	
Seaside	$14,001.50

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

EXHIBIT "E" (Cont)

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 28th day of February, 1957.

27970

EXHIBIT "F"

Minutes of February 28 and March 1, 1957

RESOLUTION

WHEREAS, pursuant to Section 110 (b) of the Federal Aid Highway Act of 1956, if the Secretary of Commerce shall determine that it is necessary for the expeditious completion of projects on any of the Federal Aid Highway Systems, including the Interstate System, he may advance to any state out of any existing appropriations, the federal share of the cost of construction thereof, to enable the State Highway Department to make prompt payment for acquisition of right of way, and for construction as it progresses:

WHEREAS, the State Highway Commission has made application for an advance of Federal Aid funds, and will, from time to time, make application for additional advances of Federal Aid funds, which, when received, will be deposited with the State Treasurer, where they will be credited to a "trust fund" account for the Highway Department;

WHEREAS, warrants will be written by the Secretary of State for payment from the "trust fund" account to the State Highway Department upon receipt of vouchers, properly authenticated by the signature of officials designated by resolution of the State Highway Commission.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The State Highway Commission auditor and assistant auditor are hereby expressly authorized to authenticate the vouchers submitted to the Secretary of State for disbursement of funds under Federal Aid participation projects.

2. This Miscellaneous Resolution No. 205, be entered in the minutes and records of the Oregon State Highway Commission as of the 28th day of February, 1957, and the Secretary is hereby ordered to mail a copy hereof to the Secretary of State.

EXHIBIT "G"

Minutes of February 28, and March 1, 1957

RESOLUTION

WHEREAS, on November 9, 1956, the Highway Commission adopted a resolution amending a resolution adopted by the Highway Commission on May 11, 1954, designated as miscellaneous resolution 111 authorizing the issuance of permits pursuant to the provisions of ORS 483.528, for the movement of any vehicle or combination of vehicles, article, property or thing having any gross weight or dimension, or of a description not otherwise permitted to move over state highways; and

WHEREAS, based upon investigations and studies made by the State Highway Engineer and his recommednations to the Commission, it is the opinion of the Commission that Paragraph 4 of said resolution of May 11, 1954, as amended November 9, 1956, should be further amended in certain particulars; and

WHEREAS, the Commission believes that the public interest will be best served by further amending said Paragraph 4 of said resolution in the manner hereinafter set forth.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED AND ORDERED by the Commission, as follows:

1. That Paragraph 4 of the said resolution adopted by the State Highway Commission on May 11, 1954, as amended on November 9, 1956, is hereby further amended to read as follows:

> Paragraph 4. That when either the State Highway Engineer, Deputy State Highway Engineer, any Assistant State Highway Engineer, Director of Permits, Transportation Permit Supervisor, or the personnel hereinafter designated in Paragraphs 10 and 11, find that the proposed movement is to be made over a highway classified as either a group 1 or group 2 highway as set forth in resolution of the Commission, dated December 19, 1955, pertaining to issuance of permits pursuant to the provisions of ORS 483.525, and all amendments and supplements thereto that have been or may thereafter be adopted, they are authorized to issue a permit for such movement, subject to the limitations hereinafter stated, having gross weights not in excess of the following, to wit:
>
> Maximum gross weight of any vehicle or combination of vehicles, 96,000 pounds.
>
> Maximum gross weight of any axle 21,500 pounds.

EXHIBIT "G" (Cont)

Maximum gross weight of any tandem axle 43,000 pounds.

Maximum gross weight in pounds of any group of axles spaced more than 18 feet apart is determined by the formula W = 1200 x (L + 40).

Maximum gross weight in pounds of any group of axles spaced 18 feet or less apart is determined by the formula W = 1000 x (L + 40).

In addition, permits may be issued for the movement of unladen construction equipment having a maximum gross weight of any single axle exceeding 21,500 pounds, when such single axle is equipped with low-pressure tires operated at a pressure of not more than 25 pounds per square inch in accordance with the following minimum tire sizes and maximum weights.

Minimum tire width		Maximum Axle weight
No.	Cross Section Diameter	
2	21-inch (or equivalent)	26,000 pounds
2	24-inch (or equivalent)	34,000 pounds
2	27-inch or larger	36,000 pounds
2	18-inch (or equivalent)	24,000 pounds

2. That this resolution be entered in the minutes and records of the Commission as of the 28th day of February, as Miscellaneous Resolution No. 111b, and that the original of this resolution be filed in the office of the Secretary of the State Highway Commission, and that a copy of this resolution be furnished to each the Superintendent of State Police, the Public Utilities Commissioner, the Secretary of State and the Director of the Department of Motor Vehicles.

27973

EXHIBIT "H-1"

Minutes of February 28 and March 1, 1957

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Halsey-Sweet Home Secondary Highway

Highway Number 212 Route number State 228

Location of Termini		Established Speed
M.P.	to M.P.	M.P.H.
From M.P. 5.49 (50 feet West of the Southern Pacific railroad crossing)	5.65 (West City limits of Brownsville)	45
From M.P. 6.57 (East City limits of Brownsville)	6.70 (50 feet east of Blakely Avenue)	35

EXHIBIT "H-1" (Cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 242 be entered in the minutes and records of the Commission as of the 28th day of February, 1957.

EXHIBIT "H-2"

Minutes of February 28 and March 1, 1957

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Tualatin Valley Highway

Highway number 29 Route number State Route 6

Location of Termini		Established Speed
M.P.	to M.P.	M.P.H.
11.27 (50 feet east of southwest 276th Avenue)	11.55 (most easterly east city limits of Hillsboro)	50
11.73 (middle east city limits of Hillsboro)	11.80 (westerly east city limits of Hillsboro)	50

27976

EXHIBIT "H-2" (Cont)

13.59 (west city limits on Base-line Street)	13.71 (0.13 mile west of Dennis Avenue in Hillsboro)	25
13.71 (0.13 mile west of Dennis Avenue)	13.95 (150 feet west of Main Street)	40
13.51 (Hillsboro west city limits on Oak Street)	13.72 (0.21 mile west of Dennis Avenue)	30

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 245 be entered in the minutes and records of the Commission as of the 28th day of February, 1957.

27977

EXHIBIT "H-3"

Minutes of February 28 and March 1, 1957

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Pacific Highway East

Highway number 1E Route number 99E

M.P	to M.P.	M.P.H.
76.28 (West city limits of Albany)	76.42 (0.14 mile south and west of the west city limits of Albany)	45

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

EXHIBIT "H-3" (Cont)

BE IT FURTHER ORDERED that a previous order, namely Speed Limit Resolution No. 234, enacted November 8, 1956, which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 243 be entered in the minutes and records of the Commission as of the 28th day of February, 1957.

27979

EXHIBIT "H-4"

Minutes of February 28 and March 1, 1957

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Beaverton-Hillsdale Highway

Highway number 40 Route number Oregon 6

50 MPH from the east city limits of Beaverton (M.P. 1.61) to a point 0.14 mile east of S. W. 78th Avenue (M.P. 2.89) except that the indicated speed shall be 20 MPH during the hours of school crossings at the following locations:

(1) Between a point 0.11 mile west of S. W. 91st Avenue (M.P. 1.96) and a point 0.12 mile east of S. W. 91st Avenue (M.P. 2.19)

(2) Between a point 500 feet west of S. W. Laurelwood Drive (M.P. 2.46) and a point 500 feet east of S. W. 78th Avenue (M.P. 2.85)

40 MPH from a point 0.14 mile east of S. W. 78th Avenue (M.P. 2.89) to a point 0.12 mile east of S. W. 42nd Avenue (M.P. 4.69)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled, particularly Speed Zone Resolution No. 23 adopted August 9, 1948, and Speed Zone Resolution No. 29 adopted September 21, 1949.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 246 be entered in the minutes and records of the Commission as of the 28th day of February, 1957.

EXHIBIT "H-5"

Minutes of February 28 and March 1, 1957

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Siuslaw Highway

Highway number 34 Route number Oregon 36

Location of Termini		Established Speed
M.P.	to M.P.	M.P.H.
9.06 (0.30 mile west of Divide Creek)	9.43 (350 feet east of Divide Creek)	45

EXHIBIT "H-5" (Cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 244 be entered in the minutes and records of the Commission as of the 28th day of February, 1957.

EXHIBIT "I"

Minutes of February 28 and March 1, 1957

RESOLUTION

WHEREAS, the State Highway Commission is authorized to designate main traveled or "through" highways or sections thereof by placing at the entrances thereto from intersecting highways signs or markers, notifying drivers of vehicles to stop before entering or crossing such designated highway or highways, and the State Highway Commission is further authorized to designate particular intersections and place such stop signs or markers at one or more entrances thereto; and

WHEREAS, the Commission heretofore on the 21st day of September 1949, adopted a resolution by which certain state highways and sections thereof were declared to be and were designated as main or "through" highways, and the State Highway Engineer was instructed to properly mark the same; and

WHEREAS, by said resolution of September 21, 1949, the Highway Commission declared the Wasco-Heppner Highway No. 300 to be a "through" highway and stipulated that traffic should stop before entering said highway; and

WHEREAS, since adoption of said resolution of September 21, 1949, a traffic engineering investigation has been made which reveals that the volume of traffic on the Condon Air Force Base Road, a county road which intersects the Wasco-Heppner Highway, is greater than the volume of eastbound traffic on the Wasco-Heppner Highway, and based upon results of said investigation the State Highway Engineer has recommended a modification of the order contained in the aforementioned resolution of September 21, 1949.

NOW, THEREFORE, based upon the results of said traffic engineering investigation and upon the recommendation of the State Highway Engineer, this Commission does hereby find, declare, resolve and order as follows:

1. That said resolution of September 21, 1949 be amended by adding the following exception pertaining to the Wasco-Heppner Highway:

"Exception: Eastbound traffic on the Wasco-Heppner Highway No. 300, (ORE 206), shall stop before entering the junction of the Condon Air Force Base Road at M.P. 40.17."

In all other respects the provisions of said resolution of September 21, 1949, shall remain in full force and effect.

EXHIBIT "I" (Cont)

2. That traffic on the Condon Air Force Base Road shall not be required to stop before entering the Wasco-Heppner Secondary Highway at M.P. 40.17.

3. That the State Highway Engineer be and he hereby is instructed to place or cause to be placed and thereafter maintain the necessary signs and markers to accomplish the traffic control and regulation contemplated by this resolution. Such signs as may be erected at said intersection shall conform to the types and standards heretofore approved by the Commission.

4. That this resolution shall be entered in the minutes and records of the Commission as of the 28th day of February, 1957, as "Through Highways" Resolution No. 13d, and a duly certified copy thereof delivered to the U. S. Bureau of Public Roads, and a like copy to the County Clerk of Gilliam County and to the Superintendent of the Department of State Police for their information.

EXHIBIT "J"

Minutes of February 28 and March 1, 1957

RESOLUTION

WHEREAS, the Forty-Sixth Legislative Assembly enacted Chapter 405, Oregon Laws 1951, now known as ORS 483.502-483.998; and

WHEREAS, the Highway Commission, pursuant thereto on the 16th day of July, 1951, adopted by resolution certain forms of permits and thereby approved the same; and

WHEREAS, by the terms of said resolution, the Commission reserved the right to change or modify their action by subsequent resolution; and

WHEREAS, the Commission now desires to make certain changes and modifications in the forms of permit as hereinafter set forth:

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED AND ORDERED by this Commission, all of the members being present and voting affirmatively, as follows:

1. That Paragraph 5 of Permit Form "Exhibit D", - Transportation Permit for Excess Length or Weight - Logs, Poles or Piling (6-Wheeler) - Permit Form E-322, is amended and modified to read as follows, to-wit:

> No turning movement shall be made entering or leaving any highway until such movement can be negotiated without endangering other traffic, having due regard for the length, rear overhang and "tailsweep" of the load. Consideration should also be given to the speed and volume of traffic on the highway, weather, including visibility and road surface conditions, and the length of time required to complete the turning movement.
>
> All loads shall enter and leave the highways described herein only at an intersection with county roads, city streets or approved highway approaches of private roads. A flagman shall be maintained by the permittee at each point where loads enter or leave the highway if the sight distance available is insufficient to accomplish the turning movement in complete safety.

2. That Paragraph 5 of Permit Form "Exhibit E", - Transportation Permit for Excess Length - Logs, Poles or Piling (4-Wheeler) - Permit Form E-323, is amended and modified to read as follows, to-wit:

> No turning movement shall be made entering or leaving any highway until such movement can be negotiated without

EXHIBIT "J" (Cont)

endangering other traffic, having due regard for length, rear overhang and "tailsweep" of the load. Consideration should also be given to the speed and volume of traffic on the highway, weather, including visibility and road surface conditions, and the length of time required to complete the turning movement.

All loads shall enter and leave the highways described herein only at an intersection with county roads, city streets or approved highway approaches of private roads. A flagman shall be maintained by the permittee at each point where loads enter or leave the highway if the sight distance available is insufficient to accomplish the turning movement in complete safety.

3. That as amended and modified, said "Exhibits D and E" are hereby readopted and approved and the appropriate authorities are authorized and directed to make the changes aforesaid in the said Permit Forms, provided, however, that all permits issued pursuant to resolution adopted July 16, 1951, shall remain in full force and effect and be valid for the period of time issued or, if no time is stated, for one year from date of issuance, unless revoked at an earlier date by duly authorized authority.

4. That the Commission hereby reserves the right to change or modify the action hereby taken, but any change or modification shall be evidenced by a resolution or order entered in the minutes and records of the Commission.

5. That this resolution be entered in the minutes and records of the Commission as of the 28th day of February, 1957, and that the original of this resolution be filed in the office of the Secretary of the State Highway Commission, and that a copy of this resolution be furnished to each the Superintendent of State Police and the Public Utilities Commissioner.

EXHIBIT "K"

Minutes of February 28 and March 1, 1957

RESOLUTION

WHEREAS, under the provisions of ORS 483.520 through ORS 483.525, the State Highway Commission is authorized to grant written revocable permits for the operation for a period not exceeding one year over State highways of vehicles having a height in excess of twelve and one-half feet but not in excess of thirteen and one-half feet, under terms and conditions set forth in said statutes; and

WHEREAS, it is the judgment and opinion of this Commission that the granting of permits for the operation of vehicles and combinations of vehicles of a height not exceeding thirteen and one-half feet over certain state highways and sections of highways, subject to terms and conditions set forth hereinafter, will not endanger the traveling public or highways or highway structures; and

WHEREAS, in the judgment and opinion of this Commission, the adoption of a standard form of permit for the operation of vehicles or combinations of vehicles having a height not in excess of thirteen and one-half feet, which standard form of permit incorporates adequate regulations of the Commission for the protection of highways, highway structures, and the traveling public, and does not require the signature of the Commission, would facilitate the issuance of such permits with less delay to the applicant and with less cost and inconvenience to the State,

NOW, THEREFORE, BE IT RESOLVED BY THIS COMMISSION, all members being present and voting affirmatively as follows:

1. That subject to such action as the Commission may hereafter deem to be in the public interest, the issuance of permits for the operation over state highways of vehicles or combinations of vehicles, including any load thereon, having a height in excess of twelve and one-half feet, but not in excess of thirteen and one-half feet, pursuant to the provisions of ORS 483.520 through ORS 483.525, hereby is authorized on the form of permit which is attached hereto and is hereby approved and adopted by this Commission.

2. The State Highway Engineer is directed to determine the state highways upon which there is any overhead structure or other obstruction having a vertical clearance less than fourteen feet above any point on the roadway surface if the effective roadway width is less than twenty feet, or within ten feet from the center line of the highway if the effective roadway width is more than twenty feet. A list of such highways or sections of highways shall be attached to each permit issued pursuant to this resolution. No such permit shall be issued or valid for

EXHIBIT "K" (Cont)

the operation of any vehicle or combination of vehicles having a height in excess of twelve and one-half feet over any highway or section of highway set forth on said list.

3. That permits on said attached form may be issued for and by the State Highway Commission within the meaning, purpose and intent of ORS 483.520 through ORS 483.525, and shall be valid when bearing the facsimile signature of W. C. Williams, State Highway Engineer, and signed by any one of the following designated persons:

State Highway Engineer
First Assistant State Highway Engineer
Second Assistant State Highway Engineer
Director of Permits
Transportation Permit Supervisor

Provided that in case of emergency, permits upon said form may be issued from field offices, but only when the issuance of such permit has first been approved by the Director of Permits or by the Transportation Permit Supervisor. Any permit issued from a field office shall be valid when bearing the facsimile signature of W. C. Williams, State Highway Engineer, and signed by any person designated by the Director of Permits as being duly authorized to issue permits, in accordance with the resolution of this Commission adopted on July 11, 1952.

4. All permits issued pursuant to this resolution shall be valid for a period of one year from the date of issuance; provided, however, that any permit issued pursuant to this resolution may be revoked by this Commission, if such action is deemed necessary in the public interest.

5. That no permit shall be issued pursuant to this resolution for the operation of any vehicle or combination of vehicles engaged in transporting lumber, baled hay or logs, except that permits may be issued for the operation of a vehicle or combination of vehicles engaged in the transportation of one-log loads only.

6. That the persons named in paragraph 3 hereof are hereby authorized to issue permits for vehicles or combinations of vehicles of the height, including loads, of over twelve and one-half feet but not over thirteen and one-half feet, subject to the restrictions herein set forth and in the form as provided herein for the movement of vehicles or combination of vehicles when the nature and type of vehicles or combination of vehicles and loads thereon are such that the movement thereof can be made without endangering the traveling public and highways or highway structures.

EXHIBIT "K" (Cont)

7. That resolution adopted by this Commission on October 29, 1953, pertaining to the issuance of permits for the operation of vehicles or combinations of vehicles having a height in excess of twelve and one-half feet, and identified as Exhibit "G" in the records and minutes of the meeting of this Commission held on October 29, 1953, is hereby rescinded; provided, however, that all permits issued pursuant to said resolution before February 28, 1957, shall remain in full force and effect for a period of one year from the date of issuance, unless revoked at an earlier date by this Commission.

8. That the Commission hereby reserves the right to change or modify the action hereby taken, but any change or modification shall be evidenced by resolution or order entered in the minutes and records of the Commission.

9. That this resolution be entered in the minutes and records of the Commission as of the 28th day of February, 1957 as Miscellaneous Resolution No. 99 "A", and that the original of this resolution be filed in the office of the State Highway Commission, and that a copy thereof be furnished to each the Secretary of State, Public Utilities Commissioner, and the Superintendent of State Police.

Form No. E-347 Rev. 3-57

OREGON
STATE HIGHWAY DEPARTMENT

27990

----------, Oregon, ----------, 19--

TRANSPORTATION PERMIT (TEMPORARY) FOR CONTINUOUS OPERATION OF OVERHEIGHT VEHICLES

THIS COPY FOR	
P.U.C. OFFICE	
STATE POLICE	
WEIGHMASTER	

Under authority of ORS 483.520, the above-named permittee is hereby authorized to operate the truck or truck-tractor identified herein, or a combination of vehicles employing the truck or truck-tractor identified herein, having an over-all height, including load thereon, in excess of 12 feet 6 inches but not in excess of 13 feet 6 inches, over all State highways except those highways or sections of highways indicated on the reverse hereof.

DESCRIPTION OF HAULING EQUIPMENT

MAKE OF TRUCK OR TRACTOR | MOTOR NO. | FIRM NO.

1. This permit is issued for and authorizes the operation of van type vehicles and equipment engaged in the transportation of:

2. The posting of any highway or structure to reduced limits of height shall be to that extent a modification of the height allowed under this permit. The provisions of this permit do not relieve the owner or driver of any vehicle or combination of vehicles from the exercise of due care in determining that sufficient vertical clearance is provided upon the highways and streets where the vehicle or combination of vehicles is being operated.

3. The owner and driver or chauffeur of any vehicle or combination of vehicles described above using the highways or bridges of this State in violation of any of the provisions of this permit shall be jointly and severally liable to the State for all damage done to a highway or bridge as a result of the violation.

4. This permit is authority only for the operation of vehicles or combinations of vehicles having a height in excess of 12 feet 6 inches but not in excess of 13 feet 6 inches, and any vehicle or combination of vehicles operated under authority of this permit must comply with the requirements of ORS 483.504, ORS 483.506, ORS 483.508, ORS 483.520, ORS 483.522, ORS 483.524, ORS 483.525 and ORS 483.530, or permits issued pursuant thereto, with respect to size, weight, description, type of construction, etc. All equipment operating under authority of this permit shall be properly licensed, shall carry proper Oregon P.U.C. authorization, and except as modified by this or any other valid transportation permit, shall conform with the Oregon Motor Vehicle Laws and the Oregon Motor Transportation Code.

5. This permit must be carried at all times in the cab of the truck or truck-tractor, as the case may be, and shall be available for inspection by any police officer or representative of the State Highway Department or the Public Utilities Commissioner.

6. This permit is of a temporary nature only and will expire on ----------, provided that at any time prior thereto this permit may be cancelled by the State Highway Commission for violation of any of the terms and conditions of this permit, or when, in the judgement of the Highway Commission, public interest requires cancellation of this permit.

THIS PERMIT NOT VALID FOR MOVEMENT OF ANY VEHICLE WHEN OPERATING UNDER A FORM E-250 PERMIT ISSUED PURSUANT TO ORS 483.528.

OREGON STATE HIGHWAY COMMISSION

By W. C. WILLIAMS, State Highway Engineer

Countersigned by ----------

Title ----------

27991

Hwy. No.	Name		Route
3	Oswego	West Linn To Oregon City	ORE43
6	Old Oregon Trail	Nyssa To Idaho State Line	US26-2
7	Central Oregon	Jct. With US97. Wall St. To E. 1st St. In Bend	US20
7	Central Oregon	Jct. With US395 East Of Burns To Vale	US20
9	Oregon Coast	Cannon Beach Jct. To Wheeler	US101
12	Baker-Homestead	Robinette To Idaho State Line	- -
26	Mt. Hood	Hood River To Jct. Odell Sec. Hwy.	ORE35
36	Pendleton-Cold Springs	Cold Springs To Jct. With US730	- -
102	Nehalem	Jct. US26 Near Buxton To Vernonia	ORE47
128	Crown Point	Troutdale To Dodson	US30
155	Amity-Dayton	Dayton To Jct. With US99W	ORE221
160	Cascade	Oregon City 18th St. Connection Between US99E And ORE213	ORE213
180	Eddyville-Blodgett	Jct. With US20 West Of Eddyville To Nortons	- -
181	Siletz	Toledo To Siletz	ORE229
191	Kings Valley	Dallas To Jct. With US20 At Wren	ORE223
201	Alsea-Deadwood	Deadwood To Paris	- -
212	Halsey-Sweet Home	Brownsville To Crawfordsville	ORE228
220	Richardson-Eugene	Richardson To Elmira	- -
225	McVeigh Sec.	Jct. With US1 6 To Jct. With US99 North Of Goshen	- -
260	Rogue River Loop	Grants Pass To Wilderville	- -
290	Sherars Bridge	Tygh Valley To Grass Valley	ORE216
291	Shaniko-Fossil	Entire Length	ORE218
300	Wasco-Heppner	Wasco To Condon	ORE206
390	Service Creek-Mitchell	Entire Length	ORE207
452	Adrian-Parma	Adrian To Idaho State Line	- -

Rev. 2-8-57

Portland, Oregon
March 28, 1957

The Oregon State Highway Commission met in regular session at 9:00 a.m. in the Queens Room of the Imperial Hotel. Present were:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway Engineer
W. W. Stiffler, Assistant State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
Robert L. May, Jr., Acting Chief Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

Bids as follows were opened and read aloud by the Secretary who then announced that the Commission would award contracts at 3:30 p.m. in the same room.

CLATSOP COUNTY
CLEAN AND PAINT YOUNGS BAY BRIDGE ON OREGON COAST HIGHWAY IN THE CITY OF ASTORIA

O & S Painters, Inc., Tigard	$ 4,900.00
George A. Macom Painting Co., Portland	6,000.00
Tri-State Painting Co., Portland	6,720.00
J. E. Brown Co., Portland	6,730.00
C. H. Savage Co., Portland	6,735.00
Pacific Marine Service, Portland	7,494.00
John W. Burns & Sons Painting Co., Portland	12,463.00
A. H. Barbour & Sons, Inc., Portland	15,600.00

COOS COUNTY
CLEAN AND PAINT SOUTH SLOUGH BRIDGE ON CAPE ARAGO HIGHWAY AND POWERS BRIDGE OVER SOUTH FORK COQUILLE RIVER ON POWERS HIGHWAY

Pacific Marine Service, Portland	$ 8,100.00
Tri-State Painting Co., Portland	8,800.00
John W. Burns & Son Painting Co., Portland	16,732.00
J. E. Brown Co., Portland	17,019.00
John P. McGuire, San Jose, California	19,500.00
A. H. Barbour & Son, Inc., Portland	35,600.00

JEFFERSON COUNTY
GRADING AND OILING ON WILLOWDALE-LYLE GAP SECTION OF THE DALLES-CALIFORNIA HIGHWAY

Rogers Construction Co., Portland	$ 718,514.00
F. L. Somers, Medford*	745,657.50
Durbin Bros., Eugene	778,121.45
Earl L. McNutt Co., Eugene	792,103.80
R. A. Heintz Construction Co., Portland	815,281.00
Natt McDougall Co., Portland	824,788.60
Kuckenberg Construction Co., Portland	826,655.60
G. D. Dennis & Sons, Portland	827,783.70
J. Ira McNutt Co., Springfield	842,910.50
Goodfellow Bros., Inc., Wenatchee, Wn.	854,015.00
Fred H. Slate Co. & E. C. Hall Co., Portland	888,389.00
Parker Schram Co., Portland	930,870.90
J. W. Briggs, Bend	1,081,697.50

*Bidder will not accept award of more than one project at this letting.

JOSEPHINE COUNTY
CLEAN AND PAINT ROBERTSON BRIDGE OVER ROGUE RIVER ON ROGUE RIVER LOOP HIGHWAY

Pacific Marine Service, Portland	$ 3,250.00
George A. Macom Co., Portland	4,000.00
Tri-State Painting Co., Portland	5,000.00
J. E. Brown Co., Portland	7,122.00
John W. Burns & Sons Painting Co., Portland	9,312.00
John P. McGuire, San Jose, California	13,000.00
A. H. Barbour & Son, Inc., Portland	24,000.00

KLAMATH COUNTY
OILING AND ROCK PRODUCTION ON FORT KLAMATH, CHILOQUIN AND KLAMATH FALLS HIGHWAYS

Babler Bros., Inc., Portland	$ 89,222.00
J. C. Compton Co., McMinnville	91,482.00
Dorman Construction Co., Vancouver, Wn.	94,618.00
Asphalt Paving Co., Klamath Falls	95,846.00
Morse Bros., Lebanon	104,093.00

LANE COUNTY
CLEAN AND PAINT WILLAMETTE RIVER BRIDGE ON MCKENZIE HIGHWAY

O & S Painter, Inc., Tigard	$ 7,900.00
C. H. Savage Co., Portland	14,646.00
Tri-State Painting Co., Portland	15,000.00
Pacific Marine Service, Portland	15,900.00
Hall Erection & Painting Co., Portland	16,339.00

March 28, 1957

Clean and paint Willamette River Bridge on McKenzie River Highway - Cont.

John W. Burns & Sons Painting Co., Portland	$ 17,169.00
Andrew Nesheim, Edmonds, Wn.	19,832.00
J. E. Brown Co., Portland	24,871.00
John P. McGuire, San Jose, Calif.	37,000.00
A. H. Barbour & Son, Inc., Portland	40,800.00

LINN COUNTY

CONSTRUCT PACIFIC HIGHWAY OVERCROSSING OF S.P.R.R. AT JEFFERSON JUNCTION

Johnston & Bryant, Newberg	$ 174,977.00
C. M. Corkum Co., Inc., Portland	182,336.00
Glenn Snook, Eugene	184,773.50
Hamilton & Thoms, Eugene	184,962.00
Tom Lillebo Construction Co., Reedsport	195,672.00
Valley Construction Co., Portland*	199,544.00
Inland Construction Co., Milwaukie	206,526.00
Schrader Construction Co., Portland	209,240.00
Orlando C. Bennard, Portland*	212,426.00
Babler Bros., Inc., Portland	220,604.00
Donald M. Drake Co., Portland	224,448.00
Natt McDougall Co., Portland	230,243.25
Lee Hoffman, General Contractors, Beaverton	237,004.00

*Bidder will not accept award of more than one project at this letting.

MALHEUR COUNTY

GRADING AND OILING ON THE N. UNIT, VALE-GRAND AVENUE SECTION OF THE LYTLE BOULEVARD ROAD SOUTH OF VALE

Babler Bros., Inc., Portland	$ 167,625.00
C. E. Leseberg, Nyssa	206,188.00
Natt McDougall Co., Portland	206,610.80
Henry H. Miller Contractors Inc., Roseburg	237,158.00

MARION COUNTY

FENCING ON WILLAMETTE RIVER-HAYESVILLE SECTION OF THE PORTLAND-SALEM EXPRESSWAY

J. C. Compton Co., McMinnville	$ 7,009.00
Cushing Bros., Salem	7,302.40
J. J. Walton, Salem	7,758.80
Fred S. Stubbert, Springfield	7,824.00
James G. Robertson, Clackamas	8,459.70

MARION, LINCOLN AND CLACKAMAS COUNTIES
OILING ON THREE STATE HIGHWAYS NEAR TOLEDO, SALEM AND WOODBURN

J. C. Compton Co., McMinnville	$ 26,631.00
Central Paving Co., Independence	28,863.00
Morse Bros., Lebanon	29,909.50
Horton Construction Co., Portland	30,035.95
Babler Bros., Inc., Portland	31,311.00

UMATILLA COUNTY
CONSTRUCT WILD HORSE CREEK BRIDGE ON PRESTON STREET IN CITY OF ADAMS

Harold E. Ray & L. O. Fusby, Hermiston	$ 9,970.00
Clark & Wells, Hermiston	10,162.50
Walter N. Jackson, Hermiston	12,190.00
Morrison & Co., Inc., Walla Walla, Wn.	12,195.00
Henry G. Stach, Oakridge	14,155.00

UNION COUNTY
LEVELING AND OILING ON COVE AVENUE AND FRUITDALE ROAD SECTIONS OF SAID COUNTY ROADS

Russell Olson Construction Co., Inc., Pendleton	$ 32,650.00
Morrison & Co., Inc., Rufus	36,418.00
Leslie Harris, Pendleton	36,805.00

UNION COUNTY
CONSTRUCTION OF GLOVER OVERCROSSING OF UNION PACIFIC RAILROAD

Orlando C. Bennard, Portland*	$ 120,800.00
Teeples & Thatcher, Portland	128,605.00
Rogers Construction, Inc., Portland	128,830.00
Babler Bros., Inc., Portland	128,865.00
Valley Construction Co., Portland*	129,025.00
George E. Berry, Beaverton	129,355.00
Schrader Construction Co., Portland	131,100.00
Hamilton & Thoms, Eugene	134,430.00
White Bros. Co., Walla Walla, Wn.	142,215.00

*Bidder will not accept award of more than one project at this letting.

WASCO COUNTY
GRADING ON WEST UNIT, SHOGREN-ROWENA SECTION OF THE COLUMBIA RIVER HIGHWAY

Earl L. McNutt Co., Eugene	$ 250,723.80
Vernie Jarl, Gresham	267,066.50
Kuckenberg Construction Co., Portland	282,485.00

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Grading on West Unit, Shogren-Rowena Section of the Columbia River Highway, - Cont.

Natt McDougall Co., Portland	$ 292,934.50
G. D. Dennis & Sons, Portland	329,882.00
F. L. Somers, Medford*	335,208.00
R. A. Heintz Construction Co., Portland	344,271.50
J. Ira McNutt Construction Co., Springfield	344,743.80
C. H. Strong Engineering & Construction, Eugene	353,008.00
Morrison Knudsen Co., Inc., Pendleton	357,468.50
Parker Schram Co., Portland	358,250.20
Babler Bros., Inc., Portland	378,698.00

*Bidder will not accept award of more than one project.

YAMHILL COUNTY
GRADING AND PAVING LAFEYETTE STREET IN CITY OF DAYTON

Warren Northwest, Inc., Portland	$ 11,540.00
Central Paving Co., Independence	11,605.00
Salem Blacktop Paving Co., Salem	11,651.50
K. F. Jacobsen & Co., Inc., Portland	12,431.00

The Parks Superintendent reported on the following park matters:

1. Request of Coos-Curry County Electric Cooperative for permission to construct a power line across Cape Sebastian State Park and a Forest Wayside north of Brookings: The Parks Superintendent reported that in crossing Cape Sebastian Park little damage would be done but in the wayside north of Brookings it is planned to construct the power line diagonally across the wayside, which will leave areas subject to blowdown and will necessitate the cutting of all trees on a strip 400 feet wide. He estimated that approximately 650,000 board feet of timber will be destroyed, the value of which has been appraised by the State Forestry Department at $22.00 per thousand, or an approximate total of $14,300. He suggested that the Co-op be asked to change the location of its line through the wayside or, if that is not feasible, that they be required to pay for all timber that is cut, plus that which will most probably be lost by wind damage. The Commission indicated approval of the recommendation but deferred definite action pending appearance of a delegation on the following day. (On the following day Mr. Shavere, who appeared in behalf of the Co-op, stated that it would be almost impossible to change the location of their line because of the steepness of the terrain, and that the Co-op is willing to pay the going price for timber that will be destroyed by construction of the line. The Parks Superintendent was instructed to work out with the Co-op the best feasible plan and present a report to the Commission.)

2. Proposal of the Columbia Gorge Commission that the State acquire from the City of Portland an 80-acre tract known as McLoughlin

Park near Dodson in the Columbia Gorge: The Parks Superintendent recalled that the area was offered to the State in 1947 and again in 1950 but was not accepted because it was considered unfit for a state park. However, now that lands are being acquired for preservation of scenic values in the Gorge it does fit into the present park scheme and he recommended that he be authorized to negotiate with the City of Portland for acquisition of the land as a gift, on the basis that minimum facilities for park use will be provided, and with the assurance that the land will be used for park purposes only. The Commission approved the recommendation.

3. Offer of the City of Delake to donate 20 acres of land on the north side of Devils Lake for park purposes: This area is low, the Parks Superintendent stated, and will have to be raised approximately 2 feet to be usable. Water and power are easily accessible and the area also provides an access to the beach. He estimated the cost of development at $65,000 and the annual use at 75,000 people, mostly local. An investigation is now being made, he continued, to determine if approximately 100 acres of land at the southeast corner of the lake can be purchased. He estimated the cost of development of such area at $102,000 and the annual use at 150,000 people. It was his feeling that this larger area is more desirable than the one offered by the city, and that it would be farther removed from the cities of Oceanlake and Delake, thereby removing to some extent the providing of park facilities for local communities, which is contrary to Commission policy. Action was deferred by the Commission pending appearance of a delegation the following day. (The delegation which appeared before the Commission injected the idea of establishing a park with overnight camping facilities. The Commission instructed the Parks Superintendent to study areas in the vicinity of Oceanlake, Delake, and Salmon River that would be suitable for overnight camping, and present a report.)

4. Request of E. A. McMullin, Bend, Oregon, for a change in the location of his entrance road across Tumalo State Park on the McKenzie-Bend Highway: The present roadway, the Parks Superintendent explained, is very steep and rough, whereas, the proposed location will provide a better roadway to McMullin's property and will not be detrimental to the park area. Upon his favorable recommendation, the Commission approved the requested change and ordered the matter covered by appropriate permit.

5. Request of George Kronenberg of Bandon that the State take over and develop a park area immediately south of the Coquille jetty in Bandon: The Parks Superintendent recalled that this same proposal was made in 1952 and was rejected at that time because it was felt that development of the area that the State now owns south of Bandon is of more importance; moreover, during the past five years the proposed area has been further reduced in value for park purposes because of construction of homes. He recommended that Mr. Kronenberg's request be denied. The Commission approved his recommendation, it being the feeling of the Commission that development of the area proposed by Mr. Kronenberg is a local project.

6. Request of Mr. and Mrs. T. J. Flippin of Florence that the State deed to them a parcel of land located on an arm of Woahink Lake adjoining Honeyman State Park: This parcel of land, the Parks Superintendent stated, consists of less than an acre of land and, due to peculiarities in title description, the abstractors feel that it is necessary that the State give a quitclaim deed to the Flippins to clear title to their land which joins this small area. As the land in question is not a part of the land that was conveyed to the State in purchasing the park area, and is rightfully the property of the Flippins, he recommended that the quitclaim deed be granted. His recommendation was accepted by the Commission.

7. Request of Hollister & Hollister, attorneys for Montford Robert and Janice Mae Moore, that the sale of gifts, food, etc., in the Vista House at Crown Point be discontinued: The Parks Superintendent explained that this demand is a continuation of a request made by Mrs. Moore at the last Commission meeting that Mr. Flaucher, operator of the Vista House concession, be restrained from selling certain food articles which allegedly compete with her business nearby. He pointed out that practically all other states permit concessions in their parks for the convenience of the public, and the practice followed in Oregon is not out of line with the national trend. The Acting Chief Counsel stated that his office is investigating the various angles in the demand made by Hollister & Hollister, and although the investigation is not complete he felt that the Commission has no cause to worry as to whether proper use is being made of the Vista House facilities. The Commission accepted the report and decided not to make any change in its action previously taken regarding the operation of the concession at this place.

8. Request of the State Board of Aeronautics for permission to construct a flight strip on the Nehalem sand spit in Tillamook County: The Parks Superintendent pointed out that this matter was considered previously and was denied as the location of the proposed rerouting of US 101 north of Nehalem Bay had not been established. The road location is now established where the proposed flight strip will not interfere with it. He pointed out that the value of a flight strip as a means of access to a state park is an undetermined matter and in this instance would provide an interesting experiment. He recommended that the request be allowed. The Commission approved the recommendation and ordered the matter covered by appropriate agreement.

Request of North Bend Chamber of Commerce for overnight camping facilities in Sunset Bay State Park: Negotiations previously authorized for acquisition of property needed for this purpose, the Parks Superintendent stated, have been continued and it apeears that the land required cannot be purchased by negotiation for less than $15,000, whereas, it has been appraised at $7,500. He recommended continuation of the negotiations and that if the land, consisting of 17.4 acres, cannot be secured for $7,500, authority be granted to condemn. After some discussion, the Commission unanimously approved condemnation of the land, provided that it cannot be obtained for the appraised value of $7,500.

The Commission complimented the Parks Superintendent on his "1956 Annual State Parks Report", which has just been published.

The Right of Way Engineer presented for consideration options secured for acquisition of real property that is needed for State Highway right of way or for other purposes. After consideration, the Commission unanimously approved closing the options at the prices mentioned therein by adopting the attached resolution relative thereto, marked EXHIBIT "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Right of Way Engineer presented a report on miscellaneous sales covering items sold since the last Commission meeting totaling $22,069.66, and a supplemental rental report showing terminations and new rentals for the period February 18 to March 14, 1957. Total rental receipts for the month of February, he stated, was $9,890.80. The Commission accepted the reports. (For details see the Property Manager's Supplemental Rental Report dated February 18 to March 14, 1957 and his Miscellaneous Sales report dated March 28 and 29, 1957, in the General Files.)

An adjustment in the amount to be paid a Mr. Stiles (File 24540) for right of way acquired from him on the North Jefferson Junction-Albany Section of the Pacific Highway East was discussed. The Right of Way Engineer explained that in acquiring this property, Mr. Stiles agreed readily to accept $50 per acre. However, in acquiring land adjoining Mr. Stiles, it was necessary to pay the sum of $100 per acre, which represents the true market value of the property. It was his feeling that Mr. Stiles should not be penalized because of his cooperative nature. He recommended, and the Commission approved, payment to Mr. Stiles at the rate of $100 per acre for the land acquired from him.

Upon the Right of Way Engineer's favorable recommendation, the Commission accepted an easement from the Bonneville Power Administration authorizing construction of the Old Oregon Trail Highway across Bonneville Administration land on the Meacham-Hilgard Section of the Old Oregon Trail Highway near Meacham in Union County.

The Right of Way Engineer reported that a slide on the Whiskey Creek Section of the Mt. Hood Highway in Hood River County covered a parcel of land owned by Mr. Bert B. Gates and that Mr. Gates has offered to deed this parcel to the State if the State will deed to him in exchange a parcel of land containing approximately 0.05 acre. He recommended approval of such exchange of properties. The Commission approved the exchange.

Authority to sell at public sale several parcels of property was requested by the Right of Way Engineer. He explained that the parcels are not needed for highway purposes, that they have been appraised as to value, and that the proposed minimum prices represent fair values.

He recommended that the following parcels of property be offered for public sale:

a. 0.06 acre of the former Schmoe property, File 23260, on the northbound route of the Pacific Highway in Ashland, at a minimum price of $2,500. (See EXHIBIT "B-1")

b. 0.05 acre of the former Hollingsworth and Martin properties File Nos. 23255 and 23256, on the northbound route of the Pacific Highway in Ashland, at a minimum price of $2,200. (See EXHIBIT "B-2")

c. 6,500 square feet of the former Rickets property, File 18807, on the North Bend-Hauser Section of the Oregon Coast Highway, for a minimum price of $200.00.

d. Lots 2, 3 and 4 of Block 2 on Unit 3 of the T. H. Banfield Expressway in Portland, for a minimum price of $600.00, and Lot 26 in Block 2, also in Unit 3 of the T. H. Banfield Expressway, for a minimum price of $450.00.

The Commission authorized the sale of the above properties by adopting the attached resolutions relative thereto, marked EXHIBITS "B-1" and "B-2", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

Consideration was given to the granting of an easement to the California-Oregon Power Company to install a pole and anchor on a State-owned stockpile site adjacent to the Pacific Highway in Douglas County. The Right of Way Engineer explained that the easement is made necessary by construction of the Ford Bridge project and will not be harmful to the State. Upon his favorable recommendation, the Commission authorized the easement.

A request submitted by Herman Oliver to acquire 1.29 acres of land on the John Day-Burns Highway near its junction with the road to Izee was discussed. The Right of Way Engineer explained that the land is not required for highway purposes and he recommended that it be deeded to Mr. Oliver for the sum of $25.00, which is a larger amount than was paid for the land when acquired by the State. The Commission approved the transfer.

The Right of Way Engineer recommended and the Commission approved a "ground lease" agreement with Mr. R. S. Burch, a subcontractor on the Valley Junction-Sheridan Section of the Salmon River Highway to enable the State to make payment to him for road materials stockpiled on private property for use in connection with this job.

The Acting Chief Counsel requested authority to acquire by condemnation, if necessary, the following properties that are needed as right of way in connection with various highway improvements and for other purposes

and to tender offers for the same in conformity with the instructions given him by the Commission's resolution dated December 20, 1951:

North Jefferson Junction-Albany Section of the Pacific Highway East

R-24548 - Gerald L. Stowe, et al.
(Linn County)
Parcel No. 1: 2.1 acres for Right of Way
Parcel No. 2: 0.95 acre for Right of Way
Parcel No. 3: 10.25 acres for Material Site

R-25096 - Roy A. Snoderly and Ruth E. Snoderly, et al.
Right of Way (Linn County)
0.87 acre

R-25473 - Chas. E. Collins, et al.
Right of Way (Linn County)
4.14 acres

Albany-Judkins Point Section of the Pacific Highway East

R-25281 - Raymond L. Briggs and Winifred A. Briggs, et al.
(Lane County)
Parcel No. 1: 9.27 acres for Right of Way
Parcel No. 2: 4.94 acres for Excess Taking
Amendment to resolution dated January 22, 1957, to remove obligation to construct frontage road and to add Parcel No. 2.

R-25318 - Hazel Calef, et vir
Right of Way (Lane County)
12.43 acres

Hinsdale Slough-Luder Creek Section of the Umpqua Highway

R-12834 - D. D. Hail and Edna Mae Hail
(Douglas County)
Parcel No. 1: 4.82 acres for Right of Way
Parcel No. 2: 6.2 acres for Material Site
Amendment to resolution dated February 28, 1957, to remove limitation of use from access control.

R-19932 - Charles Oscar Josephson and Norma Josephson
Right of Way (Douglas County)
2.38 acres
Amendment to resolution dated February 28, 1957, to remove limitation of use from access control.

R-20663 - D. D. Hail and Edna Mae Hail
Right of Way (Douglas County)
0.31 acre

Hinsdale Slough-Luder Creek Section of the Umpqua Highway - Cont.

R-25911 - Emil Ploen
Right of Way (Douglas County)
3,850 square feet
Amendment to resolution dated February 28, 1957, to remove limitation of use from access control.

Gold Beach-Cape Sebastian Section of the Oregon Coast Highway

R-21141 - Robert DeGross and Bernard DeGross
Right of Way (Curry County)
28.25 acres
Amendment to resolution dated January 22, 1957, to provide two access points.

Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway

R-25018 - John Rutis and Thelma V. Rutis
Right of Way (Multnomah County)
4,375 square feet

Sandy-Forest Boundary Section of the Mt. Hood Highway

R-25707 - William J. Miller
(Clackamas County)
Parcel No. 1: 0.97 acre for Right of Way
Parcel No. 2: 0.35 acre for Excess Taking

Fossil-Condon Section of the John Day Highway

R-19895 - A. M. Shaffer and Heirs of Mr. Giede
Material Site (Gilliam County)
8.07 acres

Sunset Highway (Highlands Interchange)

R-25882 - Lina Adams, et al.
Right of Way (Multnomah County)
43,250 square feet

North Santiam Highway

R-24096 - Northern Lumber Company
Right of Way (Marion County)
0.52 acre

28003

Myrtle Creek-Canyonville Section of the Pacific Highway

L-2694 (R-23734) - William P. Weaver
(Douglas County)
Parcel No. 1: 24.1 acres for Right of Way
Parcel No. 2: 0.18 acre for Easement for Drainage Ditch
Amendment to resolution dated November 9, 1956, to change location of underpass.

North Jefferson Junction-Albany Section of the Pacific Highway East

R-14578 - Stacey L. Neeley
(Linn County)
Parcel No. 1: 2.04 acres for Right of Way
Parcel No. 2: 2.1 acres for Right of Way
Parcel No. 3: 12.6 acres for a Material Site

R-24543 - Myrtle Rice, et al.
(Linn County)
Parcel No. 1: 4.48 acres for Right of Way
Parcel No. 2: 0.74 acres for Right of Way
Parcel No. 3: 5.79 acres for Right of Way

R-24544 - Charles Grizzel and Doris Grizzel
(Linn County)
Parcel No. 1: 4.85 acres for Right of Way
Parcel No. 2: 0.23 acre for Right of Way

R-24555 - A. Joe Wrightman and Josephine M. Wrightman
Right of Way (Linn County)
0.9 acre

R-26115 - Heirs of Cleave Hampton
Channel Change (Marion County)
0.08 acre

Gold Beach-Cape Sebastian Section of the Oregon Coast Highway

R-25507 - Shell Oil Company
Slope Easement (Curry County)
0.07 acre

R-25819 - Sylvia Doyle, et al.
Slope Easement (Curry County)
303 square feet

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Ontario-Snake River Section of the Old Oregon Trail Highway

R-23945 - Phil G. Preston and Bertha E. Preston
Right of Way (Malheur County)
0.50 acre

Denver Avenue-Union Avenue Intersection of the Pacific Highway West and the Pacific Highway East

L-2578 (R-23604) - Kernan Livestock Farms, Inc.
(Multnomah County)
Parcel No. 1: 12,877 square feet for Right of Way
Parcel No. 2: 720 square feet for Drainage Easement
Amended Resolution to change frontage road provisions and to change the right of entry provisions.

Columbia River Highway

L-2584 (R-25183) - Paul R. Martin, et ux.
(Multnomah County)
Parcel No. 1: 0.22 acre for Right of Way
Parcel No. 2: 1.4 acres for Right of Way
Amended Resolution to change frontage road provisions.

Cape Arago Highway - Sunset Bay State Park

R-26355 - George J. Landrith

Right of way maps, construction plans, and other data were submitted to the Commission and the Engineer advised that acquisition of the properties listed was required in order to carry out plans for highway improvements and other projects heretofore authorized by the Commission. After considering the matter in light of information and advice submitted together with the general knowledge of the members of the Commission concerning the various projects and the properties involved, the Commission approved the Chief Counsel's request by adopting the attached resolutions relative thereto, marked EXHIBIT "J-1" through "J-16", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

Following presentation of properties to be condemned, the Acting Chief Counsel also brought up the matter of action to be taken concerning the Martin property located on the Columbia River Highway near Troutdale. He pointed out that in the original negotiations for this property, it had been contemplated to construct a frontage road at an estimated cost of $20,000.00. The matter of the frontage road was re-examined in the light of existing conditions and it appears that it will serve no good purpose.

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He recommended that the Commission authorize him to submit a new offer or an amended offer to the Martins in the sum of $35,000, without the provision for constructing the frontage road. The Commission accepted his recommendation.

The Commission considered and accepted a report from the Acting Chief Counsel concerning cases which have been tried in court since the Commission meeting held February 28 and March 1, 1957, as follows:

REPORT OF CONDEMNATION CASES TRIED - FEBRUARY 18 to MARCH 22, 1957

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
Adams R-23116	Klamath	The Dalles-California	Klamath Falls West Side By-Pass	$750.	$750.	$750.
Sweet R-21667	Lane	Territorial	Siuslaw Junction-Smithfield	$179.	$179.	$179.
Bass R-25393	Polk	None (Quarry Site)	None	$2,225.	$2,225.	$2,225.

REPORT OF TRIAL OF OTHER CASES

Case	Plaintiff	Defendant	County	Cause of action	Demands of Plaintiff	Verdict or Judgment
L-2606	Lena Sigfrit	State	Wheeler	Inverse Condemnation	$27,828.43	Mistrial ordered
L-2091 R-20509	State	Philip S. Holt	Lane	Appeal to Supreme Court by defendant in condemnation	New trial	New trial denied
L-2634	State	Carpenter	Umatilla	Timber cut from State land	$603.90	$603.90

(For additional details, see the Acting Chief Counsel's letter dated March 22, 1957, in the General Files.)

The Commission also considered and accepted a report submitted by the Acting Chief Counsel showing cases which have been settled out of

court since the Commission meeting held February 28, and March 1, 1957, as follows:

REPORT OF CONDEMATION CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
Brainard R-16307	Douglas	Pacific	Canyonville	$550.00	$ 950.00
Katin R-24438	Josephine	Redwood	West Fork Illinois River Bridge	$1,015.00 for 2.18 A.	$1,015.00 for 2.1 A.
Lyons R-23856	Multnomah	T. H. Banfield Expressway	Unit No. 2	$75,850.00	$88,000.00
Miller R-20988	Multnomah	Portland-Salem Expressway	Harbor Drive-Barbur Boulevard	$ 750.00	$ 1,250.00
Powell R-25032	Multnomah	Portland-Salem Expressway	Harbor Drive-Barbur Boulevard	$11,500.00	$11,500.00
Edith B. Mars R-23265	Jackson	Pacific	Ashland	$ 265.00	400.00
Gallagher R-22531	Multnomah	Portland-Salem Expressway	Harbor Drive-Barbur Boulevard	$87,500.00 Land, bldg. and machinery	$78,000.00 (land and bldg.)
Russell R-22859	Washington	Tualatin Valley	Reedville-Beaverton	$ 433.00	$ 433.00

(For additional details concerning these settlements, see the Acting Chief Counsel's letters dated March 21 and March 27, 1957, in the General Files).

The Acting Chief Counsel stated that in compliance with a resolution adopted by the Commission on December 20, 1951, offers for acquisition of certain parcels of real property were tendered to the property owners prior to the institution of condemnation proceedings as follows:

(See following page)

Albany-Judkins Point Section of the Pacific Highway East

R-25281 - Raymond L. Briggs, et al. 9.27 acres for right of way purposes. Offer of $3,750.00 approved by Mr. Reynolds March 13, 1957.

R-25319 - Anna Boyd Davis. 15.65 acres for right of way purposes. Offer of $26,925.00 approved by Mr. McIver March 6, 1957.

R-25353 - Wanda W. Smith, et al. 12.46 acres for right of way purposes. Offer of $37,200.00 approved by Mr. Reynolds March 13, 1957.

R-25366 - James Hayes, et ux. 0.46 acre for right of way purposes. Offer of $345.00 approved by Mr. McIver March 6, 1957.

North Jefferson Junction-Albany Section of the Pacific Highway East

R-25092 - Clarence W. Barth, et al. 0.15 acre for right of way purposes and 0.04 acre for excess taking. Offer of $22,500.00 approved by Mr. McIver March 6, 1957.

R-25473 - Charles E. Collins, et al. 4.14 acres for right of way purposes. Offer of $9,675.00 approved by Mr. Reynolds March 13, 1957.

Mosier-The Dalles Section of the Columbia River Highway

R-25850 - Lee Joynes, et al. 2.9 acres for right of way purposes. Offer of $818.00 approved by Mr. Reynolds March 13, 1957.

R-25892 - Ella G. Salisbury, et al. 0.92 acre for right of way purposes. Offer of $275.00 approved by Mr. Reynolds March 13, 1957.

Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway

R-22720 - Bertha E. Cleghorn, et al. 0.2 acre for right of way purposes. Offer of $3,715.00 approved by Mr. McIver March 6, 1957.

R-20997 - Delores May Jensen, et ux. 0.5 acre for right of way purposes and 0.24 acre for excess taking. Offer of $3,000.00 approved by Mr. Reynolds March 13, 1957.

R-21163 - Jessie M. Firestone, et al.. 2.43 acres for right of way purposes and 0.11 acre for excess taking. Offer of $29,000.00 approved by Mr. Reynolds March 13, 1957.

Subsequent to obtaining authority for making the above two offers, R-20997 and R-21163, title to the two properties was vested in a single ownership. Transfer of ownership had no affect upon the appraised value of the property and, consequently, the amounts were combined into a single offer in the amount of $32,000.00.

Gold Beach-Cape Sebastian Section of the Oregon Coast Highway

R-20950 - Belle Turner Daniels, et al. 38 acres for right of way purposes. Offer of $6,400.00 approved by Mr. Reynolds March 13, 1957.

Sandy-Forest Boundary Section of the Mt. Hood Highway

R-25716 - Ernest J. Perasso, et ux. 0.05 acre for right of way purposes. Offer of $200.00 approved by Mr. Reynolds March 13, 1957.

Willamina-Salem Highway

R-20547 - Ralph W. Taylor and David L. Melson. 0.11 acre for right of way purposes. Offer of $2,640.00 approved by Mr. Reynolds March 19, 1957.

Hinsdale Slough -Luder Creek Section of the Umpqua Highway

R-12834 - D. D. Hail, et al. 4.82 acres for right of way purposes and 6.2 acres for material site. Offer of $27,750.00 approved by Mr. Reynolds March 19, 1957.

R-19932 - Charles Oscar Josephson, et ux. 2.38 acres for right of way purposes. Offer of $10,850.00 approved by Mr. Reynolds March 19, 1957.

R-25911 - Emil Ploen, et ux. 3,850 square feet for right of way purposes. Offer of $450.00 approved by Mr. Reynolds March 13, 1957.

The Commission approved the offers as reported.

A report concerning orders issued by the Public Utilities Commissioner in which the State has been made a party, was presented by the Acting Chief Counsel and accepted by the Commission, summarized as follows:

PUX 201: Application of the City of Oswego for authority to construct a street crossing at grade with the tracks and right of way of the Southern Pacific Company in the City of Oswego. This matter involves a new connection with the Oswego Highway and it was agreed that the connection would be made in accordance with requirements of the Highway Department.

PUX 204: Application by the City of McMinnville for authority to construct a crossing at grade with the tracks and right of way of the Southern Pacific Company on an extension of Orchard Avenue in the City of McMinnville. This matter involves a new connection with Orchard Avenue to the McMinnville Secondary Highway No. 156, and no objections were made to the order.

PUX 205: Application of Lane County for authority to construct a crossing at grade with the tracks and right of way of the Southern Pacific Company at Swisshome. This matter involved a new county road entrance to the Siuslaw Highway and vacation of a portion of an existing county road. Objections were made to the grade line of the proposed county road at its connection with the Siuslaw Highway. It was agreed to make a revision in the grade of the entrance so that it would not exceed 2 percent for a distance of 30 feet southerly from the State highway pavement, although this agreement was not made a part of the order.

Consideration was given to the vacation of several streets in Buford's Addition to the town of Alexandria, Lincoln County, as requested by Mr. Harry W. Matthews of Newport. The Acting Chief Counsel explained that the right of way of the Oregon Coast Highway adjoins portions of these streets and before they can be vacated, the Commission must give its consent. He presented a form of "Consent of Vacation" and recommended that it be approved with the understanding that it will not be filed until the necessary documents have been secured from the adjoining property owners to protect the State's access control to the highway. The Commission approved the "Consent to Vacate" as recommended.

The Acting Chief Counsel also presented the matter of consent to the vacation of alleys located in Blocks 128, 145 and 176 of the O. V. L. Addition, adjacent to the Klamath Falls-Lakeview Highway near Lakeview. He pointed out that the Highway Department has a maintenance site adjacent to the alleys and that the purpose of vacating the alleys is to permit fencing and use of the entire area. Because the vacation of the alleys will be to the advantage of the State he recommended that it be approved. The Commission approved the "Consent to Vacate" as recommended.

The Commission gave attention to the matter of conveying to Mr. and Mrs. C. R. Lawrence by quitclaim deed title to a two-acre parcel of land situate on the Divide-Rice Hill Section of the Pacific Highway in Douglas County. The Acting Chief Counsel explained that this parcel was acquired in order to control access to the Highway and was originally purchased from Mr. and Mrs. Lloyd H. Griggs and others, who conveyed the land to the Lawrences who are the present owners. It appears that the State has no title to the tract, although a title insurance policy was issued. The land is not needed for highway purposes and can be released without hurting the interests of the State provided that access control is preserved. He recommended that title to this two-acre tract of land be relinquished in favor of Mr. and Mrs. Lawrence in order to clear their title, provided they will pay the State the sum of $800.00, which is the amount that the State paid for the property. The Commission approved the transfer of property as recommended.

The matter of relinquishing title to certain slope easements on Lots 2, 3 and 4, Block 11, McClure's Astoria in the City of Astoria and located on the Astor Street-Bond Street Section of the Oregon Coast Highway, was discussed. The Acting Chief Counsel stated that the easements

were secured in 1941 to protect the highway but since that time the adjoining property has been filled in and the easements are no longer needed. The property owners, he said, wish to sell their property but the slope easements constitute a cloud on the title. As no consideration was paid for the easements, and as they are no longer needed to protect the highway, he recommended that the State relinquish its interest in the easements by executing quitclaim deeds. The Commission accepted his recommendation.

A report of abandoned claims for damages to State property was presented by the Acting Chief Counsel and accepted by the Commission, summarized as follows:

CAO-56-223, L-2708, Nash: On February 24, 1956, a car owned by Harold G. Nash collided with a State highway vehicle while making a left turn from N. E. Broadway into a Safeway parking lot, Portland. Damages to the State vehicle amounted to $56.95. Mr. Nash is now deceased and apparently left no assets.

CAO-56-359, Masonheimer Brothers: During the months of March, April and May 1956, three minor sons of Mr. George W. Masonheimer of John Day broke a number of window panes, light bulbs and reflectors at the scale house located at M.P. 160.96 on the John Day Highway. Damage amounted to $24.00. Letters to Mr. Masonheimer and to the District Attorney of Grant County have gone unanswered. As the claim is small, efforts to collect have been abandoned.

The Acting Chief Counsel reported that a revised agreement with Idaho Power Company pertaining to the relocation of the Baker-Homestead Highway has been forwarded to Idaho Power Company officials but has not yet been returned. He recalled that a similar agreement that was approved by the Commission in January, 1957, provided for relocation of the Baker-Homestead Highway from a point near Richland, thence to Pine, thence in a general easterly direction to the rim of the Snake River canyon and to an intersection with the existing Baker-Homestead Highway. At a public hearing in the Oregon legislature, an amendment to enabling legislation was passed by the House of Representatives to require the relocated Baker-Homestead Highway to follow a route from Pine to Copperfield along Pine Creek. Otherwise, the revised agreement is substantially the same as the agreement dated January 9, 1957. The revised agreement also provides that the abandoned Baker-Homestead Highway from Copperfield to a point where it is submerged by water impounded by the Brownlee Dam will be maintained by the Idaho Power Company for unrestricted public use, particularly for recreational purposes.

Commissioner Reynolds stated that he was advised on the preceding evening that the Power Company officials had signed and returned the revised agreement by mail. The President of the Power Company, he stated had called attention to what appeared to be unnecessary right of way width which in some instances took off front porches and other constructed properties. The Engineer replied that Federal standards require a minimum right of way width on secondary highways of 80 feet, and that 100 feet is more

acceptable. He stated that it might be possible to reduce some sections to 80 feet width where it would not be detrimental to the highway, which feature can be resolved easily as the project goes forward. He pointed out that under the terms of the agreement, the Highway Commission has full authority to approve or disapprove the proposed alignment of the highway and also to establish minimum standards of construction. In this connection, the Engineer also pointed out that the revised agreement as sent to the Idaho Power Company, calls for a "gravel surface". This, he stated, is in error and should be changed to "crushed gravel" surface as it is not intended to surface the road with bar run or quarry run material. The Commission approved the correction and authorized the Engineer to bring it to the attention of the Company and to inform the Company that the Commission will not sign the agreement unless the Company concurs. Commissioner Reynolds then inquired why an oil surface was not required. The Engineer replied that the Idaho Power Company is replacing the abandoned sections of highway which have been oiled, with an oiled surface, and the sections to be abandoned which were surfaced with crushed rock or gravel are being replaced with a like surface. (The Acting Chief Counsel reported on the following day that the Company approved the changes, whereupon the Commission signed the agreements as corrected.)

Status of legislation pertaining to State highways was reviewed briefly by the Acting Chief Counsel. He pointed out that legislation authorizing issuance of $8,000,000.00 in highway bonds had been passed and signed by the Governor and also legislation pertaining to the position of traffic markers and to an increase in the Revolving Fund. Legislation providing for excess weight limits for construction vehicles also passed and has been signed by the Governor, and a bill pertaining to the Eckman Slough dike was passed by the House and the Senate, but has not yet been signed by the Governor. Revision of the Throughway Law, he stated, has been tabled along with observance of traffic control devices and transfer of control of ocean beaches to the State Land Board. The bill prohibiting fishing from bridges has also been tabled. Other bills are still in committee or have not been passed by both legislative bodies.

The matter of changing the policy of the Commission concerning control of accesses as to use was discussed. The Acting Chief Counsel recalled that the change was discussed briefly at the previous meeting but action was deferred until Chairman Chandler could be present. He reviewed the proposed changes and called attention to the following language which is now being used in controlling particular accesses as to use:

1. Private residential use only.

2. Production and transportation to market of farm products of the Grantor's remaining land, only.

3. Development, harvesting, and transportation of forest products of the Grantor's remaining land, only.

4. Operation of existing _____ activity, on the Grantor's remaining land, only.

5. Operation of future _____ activity, on the Grantor's remaining land, only.

Another problem which has been of considerable concern is the provision which requires that a $1,000.00 bond be furnished to assure compliance with the access provisions. He pointed out that the present stringent access control restricts development of land along highways which are not completely controlled as throughways. He recommended that the restrictions be relaxed in this respect and also that the Commission abandon the $1,000.00 bond requirement, and that the Commission also specify upon adoption of a survey for construction or reconstruction of a highway section the exact type of access control that is to be enforced within the limits of the survey. To accomplish this purpose, he recommended that the following language be used in conveyances and judgments in cases where access is to be controlled as to use:

1. Ordinary access for residential purposes, only.

2. Ordinary access for production and transportation of agricultural products, only.

3. Ordinary access for production and transportation of timber products, only.

4. Ordinary access for production and transportation of mineral products, only.

5. Similar language as required in other specific cases.

He also recommended that the following language be used in lieu of the present clause requiring the $1,000.00 bond:

"If, after written notice to desist, the Grantors or any person holding under them, shall use any of said rights of access, including crossings, for any purpose not stated for that particular place, or shall permit or suffer any person to do so, such right of access shall automatically be suspended. The Grantee shall thereupon have the right to close such place of access for all purposes. The suspension shall terminate when satisfactory assurance has been furnished the Grantee that the place of access will be used only for the purpose hereinabove stated."

He pointed out another problem which has appeared in preparing condemnation papers, which problem has to do with the exact type of access restrictions which are to be imposed in any particular right of way section. He recommended that at the time the Commission adopts a survey for the construction or relocation of a highway or a section thereof, the Commission in its resolution adopting the survey specify whether the highway or any particular section thereof shall be constructed with complete

control of access, or with access controlled as to location, width, and use, or with access controlled only as to location and width, or with access not controlled at all.

The Engineer mentioned the matter of access control on the Mt. Hood Highway which has been designated as a "throughway" but on which highway access is granted for various uses. It was his feeling that under the present restrictive language, development of property along this particular highway, and similar highways, is greatly restricted. He also gave as his opinion that it would facilitate acquisition of right of way and improve public relations if the type of access control is specified in the resolution adopting the survey. He pointed out that the State would still have complete control over the location of the accesses and that the proposed revisions would not affect access to freeways. The Right of Way Engineer commented that the present provisions have caused much bickering in securing right of way and that the proposed language should remove a number of the objectionable features. Upon assurance from the Acting Chief Counsel and the Engineer that the proposed changes will not break down the Commission's control of access to freeways, the Commission unanimously approved the recommended changes.

The Engineer reported that under authority previously granted him by the Commission, he has awarded contracts referred to him as follows, the conditions of awards having been satisfied:

(1) Grading and oiling, and construction of two reinforced concrete bridges on Cayuse-Thornhollow Section of Adams-Cayuse County Road, Umatilla County. Bids received January 22, 1957. Conditions of award satisfied March 4, 1957. Vernie Jarl, Gresham, low bidder.

(2) Construction of Mohawk River Bridge on Eugene-Marcola Highway, Lane County. Bids received March 1, 1957, Conditions of award satisfied March 7, 1957. Valley Construction Co., Portland, low bidder.

(3) Grading on Short Creek-Oceanside Section of Cape Meares Loop Road, Tillamook County. Bids received February 28, 1957. Conditions of award satisfied March 8, 1957. C. J. Eldon, Portland, low bidder.

(4) Construction of Rock Creek Bridge and Thirtymile Creek Bridge in Gilliam County. Bids received March 1, 1957. Conditions of award satisfied March 11, 1957. Babler Bros., Inc., Portland, low bidder.

(5) Oiling on Boyd-Dufur Section of Boyd-Dufur Road, Wasco County. Bids received March 1, 1957. Conditions of award satisfied March 12, 1957. J. C. Compton, McMinnville, low bidder.

(6) Construction of Pruner Bridge over South Umpqua River, Douglas County. Bids received March 1, 1957. Conditions of award satisfied March 14, 1957. West Coast Steel Works, Portland, low bidder.

(7) Grading and paving on Halsey Street-Division Street Section of 122nd Avenue, Multnomah County. Bids received February 28, 1957. Conditions of award satisfied March 15, 1957. Rogers Construction Company, Portland, low bidder.

(8) Construction of Deep Creek Bridge at Adel on Warner Valley County Road, Lake County. Bids received February 28, 1957. Conditions of award satisfied March 18, 1957. George E. Berry, Beaverton, low bidder.

(9) Roberts Mountain Summit Slope Stabilization Project on Pacific Highway, Douglas County. Bids received March 1, 1957. Conditions of award satisfied March 22, 1957. Funderburk Construction Corp., Sutherlin, low bidder.

The Engineer reported that as previously authorized by the Commission, he has placed reduced load limits on certain State highway sections to prevent damage to the highways during the period when frost is leaving the roadbed. The Commission confirmed the placing of a reduced load limit, allowing 11,000 lbs. gross on any single axle and 20,000 lbs. gross on any pair of tandem axles on the following highway sections:

Burns-Crane Highway No. 24 from M.P. 16.74, at Lawen, to M.P. 28.23, junction with Crane-Scotts Butte Highway No. 442, effective 8:00 a.m., March 5, 1957.

Medical Springs Secondary Highway No. 340 from M.P. 0.5, south of the city limits of Union to M.P. 33.22, two miles south of Salt Creek, effective 8:00 a.m. March 6, 1957.

John Day-Burns Highway No. 48 from M.P. 10.23, at Joaquin Miller Park, to M.P. 30.19, five miles south of Seneca, effective 8:00 a.m. March 25, 1957.

Reclassification of three State highway sections to a Group I status as follows, was reported by the Engineer who stated that test runs with vehicles having a combined length of 60 feet, revealed that such length vehicles can negotiate these sections without encroaching upon the opposing traffic lane:

(See following page)

GROUP II TO GROUP I

1. Nehalem Secondary Highway No. 102 from M.P. 42.08 to M.P. 44.72.

2. Mist-Clatskanie Secondary Highway No. 110 over its entire length.

GROUP III TO GROUP I

3. Alsea-Deadwood Secondary Highway No. 201 from M.P. 0.00 at a junction with the Alsea Highway, to M.P. 9.69 in Lobster Valley.

The Commission accepted his report.

A report was presented by the Engineer on the results of bids received in Salem on March 25, for the sale of used equipment and scrap materials stored at Salem, La Grande and at the Astoria Ferry Terminal. The high bids for this material totaled $19,870.53, whereas the value of it had been estimated at $14,393.00. He stated that the bid on Item No. 61 in the amount of $66.53 for a Bronze Propellor at the Astoria Ferry Terminal was rejected as being too low, and that Item No. 32, a 1941 Walters Truck was awarded on a County preference basis to Baker County at the same price that the high bidder, Holt Used Equipment Company offered. He also said that Items No. 11 and 21 were awarded to the City of Brookings at the amount of the high bid for these items, on a city preference basis and that all other items were awarded to the high bidders in each instance. The Commission confirmed the Engineer's action.

Consideration was given to the adoption of a "Manual on Uniform Control Devices for Streets and Highways". The Engineer reported that this manual has been prepared as Technical Bulletin No. 24 by the Traffic Engineering Division and the Assistant Maintenance Engineer in charge of Signing, and that legal aspects have been reviewed by the Acting Chief Counsel. He recommended that the Manual be adopted so that standards for signs, signals, markings, etc., as used in the State of Oregon will have the approval of the State Highway Commission. He presented a copy of the proposed Manual for the Commission's consideration. The Engineer explained that the Manual contains no provisions that have not already been approved by the Commission or that are contrary to Commission policy. He estimated that at least 500 copies of the Manual will be required and that the cost to print them is estimated at near $2,000. The Commission examined the Manual and after some discussion approved the Manual as presented.

A report was presented by the Engineer concerning status of negotiations with Klamath County concerning placing the Lake of the Woods Road on the State Secondary System. He recalled that in 1955, the Klamath County Court agreed to take over a section of the Klamath Lake Secondary Highway from its junction with the Lake of the Woods Road northerly to Ft. Klamath, if the State would extend the Little Butte Secondary Highway

from its present terminus at the Jackson-Klamath County line to a connection with the Klamath Lake Secondary Highway and would place this road on the Forest Highway System. The Klamath County Court, he continued, has now indicated that it does not wish to take over the section of the Klamath Lake Secondary Highway from the junction with the Lake of the Woods Road to Ft. Klamath. It was his recommendation that the State take no action to designate the Lake of the Woods Road as a State Secondary Highway until Klamath County agrees to adhere to its original intent. The Commission accepted his recommendation.

The possibility of a new high school to be built in Seaside interfering with the proposed Roosevelt Drive By-pass in Seaside was discussed. The Engineer stated that the matter has been investigated and it was found that there will be no conflict except that the school will probably want an access to Roosevelt Drive on the easterly side of the school. He said that such entrance will be of a minor type and that the main entrance will remain on Holliday Street. He pointed out that it is not planned to control access on Roosevelt Drive within the City, so there is no reason to deny an access from the new school to and from Roosevelt Drive. The Commission accepted his report.

Consideration was given to a request presented by a delegation at the previous meeting for installation of a traffic signal on the Pacific Highway West at the St. Anthony School near Tigard. The Engineer reviewed the matter briefly and stated that as instructed by the Commission, another survey was made including a count of pedestrians. It was found that the volume of pedestrian traffic and vehicular traffic is still below the national warrant for signal installations and he recommended that the previous denial for the signal be reaffirmed. He also pointed out that the installation of traffic signals on heavily travelled highways is not an unmitigated blessing, as the stop signals have a tendency to increase the number of rear-end collisions, which sometimes cause death and injury. The Commission confirmed the previous denial of the request for this signal.

The matter of exchanging parcels of property with Lane County in the vicinity of the "Q" Street route between Springfield and Eugene was discussed. The Engineer recalled that Lane County, to facilitate construction of a juvenile home in this area, had requested that the State exchange 20 acres of land purchased as a source of road-building material for a like amount of land which could be used for the same purpose. Lane County officials, he continued, have now determined that a 10-acre tract will be sufficient for the juvenile home and have offered to exchange a 10-acre tract that they have purchased about two miles north of the "Q" Street interchange, for 10 acres of land which the State acquired as a part of the Patterson bar. The 10-acre site that the County has offered to the State he explained, will provide a shorter haul for road-building materials and the trade will be advantageous to the State. Following his favorable recommendation, the Commission approved the exchange of properties.

Chairman Chandler inquired as to what progress has been made in the sale of State owned property at the "Big Y" in Eugene. The Right of Way Engineer replied that the Commission authorized the sale of one parcel in which the Carter Oil Company has indirect interest and that the Legal and Right of Way Department will continue to follow the policy of offering additional parcels for sale when someone evidences an interest to purchase them.

The Commission gave attention to items of unfinished business appearing on the Secretary's Summary dated March 1, 1957, as follows:

1. Request of North Bend Chamber of Commerce for overnight camping facilities in Sunset Bay State Park: The Commission ordered this item removed from the list of unfinished business as action on the matter was taken earlier in the session.

2. Proposed policy change concerning control of accesses as to use: This item was ordered deleted from the list as a revised policy was approved earlier in the day.

3. Possibility of the new school at Seaside interfering with proposed Roosevelt Street By-Pass on US 101: The Commission also ordered this item deleted from the list of unfinished business as a report was presented earlier in the session.

4. Adoption of a Throughway and Abandonment Agreement with Josephine County covering the Jumpoff Joe Creek-Louse Creek Unit of the Pacific Highway: The Engineer reported that the Josephine County Court has signed an agreement concerning the disposition of county roads intersecting the new highway section and disposal of the old route of the Pacific Highway when the new highway section is completed. Upon his favorable recommendation, the Commission approved the agreement. This item is to be removed from the list of unfinished business.

5. Request for traffic signal on US 99W near St. Anthony School in Tigard: This item was ordered deleted from the list of unfinished business as a report was presented earlier in the day.

Increases in project authorizations were requested by the Engineer and approved by the Commission for the following state highway contracts:

Contract No. 4852 for construction of the Cape Lookout State Park Overnight Camp Extension, for an increase of $4,325. The principal cause of the overrun, he stated, was due to swampy ground which made it necessary to increase the amount of special borrow and surfacing.

Contract No. 4513, Clay-Columbia Street Interchange in Portland for an increase in the amount of $90,000. Revision of the City's water mains and revision of the Portland Dock Commission's facilities at the old mooring for the Battleship Oregon were the chief causes of the overrun.

The Engineer reported completion of surveys for the revision or relocation of certain state highway sections previously authorized by the Commission. These surveys, he said, reflect a great deal of engineering study in order to provide the greatest good for the traveling public at minimum cost. He recommended approval of surveys for the following state highway sections:

1. Butte Creek Summit Section of the John Day Highway in Wheeler County. (See EXHIBIT "G-1")

2. Upper Beech Creek-Forest Boundary Section of the Pendleton-John Day Highway in Grant County. (See EXHIBIT "G-1"

3. Pioneer Summit Unit, Toledo Eddyville Section of the Corvallis-Newport Highway in Lincoln County. (See EXHIBIT "G-1")

4. Grants Pass (6th and 7th Streets) Section of the Pacific Highway in Josephine County. (See EXHIBIT "G-2")

5. Conner Creek Section of the Oregon Coast Highway in Coos County. (See EXHIBIT "G-2")

6. The Ontario-Snake River Section of the Old Oregon Trail Highway in Malheur County. (See EXHIBIT "G-3")

7. Huntington South Junction-Olds Ferry Section of the Old Oregon Trail Highway in Malheur County. (See EXHIBIT "G-3")

8. Huntington-Dead Ox Flat Section of the Old Oregon Trail Highway and Olds Ferry-Ontario Highways in Baker and Malheur Counties. (See EXHIBIT "G-4" and "G-5".)

The Commission approved the surveys by adopting the attached resolutions relative thereto marked EXHIBITS "G-1" through "G-5", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

Consideration was given to a request from the Crook County Court for an extension of the Paulina State Secondary Highway a distance of 0.3 mile easterly from Paulina to the east end of Beaver Creek Bridge. The Engineer advised that in reconstructing a section of the Paulina Highway west of Paulina, a revision in alignment was made and that the County Court has agreed to take over a 0.6 mile section of the old route that is no longer needed as a part of the secondary highway system. The portion that the County is requesting be added to the State Secondary System is now on the Federal-aid Secondary System and has a fairly good gravel surface. To assist in maintenance of this section it should be surfaced with a 0-11 oil mat, and he recommended that if the Commission approves the extension authority also be given to construct an oil mat surface thereon during the 1957 construction season at an estimated cost of $3,000. He also recommended that the highway be extended as requested. The Commission

approved his recommendations and thereupon adopted the attached resolution relative thereto, marked EXHIBIT "H", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

A Memorandum of Agreement with the Bureau of Public Roads, covering the placing of a bituminous mat on the North Umpqua Highway, was presented by the Engineer who explained that it provides for the application of a 0-30 bituminous mat on several short sections of this highway, totaling 1.5 miles, at an estimated cost of $3,000; also, that the Bureau of Public Roads will reimburse the State for expense involved. Upon his favorable recommendation the Commission approved the agreement.

Consideration was given to an extension of an agreement with the U. S. Coast and Geodetic Survey relative to the establishment of horizontal and vertical controls along certain sections of the interstate highway system in Oregon. The Engineer stated that the original agreement which was entered into in October, 1956, entailed an expenditure of $15,000 in 1956 from federal interstate funds based on 90 percent federal and 10 percent state cooperation. Controls have been established along the Columbia River between Portland and a point a short distance east of The Dalles. These controls, he stated, are of great value in the Gorge area but are not so essential on other sections of the interstate highways. The cost per mile of highway surveyed has been about $700.00, which he felt is quite high. He recommended that the agreement be terminated as of June 30, 1957, and that the Commission authorize an expenditure of approximately $60,000 to cover the cost of the survey in 1957. The Commission accepted his recommendation.

Chairman Chandler inquired as to the status of right-of-way acquisition on the Medford By-pass route of the Pacific Highway. The Engineer replied that the Medford City Council had voted to approve, with certain restrictions, the survey adopted by the Highway Commission and they are still negotiating for more points of access to the by-pass in the vicinity of Medford. No attempt to acquire right of way, he stated, will be made until the City has made up its mind.

The Commission gave attention to a request from County Judge C. W. Craddock, Harney County, for improvement of the Frenchglen Secondary Highway to an oil-surface standard between its junction with the Burns-Crane Highway near Burns and The Narrows, about 23 miles south of Burns. The Engineer estimated the cost to perform the requested work at nearly $1,000,000. He also said that the road carries a relatively low amount of traffic and has a low priority for improvement. Upon his adverse recommendation, the Commission denied the request.

The Commission considered the following request submitted by Josephine County Court for highway improvements:

1. Construction of one-way couplet via 6th and 7th Streets in Grants Pass, and construction of a new bridge at the south end of 7th Street.

2. Elimination of narrow bridges on the Redwood Highway.

3. A restudy of the proposal to make a continuation of the Redwood Highway via the old railroad right of way from its present junction with US 99 to a point on the relocated US 99 south and east of Grants Pass.

The Engineer reported briefly that it is planned to start construction on the 6th Street-7th Street couplet in 1957, and it is also intended to construct a new bridge across the Rogue River, probably in 1958. Controversy over the railroad right of way has been settled and acquisition of the abandoned railroad right of way is underway. Replacement of four narrow bridges on the Redwood Highway is tentatively scheduled for 1960 to 1962 but no funds are now available to finance the work. Concerning their third proposal it was his feeling that when the next program is adopted consideration should be given to constructing a section about one mile in length on the Grants Pass end. The Commission took no action.

The Commission considered and upon the favorable recommendation of the Engineer granted the following extensions of time within which to complete state highway contracts. Reimbursements for engineering expense and other extra expenses incurred by the State in connection with the work during the period of these extensions was waived by the Commission.

1. Tom Lillebo, Contract No. 4564, for construction of the East Fork Illinois River Bridge on the Redwood Highway in Josephine County, requested an extension of time from October 31, 1956 to February 22, 1957. Approved as requested.

2. T. W. Thomas, Contract No. 4527, for construction of a guardrail on the South Umpqua River-Myrtle Creek Unit of the Pacific Highway in Douglas County, requested an extension of time from March 31, 1956 to March 10, 1957. Approved to February 28, 1957, the actual date of completion.

FOOTNOTE: The action taken by the State Highway Commission upon the extensions of time within which to complete the highway contracts listed above was based upon the recommendation of the Engineer and his reports which considered but did not necessarily adopt either or any of the reasons given by the contractors in their requests for such extensions of time. For details regarding these extensions of time, see copies of the contractors' requests and the Engineer's recommendations on file in the respective contracts in the Secretary's Office.

The Engineer reported that contract Nos. 4186, 4497, 4564, 4591, 4597, 4623, 4769, 4774, 4796, 4805, and 4816, for highway construction have been completed according to the requirements of the contracts or modifications thereof and that said contracts are now ready for acceptance by the Commission. After due consideration the Commission accepted said contracts by adopting the attached resolution relative thereto,

marked EXHIBIT "D", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

A request was considered from the Empire-Charleston Chamber of Commerce and the Coos Bay Chamber of Commerce for installation of automatic controls for the swing span on the South Slough Bridge at Charleston. The Engineer commented that several months ago a like request was received and was denied due to the fact that a boat basin was being constructed nearby which it was felt would greatly relieve the necessity for opening the bridge. The boat basin he said, is still incomplete but is being used by a considerable number of boats and, as contemplated, it has not been necessary to open the bridge as often as in the past. He recommended reaffirmation of the previous decision and that action be deferred until the boat basin is completely in use when the necessity for opening the bridge can be accurately determined. The Commission accepted his suggestion.

The meeting recessed for luncheon at 12:00 noon and reconvened at 2:00 p. m. with the same persons present and participating.

The Commission discussed with the Engineer a request from the Port of Coos Bay that a reconnaissance survey be made for a new highway between Coos Bay and Roseburg along Coos River. The Engineer stated that the Port officials intimated that they might contribute the sum of $10,000 toward the cost of such survey. He exhibited a topographical map on which was shown a possible route via the South Fork of Coos River. He advised that this route is approximately 66 miles long compared to 88 miles on the present alignment and a distance of 83.5 miles on the proposed Coos Bay Wagon Road. These distances are all between Coos Bay and Roseburg. Although no detailed costs have been prepared, he estimated from the information already secured, that it would cost about $20,000,000 to construct the South Coos River Route and about $150,000 to conduct a reconnaisance survey. He pointed out that the large amount of money required for this new highway route makes it a project for many years in the future, and he gave as his experience that surveys made years ahead of actual construction have very little value. He recommended for these reasons that the request for a survey be denied and that the Port officials be advised of the reasons. The Commission approved his recommendation and directed that full information be given those interested by Mr. Huntley, Director of Public Relations. Commissioner McIver inquired if there is any possibility that the road might be constructed as a toll road. The Engineer replied that the only financially feasible toll that he could foresee at this time would be on logs and timber products hauled out over the road. Chairman Chandler commented briefly that the Port of Coos Bay is the largest timber export port in the world.

Attention was given to two resolutions passed by the Coos County Chamber of Commerce requesting:

1. That the Highway Commission take immediate action to provide funds to match Federal monies for the relocation and construction of ORE 42

between Rink Creek and Myrtle Point.

2. That turnouts and passing lanes be constructed along ORE 42 between Camas Valley and Powers Junction.

The Engineer reported that concerning the first request there are no match monies available for this improvement and no additional Federal funds could be obtained by the providing of additional State match money. Concerning the request for turnouts and passing lanes, he stated that construction of these on the 32-mile section would cost approximately $1,500,000, but in his estimation this is not the best solution of the problem because it would result in short sections of three-lane road, which type of construction has been proven to be one of the most dangerous designs possible and would probably increase the accident rate rather than decrease it. He gave as his opinion that the only solution is to reconstruct the highway to modern standards and he suggested that be done in increments when money is available to finance the work. The Commission accepted the Engineer's suggestion and expressed the hope that it will be possible to so reconstruct a two or three mile section in the not distant future.

The Engineer reported that Clackamas and Marion Counties have requested additions to the federal-aid county road system. These mileages, he stated, have been inspected and it has been found that they meet the federal requirements. Following his favorable recommendation, the Commission approved the following county road sections as part of the Federal-Aid County Road system:

CLACKAMAS COUNTY: FAS 808, 3.5 miles, from FAS 129 at Boring, southerly to FAS 132 (Clackamas State Highway) approximately 0.75 mile east of Barton; FAS 809, 4 miles, from a county road junction at Redland easterly via Fishers Mill to a junction with FAS 131 at Logan; FAS 812, 7.4 miles, from FAP Route 3 at Barlow southerly to FAS 140 (Woodburn-Estacada State Highway) approximately 7.5 miles west of Molalla; FAS 813, 1.3 miles, from a county road junction at consolidated school district 91 schoolhouse, easterly to a junction with proposed FAS 812.

MARION COUNTY: FAS 737, 10.1 miles, extending from the Market Street connection with the Salem By-pass route easterly via Pratum to a connection with FAS 130, approximately 4.5 miles south of Silverton.

The Engineer also recommended that the Commission designate as a State Secondary Highway the existing section of the Oregon Coast Highway between Coquille and Bandon, a distance of 21.3 miles, to be effective when the new route is opened to travel. He pointed out that the revised section of the Oregon Coast Highway, known as the Davis Slough-Bandon Section, is now under construction beginning at a point a few miles north of Coquille and extending southerly and westerly to the town of Bandon. He also recommended that the portion of the existing Oregon Coast Highway between Davis

Slough and Coquille be designated an extension of the Coos Bay-Roseburg Highway No. 35, to be effective when the Davis Slough-Bandon section is open to public travel. The Commission accepted the Engineer's recommendations by adopting the attached resolution relative thereto, marked EXHIBIT "I", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

A list of projects for improvements to County Federal-Aid roads in Clackamas, Harney and Wheeler Counties was presented by the Engineer. These proposed projects, he stated, have a combined total value of $405,000 and there remains an unprogrammed balance of $2,811,000 in the 1957, 1958 and 1959 secondary funds. Upon his favorable recommendation the Commission approved the following projects:

County	FAS Hwy No.	Section & Description	Programmed Amount	FAS Fund
Clackamas	129	Boring Section, 0.3 mile. Grade and pave.	$ 30,000	'58
	808	Deep Creek Bridge. Structure and road approaches.	$ 40,000	'58
	809	Fishers Mill (Clear Creek) Bridge Structure and road approaches.	$ 35,000	'58
	812	Bear Creek & Rock Creek Bridges (2) Structures and road approaches	$100,000	'58
	813	Rock Creek Bridge Structure and road approaches.	$ 45,000	'58
		Subtotal, Clackamas County	$250,000	
Harney	458	Middle Fork Malheur River Bridge. Structure only.	$ 40,000	'58
	459	Silvies River Bridge. Structure only.	$ 25,000	'59
		Subtotal, Harney County	$ 65,000	
Wheeler	318	N. Unit, Spray-Waterman Section, 8 miles. Surfacing	$ 90,000	'59
		SUBTOTAL, ADDITIONAL PROJECTS.....		$405,000
PREVIOUSLY APPROVED PROJECT PROPOSED TO BE CANCELED				
Harney	696	Buchanan-Crane Section, 16.9 miles. Surfacing	$120,000	
		(Fiscal year 1958 project approved 12/17/56. Proposed for cancellation as county has completed work with county forces.)		

March 28, 1957

LESS PROJECT PROPOSED TO BE CANCELED..... $120,000

TOTAL ADDITIONAL 1958 & 1959 COUNTY FAS FUNDS..... $285,000

SUMMARY BY FISCAL YEARS

	1957 & 1958	1959	Total
Available September, 1956	$ 4,443,000	$3,800,000	$8,243,000
Previously Approved	3,669,000	1,478,000	5,147,000
Unprogrammed Balance	$ 774,000	$2,322,000	$3,096,000
Proposed Projects 3/15/57	170,000	115,000	285,000
Unprogrammed Balance	$ 604,000	$2,207,000	$2,811,000

In discussing the County projects, the Engineer pointed out that Clackamas County wishes also to improve the county road known as the Country Club Road, but to make the needed improvements it will be necessary to acquire right of way in the amount of approximately $150,000. In order to handle the project with the funds available to the County, the Court has asked permission to spend its first-year money for purchase of right of way and to finance construction with monies that become available during the following years. He recommended approval of such program. The Commission accepted his recommendation.

The Engineer reported that the City of Lebanon is constructing a project on Park Street which is the northbound route of the Santiam Highway. The City plans to widen the street from 32 feet to 44 feet between Grant and Oak Streets and proposes to perform all of the work with its own money and that of adjoining property owners, except that it wants the State to repave the center portion of the street which has a high crown and is now used as the traveled section of the highway. The total estimated cost, he said, is $19,500, of which the State's portion for repaving the center portion would be approximately $4,800. As the existing street has a high crown and it will be necessary to reshape it in connection with the City's widening project, he recommended that the project be approved as outlined, the State's share to be performed as a betterment project in 1957. The Commission approved the recommendation, provided the City will contribute funds as indicated.

Consideration was given to a request from the Malheur County Court and the Rural Road Assessment District No. 3, Malheur County, for a cloverleaf connection from the old route of US 30 to the new section of US 30 at the junction of Chester Boulevard immediately north of the City of Ontario in lieu of rebuilding the Malheur River Bridge, which was severely damaged by recent flood waters. The petition as submitted pointed out that the old Malheur River Bridge north of Ontario had been badly damaged by recent floods and that in lieu of rebuilding the Bridge, the cloverleaf be constructed. The Engineer stated that it has not yet

been determined if it would be feasible to repair the old bridge or construct a new one. In either event, it appeared that it would be necessary to spend at least $90,000 to restore the Malheur River Crossing. He recommended approval of the request subject to the condition that Malheur County will assume full jurisdiction over the old highway south from the proposed connection to the City of Ontario. He requested authority to negotiate with the Malheur County officials concerning the proposed setup, under which the County would be required to take over a one-mile section of the old road, the State take over about one-half mile of county road, and that the State would not be required to spend any additional funds on the present road. The Commission granted the authority as requested.

The Commission considered the advisability of subscribing to a press clipping service. The Engineer reported that the Travel Information Department subscribes to a considerable number of newspapers and provides quite adequate information on highway events over five days of the week. Not much material, however, is secured from the papers over Saturday and Sunday. Mr. Huntley, Director of Personnel and Public Relations, stated that the coverage they now secure from the Travel Information Department is quite adequate except on weekends. However, the press clipping service would be advantageous on occasions of special events. The members of the Commission indicated that they have no particular interest in the clippings, and upon the Engineer's adverse recommendation, the Commission decided not to subscribe to a clipping service at this time.

The Engineer reported that construction of the Yellow Creek Section of the Powers Secondary Highway in Coos County has been completed and the highway opened to public travel. As the old section of highway is not needed for any public use it may, therefore, revert to the abutting property owners. He recommended that the Commission formally abandon the old section of the highway to the abutting property owners. The Commission accepted his recommendation by adopting the attached resolution relative thereto marked EXHIBIT "C", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

An agreement with the U. S. Bureau of Reclamation to secure reimbursement from the Bureau for the cost of a reconnaissance survey at the Duncan Ferry Reservoir site near Rome in Malheur County, was discussed. The Engineer explained that the Bureau's plans may cause flooding of a section of the I.O.N. Highway if the dam is constructed, and at the request of the Bureau, the State had a reconnaissance survey made to determine a new location for the State highway. The Bureau, he said, has agreed to reimburse the State for the cost of the work, which amounted to $897.19. To secure this reimbursement, he recommended that the Commission approve a "Memorandum of Agreement" which provides for reimbursement not to exceed $900.00. The Commission approved the agreement.

The Commission approved the Secretary's Report of papers signed by him on behalf of the Commission during the period February 26 to March 26, 1957.

March 28, 1957

Attention was given to a letter from the Commercial Bank of Salem requesting that the Commission reconsider their request that their bank be used as a depository for withholding taxes deducted from highway employees' wages. Mr. C. H. Maison, Auditor, recalled that this matter was before the Commission at its last meeting and at that time the request was denied. However, additional information has been disclosed, including the fact that several other State agencies in Salem use this bank to deposit such funds until they are transmitted to the Government. Placing of the funds in the independent Commercial Bank he said, will cause no confusion and he recommended that this bank be approved as a depository for withholding funds as requested. The Commission approved his recommendation.

The Commission considered and upon the favorable recommendation of the Engineer, approved a lease agreement with the U. S. Coast Guard in the form of a Permit to install aides to navigation on four locations on US 30 between Deschutes River and the John Day River. The Engineer explained briefly that the agreement contains a clause which allows either party to cancel the agreement upon thirty days' written notice. The navigation aides, he added, are needed in connection with the pool created by The Dalles dam.

The Engineer presented a form of Permit allowing the Pacific Telephone and Telegraph Company to install a public telephone booth on the southbound lane of the R. H. Baldock Freeway adjacent to the truck scale at Mile Point 28.50. He recalled that this matter was considered at a previous meeting and has been approved in a general form. The Commission approved the Permit as presented.

The Engineer reported that a dangerous traffic hazard has developed in the vicinity of the Cherry City Bowling Alley located a short distance south of Salem, on the Salem Business Route of the Pacific Highway East, by reason of cars parking along the highway shoulders. An investigation disclosed that the bowling alley has provided ample parking space off the highway for its patrons, and he recommended for the safety of the traveling public, that shoulder parking be prohibited on both sides of the highway between a point 500 feet north of the Cherry City Bowl, Engineer's Station 119+08, and a point 300 feet south of the Cherry City Bowl, at Engineer's Station 127+08. The Commission approved his recommendation by adopting the attached resolution relative thereto marked EXHIBIT "F-1", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The matter of State Highway officials attending the Western Association of State Highway Officials 1957 Conference at Houston, Texas, June 11 to 15, 1957, was discussed. The Commission authorized the following persons to attend this meeting at a cost of $350.00 each, or a total of $2,800.00: Three Highway Commissioners; W. C. Williams, State Highway Engineer; Forrest Cooper, Deputy State Highway Engineer; W. W. Stiffler, Assistant State Highway Engineer; H. B. Glaisyer, Secretary; Robert L. May, Jr., Acting Chief Counsel.

The Engineer requested and the Commission granted authority for Mr. Paxson, Assistant State Highway Engineer, to attend a meeting of the Bridge Advisory Panel of the AASHO Road Test in La Salle, Illinois, April 12, 1957, at no expense to the State. Mr. Paxson is Chairman of this Committee and his expenses will be paid from Road Test funds. The Commission also authorized Mr. Paxson to attend a panel discussion concerning prestressed concrete at Ames, Iowa, May 7-9, 1957, as a guest of Iowa State College. His expenses are to be paid by the College.

The Engineer stated that a meeting of the AASHO Advisory Board is to be held in La Salle, Illinois, and that he as a member of this Board, should attend. He estimated the cost of the trip at $250. The Commission authorized him to attend the meeting at State expense. Commissioner McIver at this point inquired as to how the funds for travel expenses are holding out. The Engineer replied that if the trips are taken as authorized at this meeting, the Highway Department will be in the red about $1,000.00. The Commission instructed him to request additional funds from the Department of Finance and Administration for the balance of the fiscal year, and not a transfer or loan from the following year's funds.

The establishment of a speed zone on the Jefferson Secondary Highway near the City of Jefferson was discussed. The Engineer advised that the State Speed Control Board has established a speed zone within the City of Jefferson and to carry the zone to a logical conclusion, the State should establish speed zones on the adjacent rural portion north of Jefferson. He recommended that a 45 M.P.H. speed zone be established between a point 400 feet north of the road to Talbot, at M.P. 4.74, and the north City limits of Jefferson, M.P. 5.18, except that between a point 50 feet north of the road to Talbot at M.P. 4.81, and a point south of the road to Talbot at M.P. 4.96, the indicated speed shall be 20 M.P.H. during the hours of school crossings. The Commission approved such speed zone by adopting the attached resolution relative thereto, marked EXHIBIT "E-1", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer stated that a petition has been received from residents of Beaverton and vicinity requesting establishment of a reduced speed zone on the Beaverton-Tualatin Highway between Beaverton and Tigard. He advised that an investigation was made by the Traffic Engineering Department and as a result of the facts disclosed, he recommended that the following speed zones be established on the Beaverton-Tualatin Highway:

30 miles per hour between the south city limits of Beaverton (M.P. 0.78) and a point 0.11 mile south of the south city limits of Beaverton (M.P. 0.89).

45 miles per hour between M.P. 0.89 and a point 200 feet north of Washington Avenue, at M.P. 3.67.

40 miles per hour between M.P. 3.67 and the Pacific Highway West, M.P. 4.92, except that between a point 0.11 mile north of Locust Street, at M.P. 3.94 and a point 500 feet south of Locust Street, at M.P. 4.14, the indicated speed shall be 20 miles per hour during the hours of school crossings.

The Commission accepted his recommendation by adopting the attached resolution relative thereto, marked EXHIBIT "E-2", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer pointed out that the "through" highway resolution that was adopted by the Commission April 27, 1943, designating all state highways as "through" highways contained the following provision with respect to what was then the Beaverton-Aurora Secondary Highway No. 141: "All traffic shall stop before entering the intersection of the Scholls Highway with the Beaverton-Aurora Highway at Progress." This provision, he said, was eliminated by the Commission on September 21, 1949, when a revised "through" highways resolution was adopted, but the stop sign has not been removed. He requested permission to remove the sign now. The Commission approved his request.

An agreement with Peninsula Drainage District Number One, Portland, covering dike work in connection with construction of the Oregon Slough Bridge on the Pacific Highway north of Portland was considered. The Engineer stated that in connection with a contract that is now under way, it is necessary to drive some piling in the Drainage District dike. The agreement provides that the State shall pay the District during a five-year period the amount necessary to reimburse the District for the cost of protecting their dike. Following the Engineer's favorable recommendation, the Commission approved the agreement.

The Commission discussed a date for its next regular meeting and decided to hold a one-day meeting on April 19, in Portland. Tentative dates for the next following meetings were set as May 16 and 17, and June 27 and 28. The Secretary was instructed to make the usual arrangements for use of the Queens Room in the Imperial Hotel.

The Parks Superintendent reported briefly on the road and park improvements at Owyhee Reservoir that were requested by a delegation from Malheur County on March 1, 1957. He said that there have been no new developments since the delegation appeared. The Commission accepted the report.

Consideration was given to a request from Poison Creek Grange Safety Committee, Burns, for installation of traffic signals at a railroad crossing on the Central Oregon Highway east of Burns, on the Burns-Crane Highway within the City of Burns, and at the intersection of Broadway and Monroe Street in Burns. The Engineer reported that an investigation was made and it was found that there were no reported accidents at the railroad crossing east of Burns between January 1, 1950 and December 31, 1956, and that the crossing has a priority of No. 102 among 170 unsignalized grade

crossings. The railroad crossing on the Burns-Crane Highway, he said, has a priority of No. 37 among the 170 unsignalized railroad crossings. The investigation also disclosed that the traffic volume at the intersection of Broadway and Monroe Streets is too low to meet the standard warrants for the installation of traffic signals. However, there were 18 reported accidents at this intersection between January 1, 1952 and January 31, 1957. In view of these facts, he recommended that the request for the railroad grade crossing signals be denied and that a flashing beacon be installed at the intersection of Broadway and Monroe Streets, with flashing red indications to the east and the south, flashing amber to the west, and a flashing red indication and green right-turn arrow to the north, at an estimated cost of $600.00, the work to be performed in 1957. The Commission approved his recommendation.

The Engineer reported that in connection with the planning of the Interstate System in Portland, it is necessary to have made a planimetric map of the Sunset and Stadium Freeways and of the route of US99 between the Ross Island Bridge and the Columbia River. To accomplish this he recommended an arrangement with the Bureau of Public Roads providing that the Bureau shall contract with some competent firm to do the work on the basis of negotiated bids. He pointed out that the resulting information and map to be of any value must be prepared by a firm which has proper equipment and skilled operators. He added that the Bureau has authority to act in matters of this kind, and he recommended that they be authorized to proceed with this as an Interstate Project at an estimated cost of $60,000. The Commission approved his recommendation.

The Commission considered and upon the favorable recommendation of the Engineer approved throughway agreements with Marion and Linn Counties covering the North Jefferson Junction-S.P.R.R. Overcrossing Unit on the North Jefferson Junction-Albany Section of the Pacific Highway. These agreements, the Engineer pointed out, provide for necessary road closures, crossings, and interchanges in connection with this project.

With reference to an agreement with the Bureau of Public Roads, the Engineer pointed out that the State assumed maintenance of a section of the Enterprise-Lewiston Highway on November 1, 1956. The Bureau of Public Roads, he said, had a small maintenance crew on this project for a short time after November 1, 1956, and during that time spent $2,798.06 for maintenance for which it now seeks reimbursement. He recommended approval of the expenditure. The Commission approved the payment of $2,798.06 as recommended.

The Engineer reported that the City of Pendleton has requested cooperation in widening Frazier Street between S. W. 10th Street and S. W. 15th Street. He explained that in this overall plan for improvements in Pendleton, Frazier Street and Emigrant Street are included as a one-way couplet connecting the Pendleton-John Day Highway with the Old Oregon Trail. He estimated the cost of the project as requested at $45,000, and stated that the City has indicated that it will contribute $19,000 toward the expense. As Frazier Street presently is not a state highway route and

probably will not be used as a state route for several years, he recommended that the request be denied. The Commission decided not to approve this project until its finances permit construction of the one-way couplet in its entirety as planned between S. W. 20th Street and S. E. 10th Street.

The Engineer reported that the Longbell Lumber Company proposes, as an aid to traffic in going to and coming from their log dump adjacent to Highway 101 south of Gardiner, to construct a right-turn traffic lane, install a flashing beacon and four mercury vapor luminaire units at company expense at this point, provided the State will permit them to do so. He recommended that the company be allowed to make the installation under the terms of a permit and under the supervision of the State. He also recommended, as a further protection to the traveling public that parking be prohibited on both shoulders of the Oregon Coast Highway between M. P. 209. 74 (Engineer's Station 631+00) and M P. 209. 97 (Engineer's Station 619+00). The Commission approved his recommendations and thereupon adopted the attached resolution relative thereto, marked EXHIBIT "F-2", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Commissioner Reynolds reported a request from County Judge C. K. McCormick, Union County, for approval of an access to the Old Oregon Trail on the Ladd Canyon Section to provide access to a county sand shed. The Commission instructed the Engineer to investigate the request immediately and to inform Judge McCormick whether or not such access is feasible. A report on the subject is to be submitted to the Commission at its next meeting.

The Commission discussed with the Engineer, problems to be presented by delegations on the following day but action was deferred pending the appearance of the delegations.

The Commission discussed with the Engineer the bids that were received at the morning session for highway construction and at 3:30 p. m. Commissioner McIver announced awards of contracts as follows:

"Clean and paint steel in bascule span over Youngs Bay on the Oregon Coast Highway in Astoria in Clatsop County. The Commission awarded the contract to the low bidder, O & S Painters, Inc., Tigard, at $4,900.

"Clean and paint steel in bridge over South Slough on Cape Arago Highway at Charleston, and in bridge over South Fork Coquille River on Powers Highway at Powers in Coos County. The Commission awarded the contract to the low bidder, Pacific Marine Service, Portland, at $8,100.

"Grading and oiling on the Willowdale-Lyle Gap Section of The Dalles-California Highway in Jefferson County. The Commission elects to accept the bid of Rogers Construction Co., Portland, the low bidder, in the sum of $718,514, and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Clean and paint steel in Robertson Bridge over Rogue River on Rogue River Loop Highway in Josephine County. The Commission awarded the contract to the low bidder, Pacific Marine Service, Portland, at $3,250.

"Oiling and rock production project on three State highways in Klamath County. The Commission awarded the contract to the low bidder, Babler Bros., Inc., Portland, in the sum of $89,222.

"Clean and paint steel in bridge over Willamette River on McKenzie River Highway at Springfield in Lane County. The Commission awarded the contract to the low bidder, O & S Painters, Inc., Tigard, at $7,900.

"Pacific Highway Overcrossing of S.P.R.R. at Jefferson Junction in Linn County. The Commission elects to accept the bid of Johnston & Bryant, Newberg, the low bidder, in the sum of $174,977, and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Grading and oiling on the North Unit, Vale-Grand Avenue Section of the Lytle Boulevard Road in Malheur County. The Commission elects to accept the bid of Babler Bros., Inc., Portland, the low bidder, in the sum of $167,625, and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Malheur County is received and the sum of $37,900 is deposited by the County.

"Fencing project on the Willamette River-Hayesville Section of the Portland-Salem Expressway in Marion County. The Commission awarded the contract to the low bidder, J. C. Compton Co., McMinnville, at $7,009.

"Oiling project on three State highways in Division No. 2 in Marion, Lincoln and Clackamas Counties. The Commission awarded the contract to the low bidder, J. C. Compton Co., McMinnville, at $26,631.

"Construct bridge over Wild Horse Creek in the City of Adams in Umatilla County. The Commission awarded the contract to the low bidders, Harold E. Ray & L. O. Fusby, Hermiston, at $9,970.

"Oiling and leveling course project on the Cove and Fruitdale Road Sections near La Grande in Union County. The Commission elects to accept the bid of Russell Olson Construction Co., Inc., Pendleton, the low bidder, in the sum of $32,650, and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Union County is received and the sum of $7,400 is deposited by the County.

"Glover Overcrossing of Union Pacific Railroad on the Old Oregon Trail Highway in Union County. The Commission elects to accept the bid of Orlando C. Bennard, Portland, the low bidder, in the sum of $120,800, and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Grading project on the West Unit, Shogren-Rowena Section of the Columbia River Highway in Wasco County. The Commission awarded the contract to the low bidder, Earl L. McNutt Co., Eugene, for $250,723.80.

"Grading and paving on Lafayette Street in the City of Dayton in Yamhill County. The Commission awarded the contract to the low bidder, Warren Northwest, Inc., Portland, for $11,540.

The Commission signed the following agreements, deeds, and other papers:

"Permit" from Bonneville Power Administration for construction of US30 across the Bonneville easement near Meacham.

"Bargain and Sale Deed" with Bert B. Gates covering exchange of property on Whiskey Creek Section of Mt. Hood Highway, Hood River County.

"Consent to Vacation of Streets" in Alexandria, Lincoln County, Oregon.

"Quitclaim Deeds" relinquishing title to Archie Riekkola and Thomas McClure for certain slope easements in Astoria not now needed for highway protection.

"Agreement" with Bureau of Public Roads covering the placement of bituminous mat on Oregon National Forest Highway Project 47-A4, B7, C2, D4, North Umpqua Highway. Government will reimburse state for expenses up to $3,000.

"Agreement" with the United States Coast and Geodetic Survey to establish horizontal and vertical controls along certain sections of interstate highway system in Oregon. Estimated cost $60,000.

"Memorandum of Agreement" with Bureau of Reclamation to secure reimbursement from the Bureau for reconnaissance survey costs in connection with a study made at Duncan Ferry Reservoir site on Owyhee River near Rome. Amount involved $897.19.

"Lease" with U. S. Coast Guard covering sites for various aides to navigation in The Dalles Dam area.

"Permit Agreement" with the Pacific Telephone and Telegraph Company regarding the maintenance of a public telephone booth on R. H. Baldock Freeway near the State Scales at M.P. 28.50.

"Agreement" with Southern Pacific Co. covering the Second Jefferson Jct. Overcrossing structure on the Pacific Highway in Linn County. (Authorized 8-16-56)

"Agreement" with City of Gold Beach covering the Gold Beach-Hunter Creek Section of the Oregon Coast Highway in Curry County. (Bids to be received 3-29-57)

"Finance & Maintenance Agreement" with Union County covering the Cove Avenue and Fruitdale Road Sections of FAS 478 and 796. (Authorized 1-22-56)

"Finance & Maintenance Agreement" with Malheur County covering the North Unit, Vale-Grand Avenue Section of FAS 515. (Authorized 9-27-56)

"Finance & Maintenance Agreement" with Polk County Covering the West Unit, Airelie-Suver Section of FAS 560. (Authorized 11-8-56)

"Agreement" with City of Echo covering the $250,000 Special Fund for paving on Dupont Street in Echo. (Authorized 12-17-56)

"Agreement" with City of Adams covering the $250,000 Special fund for construction of a bridge over Wild Horse Creek on Preston Street in Adams. (Authorized 12-17-56)

"Lease" and "Sale of Road Materials Agreement" with Sidney D. Harris for property on the Paulina Slough-Picture Rock Pass Section of the Freemont Highway in Lake County. (Authorized 1-22-57)

"Agreement" with Peninsula Drainage District Number One, Portland, covering dike work in connection with construction of Oregon Slough Bridge on US 99E, North Portland. Bridge reconstruction now underway -- Contract No. 4653. Agreement provides that State will pay District during 5-year period amount necessary to reimburse District for all cost necessary to render protective work suitable for which intended.

"Easement" to the California-Oregon Power Company to set a pole and anchor on a State-owned stock pile site on Pacific Highway, Douglas County.

"Throughway Agreements" (2) covering North Jefferson Junction-SP Railroad Overcrossing Unit, North Jefferson Junction-Albany Section of Pacific Highway, Marion and Linn Counties.

"Agreement" covering $250,000 special fund project for grading and paving on Lafayette Street in Dayton. (Authorized 12-17-56)

"Bargain and Sale Deed" conveying to T. T. Anderson, et ux., 3.8 acres of land on Salem By-Pass Section of Pacific Highway East, Marion County. (Authorized 11-8-56)

"Letter" from Bureau of Public Roads re reimbursement to Bureau for their expense incurred on the Flora-Enterprise Project 38-B2.

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"Throughway and Abandonment Agreement" with Josephine County covering the Jumpoff Joe Creek-Louse Creek Unit of the Jumpoff Joe Creek-Grants Pass Section of the Pacific Highway in Josephine County.

"Quitclaim Deed" to C. R. Lawrence in order to clear cloud on real property title. Delivery of deed contingent on State's being reimbursed in the amount of $800.00.

"Consent to Vacation of Alleys" for the vacation of certain alleys near Lakeview.

"Ground Lease" to R. S. Burch for a parcel of land on S. E. corner of the John Ridgeway D.L.C. No. 43 in Township 6S. Range 6 W., W.M. Polk County.

"Bargain & Sale Deed" to Herman Oliver for a parcel of land in the NW$\frac{1}{4}$ of SW$\frac{1}{4}$ of Section 29, Township 15 South, Range 31 East, W.M., Grant County.

"Bargain & Sale Deed" to Georgia Pacific Plywood Corp. for a parcel of land lying in Buford's Addition to the Town of Alexandria, Section 10, Township 11 South, Range 11 West, W.M., Lincoln County.

"Bargain & Sale Deed" to Cy Turner for a parcel of land lying in Buford's Addition to the Town of Alexandria, Section 10, Township 11 South, Range 11 West, W.M., Lincoln County.

"Agreement" with Idaho Power Company making certain changes and alterations in agreement dated 1-9-57, covering construction of highway between Richland and the general vicinity of the Brownlee Dam site.

The meeting adjourned at 4:00 p.m. to reconvene at 9:00 a.m. on the following day.

Portland, Oregon
March 29, 1957

The meeting of the Oregon State Highway Commission reconvened at 9:00 a.m. in the Queens Room of the Imperial Hotel. The following people were present:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway Engineer

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W. W. Stiffler, Assistant State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
Robert L. May, Jr., Acting Chief Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

Commissioner Reynolds announced to the contractors and others assembled for the opening of bids that Chairman Ben R. Chandler, who has been a member of the Highway Commission for over ten years, is retiring from the Commission as of today. He pointed out that his tenure as a highway Commissioner is the longest in the history of the State Highway Department. Chairman Chandler expressed regrets at leaving the Commission, but he said that he would take with him pleasant memories of his associations with people in what he termed as the outstanding highway department in the United States. He also complimented the contractors, the engineers and others who have played a part in the construction of Oregon highways and expressed the wish that they continue in the same spirit of efficiency and goodwill as in the past.

Bids as follows were opened and read aloud by the Secretary who announced that the Commission would award contracts in the same room at 3:00 p.m.

BENTON COUNTY
PHILOMATH ("M" ST.) GRADING AND PAVING PROJECT

Corvallis Sand & Gravel Co., Corvallis	$ 12,942.00
Warren Northwest, Inc., Portland	13,221.00

CLATSOP COUNTY
PIPE CULVERT AND GRADING ON MILL CREEK (SEASIDE) SECTION OF THE OREGON COAST HIGHWAY

James G. Robertson, Clackamas	$ 23,742.40
George E. Berry, Beaverton	27,830.00
Grimstad & Vanderveldt, Astoria	28,150.00
Larsen Construction Co., Astoria	28,960.00
Palmberg Construction Co., Astoria	29,340.00
Q. L. Rufener, Inc., Portland*	31,540.00
C. J. Eldon, Contractor, Portland	36,464.00

*Bidder will not accept award of more than one contract at this letting.

CURRY COUNTY
GRADING, STONE BASE AND PAVING ON THE GOLD BEACH-HUNTER CREEK SECTION OF THE OREGON COAST HIGHWAY

The Central Heating Co., Ore. Ltd., Eugene	$223,055.50
J. Ira McNutt Construction Co., Springfield	236,255.50
Coos Bay Dredging Co., Coos Bay	237,227.40
Peter Kiewit Sons Co., Medford	242,700.00

GILLIAM AND WHEELER COUNTIES
CONDON-KINZUA JCT. OILING PROJECT ON THE JOHN DAY AND WASCO-HEPPNER HIGHWAYS, NEAR CONDON AND FOSSIL

Russell Olson Construction Co, Inc., Pendleton	$ 23,699.50
Babler Bros., Inc., Portland	23,993.75
J. C. Compton Co., McMinnville	24,502.50
The Central Heating Co., Ore. Ltd., Eugene	26,621.00
Horton Construction Co., Portland	26,989.10
Leslie Harris, Pendleton	27,519.50
Morrison & Co., Inc., Rufus	30,589.00

JOSEPHINE COUNTY
JUMPOFF JOE CREEK-LOUSE CREEK STRUCTURES ON THE PACIFIC HIGHWAY

Tom Lillebo Construction Co., Reedsport	$286,592.00
Ausland Construction Co. & R. & M. Construction Co., Grants Pass	312,176.00
H. G. Carl Construction Co. & M. L. Mills Const. Co., Salem	314,582.00
Glenn Snook, Eugene	334,608.00
Teeples & Thatcher, Portland	349,233.00
Natt McDougall Co., Portland	357,877.00
Schrader Construction Co., Portland	379,470.00
Peter Kiewit Sons Co., Medford	380,735.00
Hamilton & Thoms, Eugene	383,615.00

LANE COUNTY
CONSTRUCTION OF COAST FORK RELIEF BRIDGE

Hamilton & Thoms, Eugene	$ 23,982.00
Tom Lillebo Construction Co., Reedsport	28,348.50
Workman & Wilson, Canby	32,134.00
Valley Construction Co., Portland	32,355.00
Henry G. Stach, Oakridge	32,694.00
General Construction Co., Portland	33,148.50
FitzGerald Construction Co., Klamath Falls	34,775.00
Babler Bros., Inc., Portland	42,419.00
C. H. Strong Engr. & Const., Eugene	44,760.00

MARION COUNTY
CONSTRUCTION OF SILVER FALLS CHAPEL IN NORTH SILVER CREEK YOUTH CAMP AREA OF SILVER FALLS STATE PARK

C. A. Lantz, Salem	$ 12,995.00
Vincent C. Neal, Jr., Salem	13,770.00
C. M. Corkum Co., Inc., Portland	13,818.00
T. J. Patzer, Salem	14,382.00

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Silver Falls Chapel - (Cont)

Erwin E. Batterman, Salem	$ 14,390.00
Hampton C. Platt, Salem	14,700.00
R. I. Randolph Construction Co., Salem	14,746.00
Decatur & Maerz	15,055.00
Mills Construction Co., Salem	15,269.00
Mac Sharp & Michaels Construction Co., Portland	15,831.00
H. A. Starr Concrete, Portland	16,927.00
L. J. Plank, Woodburn	17,209.80
Meyer Construction Co., Silverton	17,700.00

MARION COUNTY
CONSTRUCTION OF LATRINE IN BLUE STAR ROADSIDE REST AREA ON PACIFIC HIGHWAY NEAR GERVAIS

V. L. Reinecke, Woodburn	$ 5,270.00
R. I. Randolph Construction Co., Salem	5,688.00
C. A. Lantz, Salem	5,900.00
Decatur & Maerz, Salem	5,989.00
Vernon J. Warren, Dundee	6,187.00
James G. Robertson, Clackamas	6,423.00
L. J. Plank, Woodburn	6,535.00
Standard Construction Co., Inc., Portland	6,689.50
Mac Sharp & Michaels Construction Co., Portland	6,988.00
D. E. Johnson, Milwaukie	8,195.00

MARION COUNTY
CONSTRUCTION OF LATRINE IN CHAMPOEG STATE PARK NORTH OF SALEM

Standard Construction Co., Inc., Portland	$ 5,225.00
V. L. Reinecke, Woodburn	5,620.00
L. J. Plank, Woodburn	6,727.00
Mac Sharp & Michaels Construction Co., Portland	6,806.00
James G. Robertson, Clackamas	6,842.00
Vernon J. Warren, Dundee	6,988.00
Decatur & Maerz, Salem	7,200.00
R. I. Randolph Construction Co., Salem	8,320.00
D. E. Johnson, Milwaukie	11,489.00

MARION AND LINN COUNTIES
GRADING ON N. JEFFERSON JCT. -S.P.R.R. OVERCROSSING SECTION OF THE PACIFIC HIGHWAY EAST

Roy L. Houck & Sons, Salem	$605,067.40
R. A. Heintz Construction Co., Portland	647,230.50
Kuckenberg Construction Co., Portland	678,511.50
Earl L. McNutt Co., Eugene	679,510.00
Natt McDougall Co., Portland	733,517.00

N. Jefferson Jct. -S.P.R.R. Overcrossing Section of Pacific Highway East (Cont)

Henry H. Miller Contractors, Inc., Roseburg	$753,533.30
Babler Bros., Inc., Portland	794,610.00
Fred H. Slate & E. C. Hall Co., Portland	839,089.50
Durbin Bros., Eugene	859,388.00

POLK COUNTY
GRADING AND STONE BASE ON WEST UNIT, AIRLIE-SUVER SECTION OF THE BURNS CORNER-SUVER ROAD

D. F. McKenzie, Salem	$ 87,396.00
G. D. Dennis & Sons, Portland	88,416.00
Logan Taylor & Co., Portland	98,235.00
C. J. Eldon, Contractor, Portland	101,869.00
A. H. Saxton & Son, Portland	104,120.00
F. L. Somers, Medford	104,775.80
R. K. Shelton Construction, Roseburg	106,653.00
Glen Ousley Construction Co., Eugene	107,431.50
Dolan Construction Co., Tillamook	107,845.00
Henry H. Miller Contractors, Inc., Roseburg	109,805.90
Q. L. Rufener, Inc., Portland*	111,288.00

*Bidder will not accept award of more than one project.

TILLAMOOK COUNTY
CONSTRUCTION OF TWO CONCRETE BRIDGES OVER THE WILSON RIVER ON THE WILSON RIVER HIGHWAY

George E. Berry, Beaverton	$104,618.00
Tom Lillebo Construction Co., Reedsport	109,428.50
Johnson & Amens, McMinnville	115,012.00
Valley Construction Co., Portland	127,214.00
P. S. Lord Mechanical Contractors, Portland	140,130.00
Inland Construction Co., Milwaukie	155,019.00

UMATILLA COUNTY
ECHO (DUPONT ST.) PAVING PROJECT

Russell Olson Construction Co., Inc., Pendleton	$ 6,616.00
Leslie Harris, Pendleton	8,540.00
Morrison & Co., Inc., Rufus	14,240.00

WHEELER COUNTY
CONSTRUCTION OF OCHOCO SAND SHED ON THE OCHOCO HIGHWAY EAST OF PRINEVILLE

A. E. FitzGerald Construction Co., Klamath Falls	$ 9,740.00
Bechtel Bros., La Grande	10,846.00
C. P. Patterson, Redmond	10,874.00

Construction of Ochoco Sand Shed - (Cont)

Walter N. Jackson, Hermiston	$ 11,626.00
Henry G. Stach, Oakridge	11,715.00
Johnson & Amens, McMinnville	12,500.00

Elton A. Schroeder, representing the City Council of the City of Myrtle Point, and J. H. Bowen, member of the Coquille Chamber of Commerce, came before the Commission concerning improvements to the Coos Bay-Roseburg Highway. Mr. Schroeder was spokesman. He declared that the existing highway is very old and crooked and in its present condition greatly impedes the flow of traffic. He said that the improvement of this highway is their priority project and he requested a detailed survey of the section between Myrtle Point and Camas Valley before any other major improvement is made. It was his opinion that it would be more feasible to improve the existing highway than to construct a new highway between Coos Bay and Roseburg. Mr. Bowen mentioned that freight traffic from California now goes north on US 99 to Drain, thence west along the Umpqua Highway to Reedsport, and south on the Oregon Coast Highway to Coos Bay. This circuitous route is used, he stated, because of the poor condition of the Coos Bay-Roseburg Highway. He called attention to the electric power development that is being constructed on the Coquille River and the need for a better highway in the economic development of the area. He expressed the opinion that this route is just as good as any other route that can be found. Chairman Chandler stated that the request would be given careful consideration.

A delegation from the City of Ashland appeared before the Commission concerning an access to the proposed Pacific Highway by-pass at Mountain Avenue, the widening of Siskiyou Boulevard, the present route of US 99 in Ashland. The following people composed the group: Harry Skerry, City Attorney; Richard Neill, Mayor; Elmer Biegel, City Superintendent; Walter Bossard, L. C. Ostrander, Kenneth Jones, John Billings, and Glenn Revel, City Councilmen. Mr. Skerry, who acted as spokesman, introduced the other members of the delegation and thanked the Commission for construction of the one-way couplet section for the widening of North Main Street and for the underpass construction at the north city limits. He urged the Commission to widen to four traffic lanes a section of Siskiyou Boulevard from the south end of the new one-way couplet to the proposed interchange near the south city limits. This widening, he stated, could be done by eliminating the center island strip in the existing street. He also urged the Commission to construct an interchange facility rather than a single turn-off at the junction of the proposed Pacific Highway by-pass at Mountain Avenue. He pointed out that the area served by Mountain Avenue is rapidly developing as a residential district and the interchange will provide a better means of access for the increasing volume of traffic between Ashland and Medford. Chairman Chandler commented that the Commission is familiar with the situation and has given the matter some thought. He pointed out that when the by-pass is constructed the volume of traffic on

Siskiyou Boulevard, which is the present route of the Pacific Highway, will be reduced. He also mentioned that three interchanges are already being considered for connections between the new highway route and the City of Ashland, with a turn-off at Mountain Avenue which can be revised as an interchange in the future if traffic demands. The Engineer commented that it is difficult to determine at this time the amount of traffic that Mountain Avenue will carry but in any event, it will not be difficult to construct such an interchange if it is needed. He also said that it probably will be about five years before the by-pass is completed. Others speaking in behalf of their project were Messrs. Biegel and Neill. Mr. Biegel stated that the City will not object to the removal of the center park area along Siskiyou Street. The Commission took no action concerning the interchange at Mountain Avenue but instructed the Engineer to investigate the feasibility of widening Siskiyou Boulevard as the group requested.

J. H. Vanwinkle, Manager of the Oregon City Chamber of Commerce, W. G. Trappe, Chairman of the Highway Committee, and Merle Brown, Chairman of the Tourist Committee of said Chamber of Commerce, came before the Commission concerning (1) Additional signs at the highway interchange north of Salem, (2) Improvement of the Cascade Secondary Highway between Oregon City and Molalla, and (3) The federal-aid secondary highway program in Clackamas County. Mr. Vanwinkle acted as spokesman. He commented briefly on the sharp curves, narrow roadbed and shoulders, and the heavy traffic on the Cascade Highway, and urged improvements. He also requested that surveys be authorized to enable the County to proceed with the acquisition of right of way necessary in the County Federal-Aid Secondary Program. Mr. Brown called attention to a condition at the Hayesville Interchange north of Salem whereby motorists are not apprised of motels and other tourist facilities which are available along the old route of the Pacific Highway to the north. He requested installation of additional signs at the Hayesville Junction, calling attention to these facilities. Although such a request might be the basis for setting a precedent it was his feeling that the Commission has a responsibility to the tourists in directing them to needed accommodations. The Commission took the requests under advisement.

A group representing the "North Albany-Corvallis All-Weather Route Association" consisting of John Boock, Hal Byer, And George Dannen of the Albany Chamber of Commerce, and Oliver Parker Butts, Albany City Councilman, came before the Commission concerning improvement of the Albany-Corvallis Highway. Mr. Boock, who acted as spokesman, asked the Commission to remove or modify several sharp curves and raise several low spots in the highway to make it passable during periods of high water in the Willamette River. The delegation, he stated, realizes that construction of a completely new highway is probably not justified at this time but it is their feeling that the highway could be improved as requested at a reasonable figure, and that such improvement would probably be satisfactory for a number of years. He mentioned particularly the curves at the west end of the Willamette River Bridge at Albany and near the Camp Adair Road, and low spots in the highway at the west end of the bridge and at a point near the Children's Farm Home. He also said that this district is being developed rapidly as an industrial area and he urged an immediate

investigation to determine the possibilities of improving the highway soon for all weather use. Following the delegation's departure Commissioner Reynolds commented that the City of Corvallis has never taken any interest in improvement of the present road. The Engineer commented that whereas the Corvallis people have not asked the Commission for this improvement, none the less they have in mind construction of a new highway which will probably cost two or three million dollars on the easterly side of the river. After some discussion, the Commission instructed the Engineer to make an estimate of cost to modify the curves and raise the low areas as requested by the delegation.

Mr. B. F. Quimby, merchant and farmer of Beaverton, appeared before the Commission to request a restricted speed zone on the Beaverton-Aurora Highway between Progress and Beaverton. He called attention to excessive speed and dangerous curves in this area and he presented a petition signed by 125 people who reside in the vicinity. The Engineer informed him that on the previous day the Commission had taken action to establish reduced speed zones of 35 and 45 miles per hour in this location which he felt would considerably relieve the hazard. Mr. Quimby expressed thanks for the consideration given.

Mr. Bruce Shavere, representing the Coos-Curry Electric Co-operative of Coquille, came before the Commission to request permission to install an electric power line across a portion of Cape Sebastian State Park and across a forest wayside near Brookings in Curry County. He explained that it is necessary in order to construct an economically feasible line, to install such facility across the State properties, as construction outside the properties would have to be on very steep terrain and would be very costly; also, it would be very difficult to maintain the line as it could be reached only on foot. The Parks Superintendent stated that it would be necessary to cut all trees for 200 feet on each side of the power line in order to prevent trees falling across the line during wind storms. This means that the timber on about 21 acres would have to be cut, involving approximately 650,000 board feet of timber which has been appraised by the State Forestry Department at $14,300. The cutting of this swath, he said, would reduce the aesthetic values of the State property but he called attention to the fact that the highway location may be moved at a later date. Chairman Chandler and Commissioner Reynolds expressed reluctance to the cutting of the timber. Mr. Shavere again pointed out that there is no other feasible location for the power line and that the Cooperative is willing to pay the State for the value of the timber that is destroyed. The Commission instructed the Parks Superintendent to attempt to work out a plan with the Cooperative to provide a feasible location for their power line with minimum damage to State properties and with the understanding that the Cooperative will pay for timber that is cut and removed, and for isolated pieces which will be subject to blowdown. The Commission also ordered a report on the subject.

The Right of Way Engineer reported that a house owned by the Highway Department, located at 3053 N. E. 102nd Street on the T. H. Banfield Expressway in Portland has been offered for sale but no

satisfa ctory bids have been received. The property is being rented for $55.00 per month, but the septic tank needs repairing which he estimated would cost $300.00. The Commission authorized the repair of the septic tank.

The Acting Chief Counsel reported that he has received copies of the agreement signed by Idaho Power Company pertaining to relocation of State highways because of dam construction at Brownlee and Oxbow on the Snake River. He also reported that a change had been made in the wording of the agreement to provide for a crushed gravel surface on the relocated section in place of the original wording which mentioned merely gravel surface. The change has been discussed with members of the Idaho Power Company and will be confirmed by letter. The report was accepted by the Commission and the agreement was signed later.

A bill now before the State Legislature which provides for the expenditure of $105,000 of State highway funds for construction of a memorial building at Champoeg State Park was brought up by the Acting Chief Councel. He explained that the bill in its present form provides for a total expenditure of $210,000, one-half of which is to be from highway funds. The Parks Superintendent stated that a better building is needed to preserve the large number of historical items that are housed at this place, and that the plans for the proposed building are practically the same as the design that was prepared several years ago. He recommended that the Highway Commission authorize an expenditure of $105,000 of state highway funds to finance the new building on the condition that a like amount is furnished from other sources. Mr. G. S. Paxson, Assistant State Highway Engineer, observed that the structure as designed will be complete as a parks headquarters and museum building. As a result of discussion, the Commission indicated a willingness to con tribute the sum of $105,000 if the bill is passed, provided that one-half of the funds required are furnished from sources other than highway funds. The Parks Superintendent was instructed to convey the action to Representative Fred Meek.

Commissioner Reynolds inquired concerning the status of a mining claim, held by a Mr. Kerner, on the John Day-Burns Highway near Canyon City. The Acting Chief Counsel stated that Mr. Kerner is trying to establish a mining claim on highway right of way and that he has been notified to remove his fence from the right of way by April 1, 1957.

Commissioner Reynolds mentioned that he had observed a number of State truck drivers who were disregarding safety regulations. The Engineer replied that the Department is conducting an intensive training program under the direction of V. H. Coffey, Safety Engineer, and that many meetings are being held in various parts of the State to impress upon drivers the need for observing all safety precautions.

The meeting recessed for luncheon at 12:00 noon and reconvened at 2:00 p.m. in the same room, with the same persons present and participating.

A delegation from the City of Delake on the Oregon Coast Highway in Lincoln County urged the Commission to accept as a gift a 25-acre parcel of land on the north side of "D" River, east of the Oregon Coast Highway at Delake. The following people were present: Clifford Fagaly, Mayor; P. C. Reinhart, Chamber of Commerce, Ad Club, Realtor; Violet Reinhart, President, Oregon Coast Ad Club; Floyd Stager, City Attorney; and Arnold Ernshaw, City Recorder. Mr. Fagaly, who acted as spokesman, stated that the City does not have adequate finances to develop the area. He pointed out that the proposed park site has approximately 4,000 feet of shoreline on the lake, which has been selling at $25.00 per lineal foot and that the City will cooperate to the extent of furnishing free water and policing, and in lighting of the park area. Mr. Reinhart called attention to the fact that the nearest park with overnight camping facilities is located at Beverly Beach, about 15 miles south of Delake, and that many tourists inquire at the tourist booth in the north end of the town where overnight facilities are available. Devils Lake, he stated, has been restocked with trout and should be a very attractive fishing area. He also called attention to the fact that if tourists can be encouraged to stay a day or so longer in the State their expenditures within the State will be increasingly higher, and he also said that the City has indicated that it will remove the park area from the city limits so that the State will not be developing a park within a city. Mr. Stager pointed out that the tract provides a direct access to the beach by means of the pedestrian underpass path under the "D" River Bridge. Mrs. Reinhart stated that many of the businesses on the coast depend on tourist trade and there is a real need for a park in this vicinity. Chairman Chandler stated that the Commission is very appreciative of the City's offer and that careful consideration will be given to it.

Following departure of the delegation, the matter was again discussed briefly. The Parks Superintendent stated that the idea of installing overnight camping is news to him and that investigation is needed before he can make a recommendation. The nearest overnight camping facility, he stated, is about 15 miles to the south and a greater distance to the north. The Engineer inquired if consideration had been given to the development of a park area near Otis Junction and 3-Rocks, where the Salmon River Highway joins the Oregon Coast Highway. The Commission instructed the Parks Superintendent to study the matter in the light of additional overnight camping facilities and submit a report later.

Mr. Francis Landrum, representing the Klamath County Chamber of Commerce, appeared before the Commission concerning development of the Lake of the Woods Road in Klamath County. He recalled that the Klamath County Court had declined to go through with a previous agreement which provided that the County would take over a section of the Klamath Lake Secondary Highway from its junction with the Lake of the Woods Road north to Fort Klamath if the State would take over the Lake of the Woods Road in Klamath County and develop it as a forest highway. He asked that the Little Butte Secondary Highway, which is the westerly end of the Lake of the Woods Road be extended to a junction with the Klamath Lake Secondary Highway. The County Court, he stated, has indicated a desire that the State make a survey of the northerly part of the Klamath Lake Secondary

Highway and it was his thought that the County might accept it as a county road in sections. It was his opinion that the County cannot afford to take over the entire section from the junction with the Lake of the Woods Road to Fort Klamath. It was also his opinion that the section should never have been made a secondary highway in the first place. The Engineer stated briefly that the original understanding with Klamath County was that the State would take over the Lake of the Woods Road in Klamath County provided the county would take over the section of the Klamath Lake Secondary Highway north of the Lake of the Woods Road junction. Following Mr. Landrum's departure the matter was discussed further. The Commission at that time decided definitely to adhere to the original arrangement not to designate the Lake of the Woods Road a State Secondary Highway unless and until the County will assume complete jurisdiction over the Klamath Lake Secondary Highway north of Rocky Point junction.

The Engineer reported that under authority previously granted to him, he has removed a reduced load limit on the O'Neil Secondary Highway between M.P. 9.20 and M.P. 17.81, effective 8:00 a.m., April 1, 1957. The Commission accepted his report.

Commissioner Reynolds brought up for discussion a letter from Mr. Norbet L. Sieg, Baker, Oregon, alleging that a dangerous condition exists along US 30 between Haines and Baker by reason of trees on the right of way. It seems that several people have been killed as a result of driving off the highway and hitting the trees. The Engineer was instructed to investigate the matter.

The Commission discussed with the Engineer bids received at the morning session and at 3:00 p.m. Commissioner McIver announced award of contracts as follows:

"Grading and paving on "M" Street in Philomath, Benton County. The Commission awarded the contract to the low bidder, Corvallis Sand & Gravel Co., Corvallis, at $12,942.

"Grading and pipe culvert installation on the Mill Creek Section of the Oregon Coast Highway in Seaside, Clatsop County. The Commission awarded the contract to the low bidder, James G. Robertson, Clackamas, at $23,742.40.

"Grading, stone base and paving on the Gold Beach-Hunter Creek Section of the Oregon Coast Highway in Curry County. The Commission elects to accept the bid of the low bidder, The Central Heating Co., Ore. Ltd., Eugene, in the sum of $223,055.50 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Oiling on the Condon-Kinzua Junction project on the John Day and Wasco-Heppner Highways in Gilliam and Wheeler Counties. The Commission has awarded the contract to the low bidder, Russell Olson Construction Co., Inc., Pendleton, at $23,699.50.

"Construct six concrete deck girder structures on the Jumpoff Joe Creek-Louse Creek Section of the Pacific Highway in Josephine County. The Commission awarded the contract to the low bidder, Tom Lillebo Construction Co., Reedsport, at $286,592.00.

"Construct Coast Fork Relief Bridge on the Willamette Highway in Lane County. The Commission awarded the contract to the low bidder, Hamilton & Thoms, Eugene, at $23,982.00.

"Construct Silver Falls Chapel in the North Silver Creek Youth Camp Area of Silver Falls State Park in Marion County. The Commission awarded the contract to the low bidder, C. A. Lantz, Salem, at $12,995.00.

"Construct latrine at Blue Star Roadside Rest Area on the Pacific Highway East, near Gervais, Marion County. The Commission awarded the contract to the low bidder, V. L. Reinecke, Woodburn, at $5,270.00.

"Construct latrine at Champoeg State Park, Marion County. The Commission awarded the contract to the low bidder, Standard Construction Co., Inc., Portland, at $5,225.00.

"Grading on the North Jefferson Junction-S.P.R.R. Overcrossing Section of the Pacific Highway East in Marion and Linn Counties. The Commission elects to accept the bid of the low bidder, Roy L. Houck & Sons, Salem, in the sum of $605,067.40, and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Grading and stone base on the West Unit, Airlie-Suver Section of the Burns Corner-Suver Road in Polk County. The Commission elects to accept the bid of the low bidder, D. F. McKenzie, Salem, in the sum of $87,396.00, and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Polk County is received and the sum of $19,700.00 is deposited by the County.

"Construct concrete bridges over the 3rd and 4th crossings of the Wilson River on the Wilson River Highway in Tillamook County. The Commission awarded the contract to the low bidder, George E. Berry, Beaverton, at $104,618.00.

"Paving on DuPont Street in the town of Echo, Umatilla County. The Commission awarded the contract to the low bidder, Russell Olson Construction Co., Inc., Pendleton, at $6,616.00.

"Construct Ochoco Sand Shed, east of Prineville in Wheeler County. The Commission awarded the contract to the low bidder, A. E. FitzGerald Construction Co., Klamath Falls, at $9,740.00.

There being no further business to come before the Commission, the meeting was declared adjourned by Chairman Chandler at 3:10 p. m.

State Highway Engineer

Chairman

Commissioner

Secretary

Commissioner

March 29, 1957

EXHIBITS "A" through "J"

MINUTES

of the

OREGON STATE HIGHWAY COMMISSION MEETING

held on

MARCH 28 and 29, 1957

EXHIBIT "A"

Minutes of March 28 and 29, 1957

RESOLUTION

WHEREAS, in connection with the future improvement of the highway herein designated, and for the convenience and benefit of the public, it is and has been necessary to acquire property for rights of way, quarry sites, gravel or other material sites, sites for the storage of materials, and properties for other purposes authorized by statute as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the following described properties are hereby declared to be necessary for State highway, park, and other uses under the jurisdiction of the Commission, and that the several options or bases of settlement hereinafter enumerated be, and the same hereby are approved and accepted, and that the attorney for the Commission be, and he hereby is, instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon, by and through its State Highway Commission. The said properties hereby ordered and authorized to be acquired are as follows:

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND - SALEM EXPRESSWAY

22722 Chapman, Fred R. and Ina C. (Grant)
Right of Way
Option expires September 7, 1957

3,800 sq. ft. at $0.20 per sq. ft.	$ 760.00
Damage	355.00
Amount to be paid owners - chrg to Right of Way	$1,115.00

Access controlled - none allowed -

28048

EXHIBIT "A" (Cont)

WEST UNIT, SANDY-FOREST BOUNDARY SECTION - MT HOOD HIGHWAY

25547 Zaugg, Marie (Stuntz)
Right of Way
Option expires July 30, 1957

0.21 acre	$ 500.00
Service station	1,000.00
Damage	2,000.00

Amount to be paid owner - chrg to Right of Way $3,500.00

THINGS TO BE DONE BY THE STATE

Construct parking area between Stas. 162+30 and 163+40, and a 20' wide road from area to Sta. 165+25, Estimated cost	2,310.00
Pay H. L. Robinson Co. for removing neon sign	62.50
TOTAL COST (Estimate)	$2,372.50

Construct approaches at Stas. 160+90, 162+75 and 165+25.
Access: 160+90, S., private residential, 162+75, S., operation of existing tavern activity and 165+25, S., unrestricted.

Access controlled -

Kirby, Mervil D. and Clara L. (Stuntz)
Right of Way
Quitclaim Deed signed February 7, 1957

Quitclaim of lease, 0.21 A. (Part of Zaugg property) $10.00

Amount to be paid Kirby, chrg to Right of Way $10.00

Access controlled -

Fernandez, Tony and Marjorie (Stuntz)
Right of Way
Quitclaim Deed signed March 7, 1957

Quitclaim to 0.005 acre (Private roadway on 25547) $10.00

Amount to be paid Fernandez - chrg to Right of Way $10.00

Access not controlled -

EXHIBIT "A" (Cont)

WEST UNIT, SANDY-FOREST BOUNDARY SECTION - MT HOOD HIGHWAY (Cont)

Andresen, Ernest R. (Stuntz)
Right of Way
Quitclaim Deed signed January 31, 1957

0.005 acre (Private roadway on 25547) $10.00

Amount to be paid Andresen - chrg to Right of Way $10.00

THINGS TO BE DONE BY THE STATE

Construct approach road at 165+25 and install culvert under same.

Access not controlled -

25575 Slack, Cyril and Gladys (Stuntz)
Right of Way
Option expires September 12, 1957

3.67 acres at $953+ per acre $3,500.00
Damage 3,000.00

Amount to be paid owners - chrg to Right of Way $6,500.00

THINGS TO BEDONE BY THE STATE

Construct approach roads N. at approx. Stas. 251+13 and 256+50.
Access: 251+13 and 256+50, N., residential, timber and farm purposes.

Access controlled -

MIST-VERNONIA SECTION - NEHALEM HIGHWAY

25990 Valpiani, P. and Elina (Hart)
Right of Way and Borrow Area
Option expires September 17, 1957

0.95 acre $95.00

Amount to be paid owners - chrg to Right of Way $95.00

Grantors to vacate 5 days after receipt of payment.

Access not controlled -

EXHIBIT "A" (Cont)

MILL CREEK UNIT, GEARHART-SEASIDE SECTION -- OREGON COAST HIGHWAY

26006 Smith, Edward and Zella L. (Gemmell)
Right of Way
Option expires September 12, 1957

0.3 acre at $2,000 per acre $600.00

Amount to be paid owners - chrg to Right of Way $600.00

Access not controlled -

HOPEWELL SECTION - BELLEVUE-HOPEWELL HIGHWAY

25999 Terrell, E. J. et al (Reeder)
Right of Way
Option expires August 19, 1957

0.29 acre at $300 per acre $ 87.00
16 rods fencing at $3.50 per rod 56.00

Amount to be paid owners - chrg to Right of Way $143.00

Access not controlled -

N. JEFFERSON JCT.-SANTIAM RIVER UNIT, N. JEFFERSON JCT.-ALBANY SECTION - PACIFIC HIGHWAY

26018 Anderson, Ruth Marie and James W. (Friess)
Right of Way
Option expires August 27, 1957

0.01 acre, lump sum $25.00

Amount to be paid owners - chrg to Right of Way $ 25.00

Access not controlled - county road widening -

24538 Turnidge, Dale L. and Marie (Friess)
Right of Way
Option expires September 17, 1957

1 4 acre at $600 per acre $840.00
Damage 260.00

Amount to be paid owners - chrg to Right of Way $1,100.00

EXHIBIT "A" (Cont)

N. JEFFERSON JCT. - SANTIAM RIVER UNIT, N. JEFFERSON JCT. - ALBANY SECTION - PACIFIC HIGHWAY (Cont)

24538 Turnidge, Dale L. and Marie (Cont)

THINGS TO BE DONE BY THE STATE

Fence right of way. Grantors' road connection to be re-established near Sta. 706+25 to E. side of rest area connection road, 25' in width for residential and farming.
Grantors shall be allowed to continue use of road E. of section line and parallel to Grantors' S. line near Sta. 706+20, when not incompatible with State's use of property. State shall not be responsible for maintenance or safety of said road.

Access controlled to main highway. -

MARION COUNTY LINE-ALBANY UNIT, N. JEFFERSON JCT. -ALBANY SECTION - PACIFIC HIGHWAY

12514 Bowman, O. L.; Moore, C R. et al (Friess)
Right of Way
Option expires July 6, 1957

0.24 acre Sta. site, 145' frontage including black topping and concrete surfacing at $80 per front foot	$11,600.00
0.50 acre at $3,000 per acre	1,500.00
1.0 acre at $1,000 per acre	1,000.00
Building, 1,100 sq. ft. at $14 per sq. ft. (Overhead lube equip., wiring, plumbing, etc.)	15,400.00
Well, 38' x 6" at $6+ per ft.	230.00
Equipment	5,270.00
Leasehold interest of C. R and Violet Moore	2,500.00
Amount to be paid owners - chrg to Right of Way	$37,500.00

State to accept property subject to Easement to Pac. Power and Light Co., dated March 23, 1956.
Grantors to vacate by March 1, 1957 or 60 days after payment. Grantors retain right of first refusal on rental and to have 60 day notice to vacate.

EXHIBIT "A" (Cont)

MARION COUNTY LINE-ALBANY UNIT, N. JEFFERSON JCT.-ALBANY SECTION - PACIFIC HIGHWAY (Cont)

12514 Bowman, O. L.; Moore, C. R. et al (Cont)

THINGS TO BE DONE BY THE STATE

Provide W. frontage road.

Access controlled -

24539 Turnidge, J. H. and Pauline G. (Gemmell)
Quarry
Option expires September 1, 1957

21.0 acres at $100 per acre	$2,100.00
510 cords timber at $3 per cord	1,400.00
Amount to be paid owners - chrg to Quarry	$3,500.00

24541 Turnidge, Henry and Pauline G. (Gemmell)
Right of Way
Option expires September 1, 1957

2.66 acres at $600+ per acre	$1,600.00
Septic system	300.00
Water supply	500.00
Damage	1,000.00
Amount to be paid owners - chrg to Right of Way	$3,400.00

THINGS TO BE DONE BY THE STATE

Fence r/w and install three 16' gates. Reconstruct barn approach. State to have right to construct E. access road on Grantors' property. Grant right of undercrossing at Stas. 728+00 and 740+00. Minimum vertical clearance of 10 feet. Alienation of ownership of property on either side of highway shall terminate right of undercrossing.

Complete restriction of access - except undercrossing -

24553 Cantrill, Edward S. and Elizabeth O. (Gemmell)
Right of Way
Option expires August 26, 1957

0 07 acre	$ 100.00
Damage	100.00
Amount to be paid owners - chrg to Right of Way	$ 200.00

EXHIBIT "A" (Cont)

MARION COUNTY LINE-ALBANY UNIT, N. JEFFERSON JCT.-ALBANY SECTION - PACIFIC HIGHWAY (Cont)

24553 Cantrill, Edward W. and Elizabeth O. (Cont)
State to provide E. frontage road.
Complete restriction of access -

24554 Overholser, Lowell E and Bonnie L. (Gemmell)
Right of Way
Option expires September 3, 1957

1.00 acre (0.06 A. Excess) at $1,000 per acre	$1,000.00
House, 820 sq. ft. at $6.50 per sq. ft.	5,330.00
Garage, 350 sq. ft at $150 per sq. ft.	525.00
Domestic water supply	500.00
Yard improvements	145.00

Amount to be paid owners - chrg to Right of Way $7,500.00

Grantors to vacate 60 days from acceptance.

Entire taking -
Confirmation of phone approval by Mr. Reynolds March 11, 1957.

25471 Frost, Edgar and Anna (Gemmell)
Right of Way
Option expires September 3, 1957

1.82 A. (0.35 A. Excess), 264' frontage at $15+/f.ft.	$4,000.00
House, 1,038 sq. ft. at $6.50 per sq. ft.	6,747.00
Barn	500.00
Chicken hse., garage and workshop	1,000.00
Well, pump and well house	553.00
Landscaping, fencing and orchard	200.00

Amount to be paid owners - chrg to Right of Way $13 000.00

Grantors to vacate by May 1, 1957 and have right to remove shrubbery by same date.

Entire taking -
Confirmation of phone approval by Mr. Reynolds March 11, 1957.

EXHIBIT "A" (Cont)

MARION COUNTY LINE-ALBANY UNIT, N. JEFFERSON JCT.-ALBANY SECTION - PACIFIC HIGHWAY (Cont)

25979 Murdock, Jesse E. and Doloras (Friess)
Right of Way
Option expires September 10, 1957

0.67 acre at $1,000 per acre	$ 670.00
Trees, shrubs and lawn	180.00
Damage to septic tank drain field and to well	200.00
Severance damage	200.00

Amount to be paid owners - chrg to Right of Way $1,250.00

Access controlled by owners' signatures obtained March 26, 1957.

ALBANY-LANE COUNTY LINE UNIT, ALBANY-JUDKINS POINT SECTION - PACIFIC HIGHWAY

25670 Bierly, H. R. and Marie A. (Hart)
Right of Way
Option expires September 6, 1957

19.73 acres (.8 A. Excess) at $175 per acre	$3,450.00
Allow for moving 215 rods fencing	100.00
Damage	1,550.00

Amount to be paid owners - chrg to Right of Way $5,100.00

Grantors to vacate 6 months from acceptance and crops remaining after same date to become property of State.

THINGS TO BE DONE BY THE STATE

Fence right of way. Reserves right to enter premises for construction of telephone cables.

Access controlled - none allowed -

CORVALLIS-MONROE SECTION - PACIFIC HIGHWAY WEST

25956 Peters, Miles Thomas and Dorothy (Gemmell)
Materials Source and Haul Road Easement
Option expires September 5, 1957

EXHIBIT "A" (Cont)

CORVALLIS-MONROE SECTION - PACIFIC HIGHWAY WEST (Cont)

25956 Peters, Miles Thomas and Dorothy (Cont)

6.25 acres at $200 per acre	$1,250.00
1.55 acres Easement	250.00

Amount to be paid owners - chrg to Gravel Pit $1,500.00

Grantor has right to remove timber by August 1, 1957.

NOTI-ELMIRA UNIT, RICHARDSON-VENETA SECTION - RICHARDSON-EUGENE HIGHWAY

25994 Swanson, Ray C.; Dale, Gertrude et al (Allen)
Stockpile and Access Rd. Ease.;
Quitclaim Deed
Option expires 8/31/57; Deed signed 3/2/57

2.01 acres at $200 per acre	$400.00
0.21 acre Access Rd. Easement	100.00

Amount to be paid Swansons - chrg to Stockpile Site	$500.00
Amount to be paid Dales - chrg to Stockpile Site	50.00
GRAND TOTAL	$550.00

THINGS TO BE DONE BY THE STATE

Fence taking and provide a gate in present fence where access road enters highway.

B. P. R. PROJECT

HINSDALE SLOUGH-LUDER CREEK SECTION - UMPQUA HIGHWAY

25910 Lengacher, Floyd and Clarice (Riley)
Quarry Site
Option expires September 12, 1957

Perpetual Ground Lease, $0.01 per cu. yd.
Royalty 3.52 acres, Estimated 87,000 cu.yd. $870.00

Amount to be paid owners - chrg to Quarry Site (Estimate) $870.00

State agrees not to excavate below grade of highway.
Access: 535+00, S., unrestricted.

EXHIBIT "A" (Cont)

B.P.R. PROJECT (Cont)

HINSDALE SLOUGH-LUDER CREEK SECTION - UMPQUA HIGHWAY (Cont)

12834 **Shaw Lumber Mill** (Allen)
Timber on 8.2 acres of D. D. Hail property
Option expires September 10, 1957

83 M. B. F. timber at $16+ per M. B. F. $1,350.00

Amount to be paid owners - chrg to Right of Way $1,350.00

THINGS TO BE DONE BY THE STATE

Later grant 21 day access permit to Shaw Lumber Company for removal of timber.

Access controlled -

JUMP OFF JOE CREEK-GRANTS PASS SECTION - PACIFIC HIGHWAY

26065 Horn, Richard C. and Dorothy (Morgan)
Right of Way
Option expires September 5, 1957

7.17 acres at $100 per acre	$ 717.00
Timber	402.00

Amount to be paid owners - chrg to Right of Way $1,119.00

THINGS TO BE DONE BY THE STATE

Provide E. frontage road.

Access controlled - none allowed - except to frontage road -

26067 Arnold, O. E. and Ruth (Morgan)
Right of Way
Option expires September 4, 1957

1 acre at $500 per acre	$ 500.00
.42 acre at $200 per acre	84.00
Damages	1,416.00

Amount to be paid owners - chrg to Right of Way $2,000.00

Grantor may salvage fence before construction starts.
Grantor to remove lumber from r/w within 30 days.

EXHIBIT "A" (Cont)

JUMP OFF JOE CREEK-GRANTS PASS SECTION - PACIFIC HIGHWAY (Cont)

26067 Arnold, O. E. and Ruth (Cont)

THINGS TO BE DONE BY THE STATE

Provide E. frontage road. Reconnect Grantors' roadway.
Fence and provide gate on r/w line.

Access controlled - none allowed -

26069 Glines, Edna Lee (Morgan)
Right of Way
Option expires August 31, 1957

1.85 acres at $300- per acre	$ 550.00
Damages	200.00

Amount to be paid owner - chrg to Right of Way $ 750.00

Grantor to inform owners to remove advertisement signs.

THINGS TO BE DONE BY THE STATE

Reconstruct Grantor's access to the residence.

Access controlled - none allowed except to old highway. -

23320 Milbank, Morris and Margaret W. (Allen)
Right of Way
Option expires September 5, 1957

4.58 acres at $1,500 per acre	$6,870.00
Damage	360.00

Amount to be paid owners - chrg to Right of Way $7,230.00

THINGS TO BE DONE BY THE STATE

Provide E. frontage road and establish driveway from same opp. Sta. 1215+00.

Access controlled - none allowed - except by frontage road -

EXHIBIT "A" (Cont)

JUMP OFF JOE CREEK-GRANTS PASS SECTION - PACIFIC HIGHWAY (Cont)

23330 Coleman, Roy H. and Dorothy V. (Allen)
Right of Way
Option expires September 3, 1957

4,713.1 sq. ft. at $ 0.10+ per sq. ft.	$ 475.00
Shrubs and 5 shade trees	130.00
Removing sign	20.00
Encroachment damages	250.00

Amount to be paid owners - chrg to Right of Way $ 875.00

THINGS TO BE DONE BY THE STATE

Re-establish driveways.

Access not controlled -

23332 Pruitt, Ernest W. and Myrtle C. CORRECTION REPORT (Allen)
Right of Way
Option expires August 24, 1957

1,970 sq. ft. at $0.10+ per sq. ft. $ 200.00

Amount to be paid owners - chrg to Right of Way $ 200.00

THINGS TO BE DONE BY THE STATE

Re-establish driveway.

Supersedes and cancels previous Feb. 28-March 1, 1957 approval of $175 for 1,742 sq. ft.

Access not controlled -

24502 Ruby, Waneta M. (Morgan)
Right of Way
Option expires September 8, 1957

14 acres (13.96 A. Excess) at $100 per acre $1,400.00

Amount to be paid owner - chrg to Right of Way $1,400.00

Entire taking -

EXHIBIT "A" (Cont)

CAMP CREEK-PAULINA SECTION - PAULINA HIGHWAY

26040 Lister, Robert T. et al (Bucknum-English)
Right of Way
Option expires August 21, 1957

4.5 acres at $20 per acre	$ 90.00
Bunkhouse	50.00
100 rods fencing at $3 per rod	300.00

Amount to be paid owners - chrg to Right of Way $ 440.00

Subject to present oil lease.

THINGS TO BE DONE BY THE STATE

Construct approaches on S. opp. Stas. 476+75, 478+75 and 484+00.

Access not controlled -

26038 Severance, H. F. and Eva (Bucknum)
Right of Way & Ditch Construction Easements
Option expires September 4, 1957

8.95 acres at $200 per acre	$1,790.00
13.05 acres at $20 per acre	261.00
10 acres at $10 per acre (5 ditch Easements Gratis)	100.00
Small house with stone fireplace	1,000.00
Move hay stack	250.00
529 rods fencing at $3.50 per rod	1,851.50
1,944 rods fencing at $3 per rod	5,832.00

Amount to be paid owners - chrg to Right of Way $11,084.50

Grantor may salvage doors and windows from bldg. in right of way.

THINGS TO BE DONE BY THE STATE

Re-establish ditches, flumes and headgates disturbed by taking and protect flow of water during irrigation season.
Construct approaches on N. opp Stas. 131+10, 161+50, 164+90, 192+00, 210+00, 233+20, 234+30 239+00, 268+00, 270+45, 282+50, 299+25, 302+50, 317+75, 321+00, 324+00, 332+50, 345+50, 360+00, 383+50 and on S. Opp. Stas. 108+25, 134+50, 145+80, 165+40, 234+75, 253+00, 270+15, 285+00, 298+50, 304+00, 319+50, 332+00, 345+50, 384+50

Access not controlled -

EXHIBIT "A" (Cont)

CAMP CREEK-PAULINA SECTION - PAULINA HIGHWAY (Cont)

26173 Sharp, John, Permittee on U. S. Government Lands (Bucknum)
Fencing of R/W
Letters written March 6, 1957

187 rods fencing at $3.50 per rod	$654.50	
56 rods fencing at $3 per rod	168.00	
Amount to be paid owner - chrg to Right of Way		$822.50

Access not controlled -

26045 Davin, Louis and Fernande (Bucknum)
Right of Way
Option expires September 10, 1957

0.49 acre	$200.00	
Amount to be paid owners - chrg to Right of Way		$200.00

Access not controlled -

MITCHELL-FORT CREEK SECTION - OCHOCO HIGHWAY

26070 Peeler, Alfred A. and Elsie
Materials Source
Option expires September 7, 1957

37.2 acres at $55+ per acre	$2,046.55	
Timber	66.75	
	$2,113.30	
Less: 2.06 acres to be deeded back to Grantors (at $55 per acre)	- 113.30	
Amount to be paid owners - chrg to Material Source		$2,000.00

THINGS TO BE DONE BY THE STATE

Put in gate and padlock and furnish grantors key. Convey to Grantors 2.06 acres as an exchange part of the settlement upon the grounds and for the reason that the said property, in the opinion of the commission, is no longer needed, required, or useful for highway purposes, and the value of the property to be acquired by the State is not less than the value of the property to be relinquished by the State, and the cash to be paid by the State.

EXHIBIT "A" (Cont)

EAST UNIT, PENDLETON-DEADMAN'S PASS SECTION - OLD OREGON TRAIL HIGHWAY

25988 Curl, C. C., Jr. and Vivian L. (Brainerd)
Right of Way
Option expires August 31, 1957

0.61 acre	$100.00
Amount to be paid owners - chrg to Right of Way	$100.00

THINGS TO BE DONE BY THE STATE

Provide N. frontage road and construct cattle guard at junction of access road and frontage road.
Estimated cost $400.00

Complete restriction of access

EAST UNIT, BLACK BRIDGE-RICHLAND SECTION - BAKER-HOMESTEAD HIGHWAY

26012 Skooras and Nicolescu et al (Brainerd)
Right of Way and Construction Easements
Option expires September 6, 1957

2 ditch const. easements, .09 acres	Gratis
2.19 acres at $250 per acre (.69 acre Excess)	$547.50
50 rods fencing at $3 per rod	150.00
Amount to be paid owners - chrg to Right of Way	$697.50

THINGS TO BE DONE BY THE STATE

Re-establish irrigation system where disturbed and owner to have use of water during irrigation season.
Access: 1981+80, W., unrestricted.

Access controlled -

WEST UNIT, SANDY-FOREST BOUNDARY SECTION - MT HOOD HIGHWAY

25413 Gesch, Edwin and Marcelle (Smith)
Right of Way
Option expires September 12, 1957

EXHIBIT "A" (Cont)

WEST UNIT, SANDY-FOREST BOUNDARY SECTION - MT. HOOD HIGHWAY (Cont)

25413 Gesch, Edwin and Marcelle (Cont)

0.29 acre at $1,500 per acre	$ 435.00
Trees, shrubs, and berries	600.00
Improvements, including fence	300.00

Amount to be paid owners - chrg to Right of Way $1,335.00

Grantors entitled to 1957 crops but State not to be liable in event of destruction of same by construction.

THINGS TO BE DONE BY THE STATE

Construct paved 16' wide approach at 33+15, without cost to owner.
Access: Sta. 33+15, N., residential and agricultural.

Access controlled -

25583 Peterson, Anna Acenith (Stuntz)
Right of Way
Option expires August 26, 1957

0.9 acre $ 750.00

Amount to be paid owner - chrg to Right of Way $ 750.00

Access: 290+30, S., residential, timber and agricultural.
Owner to construct approach road in future, if desired.

Access controlled -

25582 Cobb, Cora Louise (Stuntz)
Right of Way
Option expires August 26, 1957

0.91 acres $ 500.00

Amount to be paid owner - chrg to Right of Way $ 500.00

Access: 288+00, S., residential, timber and agricultural.

EXHIBIT "A" (Cont)

WEST UNIT, SANDY-FOREST BOUNDARY SECTION - MT. HOOD HIGHWAY (Cont)

25582 Cobb, Cora Louise (Cont)

Owner to construct approach road in future at reserved access, if desired.

Access controlled -

25724 Smith, Walter et al (Black)
Right of Way
Option expires September 19, 1957

2.12 A.R/W& 0.58 A. Excess at $100 per acre $270.00
Timber 200.00

Amount to be paid owners - chrg to Right of Way $470.00

Complete restriction of access -

PENDLETON-ADAMS SECTION - OREGON-WASHINGTON HIGHWAY

25992 Bureau of Indian Affairs (Chatwood)
Right of Way
Application signed by Highway Commission February 18, 1957

1.64 acres $500.00

Amount to be paid owners - chrg to Right of Way $500.00

Double amount to be be deposited $1,000.00

Access not controlled -

Confirmation of phone approval by Commissioner Reynolds March 4, 1957.

LINK RIVER-GREEN SPRINGS JUNCTION - THE DALLES-CALIFORNIA HIGHWAY

26080 Duff, Daniel J. and Doris V. (Bucknum)
Right of Way
Option expires September 13, 1957

0.11 acre R/W and 0.89 acre Excess $800.00

Amount to be paid owners - chrg to Right of Way $800.00

Entire taking -

EXHIBIT "A" (Cont)

MARION COUNTY LINE-ALBANY UNIT, N. JEFFERSON JCT. - ALBANY SECTION - PACIFIC HIGHWAY

25475 Cunningham, Alta J. (Friess)
Right of Way, 3205 E. Santiam Hwy.
Option expires September 7, 1957

0.41 acre at $3,000 per acre	$1,230.00
House, 1,200 sq.ft. at $5.10 per sq. ft.	6,120.00
Garage, woodshed and pump hse., 528 sq.ft. at $1/ sq. ft.	520.00
Chicken coop and barn, 840 sq.ft. at $0.75/sq.ft.	630.00

Amount to be paid owner - chrg to Right of Way $8,500.00

Grantor to vacate by May 15, 1957 and to have right to remove shrubs and trees by same date.

Entire taking -

SHADY-BOOTH RANCH SECTION - PACIFIC HIGHWAY

26003 Holmgren, Joseph W. and Ruth E. (Morgan)
Right of Way, Slide Correction
Option expires September 18, 1957

6.4 acres at $100 per acre(including well)	$640.00
Damage	640.00

Amount to be paid owners - chrg to Right of Way $1,280.00

THINGS TO BE DONE BY THE STATE

Permanent fence to be installed on W. Side of creek, after construction.

Access controlled - none allowed -

26076 Cooper, M. M. and Etta M. (Morgan)
Right of Way & Slide Correction
Option expires September 19, 1957

3.09 acres at $100 per acre	$309.00

Amount to be paid owners - chrg to Right of Way $ 309.00

THINGS TO BE DONE BY THE STATE

Fence right of way.

Access controlled - none allowed -

EXHIBIT "A" (Cont)

EAST UNIT, BLACK BRIDGE-RICHLAND SECTION - BAKER-HOMESTEAD HIGHWAY

26009 Skooras & Nicolescu et al (Brainerd)
Right of Way & Construction Easements
Option expires September 6, 1957

1.9 acres at $250 per acre	$ 475.00	
3.9 acres at $200 per acre	780.00	
3.28 acres at $25 per acre	79.50	
3.91 rods fencing at $3 per rod	1,173.00	
90 rods fencing at $3.50 per rod	315.00	
61 trees at $20 per tree	1,220.00	
Severance damage	637.50	
Seven construction easements	Gratis	
Amount to be paid owners - chrg to Right of Way		$4,680.00

THINGS TO BE DONE BY THE STATE

Install 78" cattle underpass tube at 1966+90. Estimated cost	2,000.00
Install 12" pipe for irr. purposes at 1974+00. Estimated cost	150.00
TOTAL ESTIMATED COST	$6,830.00

Re-establish irrigation system where disturbed and owners not to be cut off from water during irrigation season.
Access: 1920+00, 1966+00, N.; 1920+00, 1973+00, S.; 1934+20, 1949+53, 1955+95, E.; 1949+53 and 1955+95, W., all unrestricted.

Access controlled

26010 Skooras & Nicolescu et al (Brainerd)
Right of Way & Construction Ditch Easements
Option expires September 6, 1957

Two construction ditch easements, .15 acre	Gratis
2.04 acres at $200 per acre	$ 408.00
85 rods fencing at $3.50 per rod	297.50
45 rods fencing at $3 per rod	135.00
Barn, 2,500± sq.ft., lump sum	1,500.00
Allow. for moving hse (Includes $75 for Edw. Moeller bid)	4,822.76
Allow for moving 550 gal gas tank	200.00
Allow for leveling barn lot site	150.00
Allow. for lawn, trees & moving yard fence	150.00

EXHIBIT "A" (Cont)

EAST UNIT, BLACK BRIDGE-RICHLAND SECTION - BAKER-HOMESTEAD HIGHWAY (Cont)

26010 Skooras & Nicolescu et al (Cont)

Amount to be paid owners - chrg to Right of Way $7,663.26

Owner granted right to run 1¼" water line through pipe at 1940+75.

THINGS TO BE DONE BY THE STATE

Re-establish irr. system where disturbed and owners not to be cut off from water during irrigation season. Access: 1941+16, W., and 1940+15, 1941+15, 1943+00, E., all unrestricted.

Access controlled -

26029 Chamberlin, Levi L. and Lula (Chatwood)
Right of Way & Construction Ditch Easements
Option expires September 4, 1957

0.27 acre at $200 per acre	$ 54.00
3.1 acres at $500 per acre	1,550.00
Four easements, .59 acre	Gratis
284 rods fencing at $3.50 per rod	994.00
25 trees	400.00
Damages	1,100.00

Amount to be paid owners - chrg to Right of Way $4,098.00

THINGS TO BE DONE BY THE STATE

Protect and re-establish irr. system where disturbed. Construct ditch from 2140+00 to 2146+50. Re-establish domestic water line. Extend and protect spetic tank overflow line at 2125+50. Lawn fence and cattle guard to stay between 2126+00 and 2127+50.

Access: 2105+00 and 2110+75, N.; 2126+46, E.; 2127+00, 2127+50 and 2138+50, S.E.; and 2128+75, W., all unrestricted.

Access controlled -

EXHIBIT "A" (Cont)

LINN CO. LINE-JUDKINS POINT UNIT, ALBANY JUDKINS POINT SECTION - PACIFIC HIGHWAY

25279 Gazeley, Dorothy V. et al (Curfman)
Right of Way
Option expires September 13, 1957

5.94 acres at $150+ per acre $ 895.00

Amount to be paid owners - chrg to Right of Way $ 895.00

Grantors to have right to cut and remove trees until land needed by State, but not after 3/14/58.

THINGS TO BE DONE BY THE STATE

Fence right of way.

Access controlled - none allowed -

25280 Whitaker, Marian M. and Clay (Curfman)
Right of Way
Option expires September 12, 1957

14.32 acres R/W, 25.62 acres Excess at $225 per acre $8,986.50

Damages 1,573.50

Amount to be paid owners - chrg to Right of Way $10,560.00

THINGS TO BE DONE BY THE STATE

Fence right of way with sheep fence.

Access controlled - none allowed -

MARION COUNTY LINE-ALBANY UNIT, N. JEFFERSON JCT. -ALBANY SECTION - PACIFIC HIGHWAY

25611 Miller, Albert A. and Ada (Benner)
Right of Way
Option expires September 19, 1957

0.84 acre at $2,000 per acre $1,680.00
House, 792 sq. ft. at $4.50 - per sq. ft. 3,420.00
Garage, ch. hse., hog hse., well and landscaping 900.00

Amount to be paid owners - chrg to Right of Way $6,000.00

EXHIBIT "A" (Cont)

MARION COUNTY LINE-ALBANY UNIT, N. JEFFERSON JCT.-ALBANY SECTION - PACIFIC HIGHWAY (Cont)

25611 Miller, Albert A. and Ada (Cont)

State to have possession 5 days after payment.

Access controlled - none allowed to main highway -

24555 Wrightman, A. Joe and Josephine M. (Gemmell)
Right of Way
Option expires September 21, 1957

0.9 acre at $500 per acre	$ 450.00
Replacement of water system	1,050.00

Amount to be paid owners - chrg to Right of Way $1,500.00

THINGS TO BE DONE BY THE STATE

Provide E. frontage road.

Complete restriction of access -

WALLACE BRIDGE-SHERIDAN UNIT, VALLEY JUNCTION-SHERIDAN SECTION - SALMON RIVER HIGHWAY

26167 Cerny, John and Alta S. (Gemmell)
Right of Way
Option expires September 20, 1957

0.03 acre	$ 25.00

Amount to be paid owners - chrg to Right of Way $ 25.00

THINGS TO BE DONE BY THE STATE

Re-establish fencing.

Access Not controlled -

CORVALLIS-MONROE SECTION - PACIFIC HIGHWAY WEST

25958 Rex, Edward and Annie M. (Gemmell)
Right of Way for Haul Road
Roadway Easement signed March 20, 1957

2.34 acres	$ 200.00

Amount to be paid owners - chrg to Gravel Pit $ 200.00

EXHIBIT "A" (Cont)

W. UNIT, SANDY-FOREST BOUNDARY SECTION - MT. HOOD HIGHWAY

25409 Emerson, Leslie M. and Florence M. (Smith)
Right of Way
Option expires September 15, 1957

0.05 acre, including damage $ 200.00

Amount to be paid owners - chrg to Right of Way $ 200.00

Access: 20+50 and 23+00, N., residential.

Access controlled -

25718 Clackamas County (Black)
Right of Way
Bargain and Sale Deed signed March 19, 1957

0.2 acre R/W, 0.38 acre Excess $ 10.00

Amount to be paid owners - chrg to Right of Way $ 10.00

Entire taking -

25550 Cousins, Phillip M. and Maebelle B. (Stuntz)
Right of Way
Option expires September 19, 1957

2.85 acres at $300 per acre	$ 855.00
Allow. for removing house and shed and rel. water lines	1,175.00
Timber	1,617.00
Damage	500.00

Amount to be paid owners - chrg to Right of Way $4,147.00

Grantor to remove buildings from r/w 60 days from notice.

THINGS TO BE DONE BY THE STATE

Reconstruct owners' driveway to connect with old highway E. of r/w line at Sta 171, S. side.

Complete restriction of access -

25705 Stevens, Robert Louis and Marjorie A. (Black)
Right of Way
Option expires September 20, 1957

EXHIBIT "A" (Cont)

W. UNIT, SANDY-FOREST BOUNDARY SECTION - MT. HOOD HIGHWAY (Cont)

25705 Stevens, Robert Louis and Marjorie A. (Cont)

0.17 acre R/W and 0.15 acre Excess at $1,500/acre	$480.00
Foundation & Driveway	120.00

Amount to be paid owners - chrg to Right of Way $600.00

Entire taking -

25579 Pierce, Eva (Stuntz)
Right of Way
Option expires September 20, 1957

0.1 acre	$ 100.00

Amount to be paid owner - chrg to Right of Way $100.00

THINGS TO BE DONE BY THE STATE

Construct approach road at Sta. 283+00, N. side to old highway.

Complete restriction of access to new highway -

MARION COUNTY LINE-ALBANY UNIT, N. JEFFERSON JCT.-ALBANY SECTION - PACIFIC HIGHWAY

26246 Heyerly, John et al (Hart)
Right of Way
Option expires September 20, 1957

0.42 acre at $2,000 per acre	$ 840.00
House, 1,176 sq. ft. at $4.75— per sq. ft.	5,100.00
Shed, 640 sq. ft. at $2 per sq. ft.	1,250.00
Garage, 252 sq.ft. at $0.80- per sq. ft.	200.00
Fencing: 15 rods at $4 per rod	60.00
Well, pump and landscaping	500.00
Damage or cut off chicken house	50.00

Amount to be paid owners - chrg to Right of Way $8,000.00

Grantor to remove chicken house from r/w by May 1, 1957 or same may be removed by State.

EXHIBIT "A" (Cont)

MARION COUNTY LINE-ALBANY UNIT, N. JEFFERSON JCT. -ALBANY SECTION - PACIFIC HIGHWAY (Cont)

26246 Heyerly, John et al (Cont)

THINGS TO BE DONE BY THE STATE

Remove foundation and floor after removal of shed.

Access controlled -

JUMP OFF JOE CREEK-GRANTS PASS SECTION - PACIFIC HIGHWAY

26230 Josephine County (Morgan)
Right of Way
Option expires September 14, 1957

0.23 acre $ 10.00

Amount to be paid owner - chrg to Right of Way $ 10.00

Access controlled - none allowed -

MILLER STATION-BIGGS SECTION - COLUMBIA RIVER HIGHWAY

26118 State Board of Control (Cooper)
Right of Way and Access Control
Letter of March 8, 1957

0.35 acre $ 100.00

Amount to be paid Childrens Farm Home of the Oregon W. C. T. U. - chrg to Right of Way $ 50.00

Amount to be paid Eastern Oregon Tuberculosis Hospital - chrg to Right of Way 50.00

GRAND TOTAL $100.00

Entire taking -

CORVALLIS-MONROE SECTION - PACIFIC HIGHWAY WEST

25957 Kowalski, Theodore Stanley & Eva et al (Gemmell)
Hauling Road Easement
Easement signed March 25, 1957

2.5 acres $ 200.00

Amount to be paid owners - chrg to Gravel Pit $ 200.00

EXHIBIT "A" (Cont)

SYLVAN SECTION - SUNSET HIGHWAY

26142 Ellis, Henry D. (Grant)
Right of Way and Slope Easement
Option expires September 17, 1957

.09 acre plus Slope Easement, 0.2 acre $ 200.00

Amount to be paid owner - chrg to Right of Way $ 200.00

Complete restriction access -

ADAMS STREET - MCMINNVILLE SECTION - PACIFIC HIGHWAY WEST

26191 Nelson, G. A. and Blanche M. (Benner)
Right of Way
Option expires September 25, 1957

1,042 sq. ft. at $0.40+ per sq. ft. $ 417.00

Amount to be paid owners - chrg to Right of Way $ 417.00

Access not controlled -

WEST UNIT, SANDY-FOREST BOUNDARY SECTION - MT. HOOD HIGHWAY

25569 Knapp, Duane S. and Madeline G. (Stuntz)
Right of Way
Option expires September 25, 1957

3.26 acres at $200 per acre $ 652.00
Allow. to build approach road at 238+50. 500.00

Amount to be paid owners - chrg to Right of Way $1,152.00

Grantors to remove timber by July 1, 1957 or same to become property of State.

THINGS TO BE DONE BY THE STATE

Construct an approach road to connect with existing private road at Sta. 270+50.

Access: 238+50 and 270+50, N. side of hwy., for residential, timber and farm purposes.

Access controlled -

EXHIBIT "A" (Cont)

WEST UNIT, SANDY-FOREST BOUNDARY SECTION - MT HOOD HIGHWAY (Cont)

25577 Clyde, Arthur W. et al (Stuntz)
Right of Way
Option expires September 19, 1957

1.13 acres at $500 per acre	$ 565.00
Timber	183.00
Hedge and graveled walk	100.00
Allow. for removing porch	500.00
Cabin, swimming pool and lily pond	1,250.00
Damage	1,780.00

Amount to be paid owners - chrg to Right of Way $4,378.00

Grantor to remove porch 90 days from notice or State may remove same without further payment to Grantor.

THINGS TO BE DONE BY THE STATE

Construct approach roads at 269+20, 271+60, and 276+40.
Access: 269+20, 271+60 and 276+40, S., unrestricted.

Access controlled-

GOLD BEACH-HUNTERS CREEK UNIT, GOLD BEACH-CAPE SEBASTIAN SECTION - OREGON COAST HIGHWAY

25495 Bruner, Bess H. (Riley)
Right of Way
Option expires September 13, 1957

2,100 sq. ft. at $0.50 per sq. ft.	$ 1,050.00
Damage	3,950.00
Moving service station (B.H. Mann, (Low Bid)	12,440.00

Amount to be paid owner - chrg to Right of Way $17,440.00

THINGS TO BE DONE BY THE STATE

Reconstruct road approaches.

Access: 17+05 and 17+70, E. side of hwy, unrestricted.

Access controlled

EXHIBIT "A" (Cont)

FLAVEL ST. -GLENCOE ROAD UNIT, FLAVEL ST.- S.P. OVERCROSSING SECTION - CASCADE HIGHWAY

Foot Path and/or Sidewalk easements (SE 82nd Avenue) as listed below -

File No.	Name	Width	Square foot area
25204	Henry Linger	4'	400
Sta. 315+25 - 316+25			Gratis

State to move fencing.

Supersedes and cancels previous approval of November 8, 1956.

25268	Filomena Elardo	4'	760
Sta. 353+00 - 355+00			Gratis

State to move fencing

Supersedes and cancels previous approval of November 8, 1956.

EXHIBIT "B-1"

Minutes of March 28 and 29, 1957

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land on the Northbound Route in Ashland Section of the Pacific Highway described as follows:

A parcel of land lying in Lots 28, 29 and 30, Block "O", Railroad Addition to Ashland, Jackson County, Oregon, the said parcel being described as follows:

Beginning at the Northeasterly corner of said Lot 30, thence Southerly along the Easterly line of said Block "O" a distance of 72 ft.; more or less, to a line which is parallel to and 30 ft. Northeasterly of the center line of Northbound Route in Ashland of the Pacific Highway; thence Northwesterly along said parallel line 103 ft., more or less to the Northerly line of said Lot 30, thence Easterly along said Northerly line 73 ft. to the place of beginning.

The center line herein referred to being described as follows: Beginning at Engineer's center line Station 26+77.96, said station being 60 ft. North and 147.2 ft. West of the Monument at the intersection of Second and "C" Streets; thence on a 716.2 foot radius curve right (The long chord of which bears S 47° 24' E) 470 ft.; thence S 28° 36' E 652.34 ft to Station 38+00.3.

The parcel of land to which this description applies contains 0.06 acre.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $2,500.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et. Seq. The conveyance of property shall be subject to a 5 ft slope easement.

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 41 be entered in the minutes and records of the Commission as of the 28th day of March, 1957.

28076

EXHIBIT "B-2"

Minutes of March 28 and 29, 1957

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission is the owner of the parcel of land on the Northbound Route in Ashland Section of the Pacific Highway described as follows:

A parcel of land lying in Block "O" Railroad Addition to Ashland, Jackson County, Oregon, the said parcel being described as follows:

Beginning at the Northeasterly Corner of Lot 1 said Block "O", thence Southwesterly along the Northwesterly line of a 16 foot alley bordering the Southeasterly lines of Lots 1, 2 and 3 said Block "O" a distance of 53 ft., more or less, to a line which is parallel to and 30 ft. Northeasterly of the center line of the Northbound Route in Ashland of the Pacific Highway; thence Northwesterly along said parallel line 103 ft., more or less to the Northeasterly line of said Lot 1; thence Southeasterly along said Northeasterly line 88 ft.; more or less, to the place of beginning.

The center line herein referred to being described as follows: Beginning at Engineer's center line Station 26+77.96, said station being 60 ft. North and 147.2 ft. West of the monument at the intersection of Second and "C" Streets; thence on a 716.2 foot radius curve right (the long chord of which bears S 47° 24' E) 470 ft. to Station 31+47.96.

The parcel of land to which this description applies contains 0.05 acre.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes,

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $2,200.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et. Seq. The conveyance of property shall be subject to a 5 ft. slope easement.

EXHIBIT "B-2" (Cont)

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 42 be entered in the minutes and records of the Commission as of the 28th day of March 1957.

28078

EXHIBIT "C"

Minutes of March 28 and 29, 1957

RESOLUTION

WHEREAS, the relocated Yellow Creek Section of the Powers Secondary Highway No. 242 located in Coos County, the northerly terminus of which is at Highway Engineer's Survey Station 574+50 and the southerly terminus of which is at Highway Engineer's Survey Station 598+12.30 on the relocated highway, has been completed and is now open for public travel; and

WHEREAS, pursuant to ORS 366.300 portions of the former right-of-way which are no longer needed for right-of-way purposes, may be eliminated from the boundaries of the relocated highway and may revert to the abutting property owners; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon its records the disposition made of the portion or unit of the former right-of-way of the said highway referred to herein as Unit "A" as well as all the property affected by reason of said realignment.

NOW, THEREFORE, based upon the power and authority vested in the Commission by the State of Oregon, it is HEREBY ORDERED AND RESOLVED that:

1. The portion of the former right-of-way which by reason of the relocation of the Yellow Creek Section of the Powers Highway is no longer needed as part of the new right-of-way, is identified as Unit "A" and described as follows:

Unit "A"

All the land situated within the right-of-way boundaries of the Powers Highway as formerly routed, beginning at the southerly right-of-way line opposite Highway Engineer's Survey Station 576+65 of said highway as relocated in Lot 1, Section 23, Township 30 South, Range 12 West, W.M.; thence southerly via said highway as formerly routed to the westerly right-of-way line opposite Highway Engineer's Survey Station 592+15 of said highway as relocated in Lot 6, Section 26, Township 30 South, Range 12 West, W.M.

2. Pursuant to ORS 366.30, Unit "A", indicated on the map attached hereto marked Exhibit "A", colored in brown thereon and by this reference made a part hereof, is hereby duly abandoned as part

EXHIBIT "C" (Cont)

of the Powers Highway and the state highway system; and all right, title and interest which the State has in the right-of-way of Unit "A" herein described, pass to and vest in the abutting property owners.*

3. The right-of-way of the former and of the relocated Yellow Creek Section of the Powers Highway, together with the real property acquired by the State for roadway right-of-way and other public purposes, as indicated on Exhibit "A" attached hereto colored in green thereon, shall be retained and held by the State.*

This Abandonment and Retention Resolution No. 328, be entered in the minutes and records of the Oregon State Highway Commission as of the 28th day of March, 1957, and the Secretary is ordered to mail a duly certified copy hereof to the County Court of Coos County.

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*FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 328 under the heading "Abandonment and Retention Resolutions", and said map by this reference is made part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "D"

Minutes of March 28 and 29, 1957

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of State Highway projects have been completed according to the terms and provisions of said contracts and that said jobs are now ready for acceptance:

"Contract No. 4186 with F. L. Somers and George R. Stacy Co. for grading on the Coast Fork Willamette River-Divide Unit, Goshen-Divide Section of the Pacific Highway in Lane County, completed October 19, 1956.

"Contract No. 4497 with C. R. O'Neil for grading on the Louse Creek-Grants Pass (Merlin Hill) Section of the Pacific Highway in Josephine County, completed November 17, 1956.

"Contract No. 4564 with Tom Lillebo for constructing Illinois River Bridge on the Redwood Highway in Josephine County, completed February 22, 1957.

"Contract No. 4591 with T. W. Thomas for grading and paving on the Helman St. -3rd St. (Ashland) Section of the Pacific (Northbound Lanes) Highway in Jackson County, completed December 6, 1956.

"Contract No. 4597 with Babler Bros., Inc. for oiling on the South Unit, Lapine-Silver Lake Section of the Fremont Highway in Klamath and Lake Counties, completed November 12, 1956.

"Contract No. 4623 with R & M Construction Co. for constructing the Applegate River Bridge on the Applegate County Road in Jackson County, completed February 16, 1957.

"Contract No. 4769 with W. R. Grasle Company for constructing the East Burnside Intersection signals and illumination on the Mt. Hood Highway in Multnomah County, completed March 5, 1957.

"Contract No. 4774 with United Builders, Inc. for constructing the Champoeg Creek Bridge on the Newberg-Yergens Corner County Road in Marion County, completed March 4, 1957.

"Contract No. 4796 with United Builders, Inc., for widening 12th Street Bridge, Salem, on the North Santiam Highway in Marion County, completed February 28, 1957.

"Contract No. 4805 with Johnston & Bryant for constructing the Clear Lake Bridge on the Clear Lake County Road in Marion County, completed March 4, 1957.

EXHIBIT "D" (Cont)

"Contract No. 4816 with Erwin E. Batterman for constructing Salem storage building at the Salem Shops, Marion County, completed February 27, 1957.

THEREFORE BE IT RESOLVED that the work covered by State Highway Contracts for the construction of said State Highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

BE IT FURTHER RESOLVED that this Contracts Completed Resolution No. 60 shall be entered in the minutes and records of the Commission as of the 28th day of March, 1957.

28082

EXHIBIT "E-1"

Minutes of March 28 and 29, 1957

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Jefferson Secondary Highway

Highway number 164 Route number none

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45 miles per hour from M.P. 4.74 to M.P. 5.18 (400 ft. north of road to Talbot to north city limits of Jefferson) except that from M.P. 4.81 to M.P. 4.96 (50 ft. north of the road to Talbot and a point 0.14 mile south of the road to Talbot) the indicated speed shall be 20 miles per hour during the hours of school crossings.

BE IT FURTHER ORDERED that the State Highway Engineer be and he

EXHIBIT "E-1" (Cont)

hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 247 be entered in the minutes and records of the Commission as of the 28th day of March, 1957.

28084

EXHIBIT "E-2"

Minutes of March 28 and 29, 1957

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Beaverton-Tualatin Secondary Highway

Highway number 141 Route number ORE 217

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30 miles per hour from M.P. 0.78 (S. city limits of Beaverton) to M.P. 0.89, (a point 0.11 mile south of the south city limits)

45 miles per hour from M.P. 0.89 to M.P. 3.67 (200 feet north of Washington Avenue)

40 miles per hour from M.P. 3.67 to M.P. 4.92 (Jct. with Pacific Highway West) except that from M.P. 3.94 to M.P. 4.14 (0.11 mile north of Locust Street to 500 feet south of Locust Street) the indicated speed shall be 20 miles per hour during the hours of school crossings.

EXHIBIT "E-2" (Cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect so speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 248 be entered in the minutes and records of the Commission as of the 28th day of March, 1957.

28086

EXHIBIT "F-1"

Minutes of March 28 and 29, 1957

RESOLUTION

WHEREAS, the Pacific Highway East is a primary highway under the control and jurisdiction of the State Highway Commission; and

WHEREAS, it appears that in the vicinity of the Cherry City Bowling Alley, a short distance south of Salem, vehicles are parked on both shoulders of said highway; and

WHEREAS, the parking of vehicles on the shoulders of said highway at said location creates a hazard to the traveling public by restricting sight distance and by allowing insufficient room on the highway for maneuvering; and

WHEREAS, in the opinion of the Commission, public travel and public safety require that parking of vehicles should be prohibited on both shoulders of said highway at said location.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare, based upon recommendations by members of its staff, that the parking of vehicles on both shoulders of the Pacific Highway East, between a point 500 feet north of the Cherry City Bowl, (Engineer's Station 119+08) and a point 300 feet south of the Cherry City Bowl, (Engineer's Station 127+08) creates a hazard to the traveling public.

2. That, in the opinion of this Commission, the right of way of said highway along said section is not of sufficient width to permit parking of vehicles thereon and at the same time to provide the degree of safety and convenience which, in the opinion of the Commission, should be provided the motoring public.

3. That the Commission does further find and declare that the parking of vehicles on both sides of said Pacific Highway East should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect signs within said termini at such points as in his judgment are necessary to accomplish the purpose of this resolution and the action of the Commission as herein dedared, on which signs shall be printed in plain letters, the words, "NO PARKING ON HIGHWAY SHOULDERS."

EXHIBIT "F-1" (Cont)

5. That a certified copy of this resolution be sent to the Superintendent of the Department of State Police for his information.

6. That this "No Parking" Resolution No. 159 be entered in the minutes and records of the State Highway Commission as of the 28th day of March, 1957.

28088

EXHIBIT "F-2"

Minutes of March 28 and 29, 1957

RESOLUTION

WHEREAS, the Oregon Coast Highway is a primary highway under the control and jurisdiction of the State Highway Commission; and

WHEREAS, it appears that in the vicinity of the log dump operated by the Long Bell Lumber Company Division of the International Paper Company, south of the town of Gardiner, vehicles are parked on both shoulders of said Oregon Coast Highway; and

WHEREAS, the parking of vehicles on said highway section creates a hazard to the traveling public; and

WHEREAS, in the opinion of the Commission, public travel and public safety require that parking of vehicles should be prohibited on both sides of said highway within said section;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare, based upon recommendations by members of its staff, that the parking of vehicles on both sides of the Oregon Coast Highway immediately south of Gardiner between Engineer's Station 619+00 (M.P. 209.97) and Engineer's Station 631+00 (M.P. 209.74) creates a hazard to the traveling public.

2. That, in the opinion of this Commission, the right of way of said highway along said section is not of sufficient width to permit parking of vehicles thereon and at the same time to provide the degree of safety and convenience which, in the opinion of the Commission, should be provided the motoring public.

3. That the Commission does further find and declare that the parking of vehicles on both sides of said Oregon Coast Highway within said section should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect signs within said termini at such points as in his judgment are necessary to accomplish the purpose of this resolution and the action of the Commission as herein declared, on which signs shall be printed in plain letters, the words, "NO PARKING ON HIGHWAY SHOULDERS."

5. That a certified copy of this resolution be sent to the Superintendent of the Department of State Police for his information.

EXHIBIT "F-2" (Cont)

6. That this "No Parking" Resolution No. 160 be entered in the minutes and records of the State Highway Commission as of the 29th day of March, 1957.

28090

EXHIBIT "G-1"

Minutes of March 28 and 29, 1957

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make complete and final surveys of the route and location of:

1. The Butte Creek Summit Section of the John Day Highway in Wheeler County;

2. The Upper Beech Creek-Forest Boundary Section of the Pendleton-John Day Highway in Grant County;

3. The Pioneer Summit Unit of the Toledo-Eddyville Section of the Corvallis-Newport Highway in Lincoln County;

and in connection therewith to prepare maps showing the route and location of said sections and to file said maps, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said surveys and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said surveys, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

(1a.) That the survey of the Butte Creek Summit Section of the John Day Highway, beginning at Highway Engineer's Station 745+00, about six miles south of Fossil, and extending in a southeasterly direction to Highway Engineer's Station 1000+00, east of Shelton State Park, together with the map, which for identification purposes bears Sketch Map File No. 1R-5-968 and the date of March, 1957 (R/W Map No. 8B-4-11, dated January, 1957), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

(1b.) That the survey of the Upper Beech Creek-Forest Boundary Section of the Pendleton-John Day Highway, beginning at Highway Engineer's Station 129+94.66 and extending in a southerly direction to Highway Engineer's Station 6+17.63, about one half mile south of the Forest Boundary, together with the map, which for identification purposes bears Sketch Map File No. 1R-5-983 and the date of February, 1957 (R/W Map No. 8B-4-19, dated

EXHIBIT "G-1" (Cont.)

February, 1957), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

(1c.) That the survey of the Pioneer Summit Unit of the Toledo-Eddyville Section of the Corvallis-Newport Highway, beginning at Highway Engineer's Station 400+00 west of Pioneer Mountain and extending in a northeasterly direction to Highway Engineer's Station 630+00, east of Pioneer Mountain, together with the map, which for identification purposes bears Sketch Map File No. 1R-5-988 and the date of March, 1957 (R/W Map No. 8B-2-11, dated March, 1957), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That when said highway sections are permanently constructed, the same shall be done in accordance with said surveys and locations unless otherwise directed or ordered by the Commission.

3. That this approval and adoption of said surveys constitutes and is deemed as instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction, or improvement of the highways along and over these surveys. This approval and adoption shall also constitute the authority for the Legal and Right of Way Department to proceed promptly with the acquisition of the necessary right of way pursuant to the normal and approved method for the construction of limited access controlled highways.

4. That this resolution be entered in the minutes and records of the Commission as of the 28th day of March, 1957, as Survey Resolution No. 151.

28092

EXHIBIT "G-2"

Minutes of March 28 and 29, 1957

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make complete and final surveys of the route and location of:

1. The Grants Pass (6th and 7th Streets) Section of the Pacific Highway in Josephine County;

2. The Conner Creek Section of the Oregon Coast Highway in Coos County;

and in connection therewith to prepare maps showing the route and location of said sections and to file said maps, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said surveys and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said surveys, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

(1a.) That the survey of the Grants Pass (6th and 7th Streets) Section of the Pacific Highway, beginning at Highway Engineer's Station 1197+00, near the northerly city limits of Grants Pass and extending in a southerly direction, along 6th Street and 7th Street as a one way couplet, to Highway Engineer's Station 1338+75, just north of the Rogue River, together with the map, which for identification purposes bears Sketch Map File No. 1R-5-973 and the date of February, 1957 (Right of Way Map No. 8B-4-13, dated February, 1957), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

(1b.) That the survey of the Conner Creek Section of the Oregon Coast Highway, beginning at Highway Engineer's Station 470+00 north of Conner Creek and extending in a southerly direction to Highway Engineer's Station 485+00, south of Conner Creek, together with the map which for identification purposes bears Sketch Map File No. 1R-5-995 and the date of March, 1957 (Right of Way Map No. 8B-4-25, dated March, 1957), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same

EXHIBIT "G-2" (Cont.)

in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That when said highway sections are permanently constructed, the same shall be done in accordance with said surveys and locations unless otherwise directed or ordered by the Commission.

3. That this approval and adoption of said surveys constitutes and is deemed as instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction, or improvement of the highways along and over said surveys. This approval and adoption shall also constitute the authority for the Legal and Right of Way Department to proceed promptly with the acquisition of the necessary right of way pursuant to the normal and approved method for the construction of limited access controlled highways.

4. That heretofore this Commission by resolution dated November 3, 1948, and by resolution dated February 17, 1953, designated the said Pacific Highway and the said Oregon Coast Highway as "Throughways" within the meaning and purpose of ORS 374.005 through ORS 374.095, commonly known as the "Throughway Law", and, for the reasons stated therein, it is hereby directed that the construction of the above-mentioned sections of highways shall be accomplished pursuant to and within the meaning and scope of the said law and the said resolutions.

5. That this resolution be entered in the minutes and records of the Commission as of the 28th day of March, 1957, as Survey Resolution No. 150.

28094

EXHIBIT "G-3"

Minutes of March 28 and 29, 1957

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of (1) the Ontario-Snake River Section of the Old Oregon Trail Highway in Malheur County and (2) the Huntington South Junction-Olds Ferry Section of the Old Oregon Trail Highway in Malheur County, and in connection therewith to prepare maps showing the route and location of said sections and to file said maps, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said surveys and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said surveys, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

(1a.) That the survey of the Ontario-Snake River Section of the Old Oregon Trail Highway, beginning at Highway Engineer's Station 1297+04.42 at its junction with the existing US Highway 30 east of Ontario, and extending in a southerly direction to Highway Engineer's station 1364+00 at the Idaho state line in the middle of the Snake River, together with the map which for identification purposes bears Sketch Map file No. 1R-5-980 and the date of February 1957 (Right of Way map No. 7B-33-7, dated June 1955), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

(1b.) That the survey of the Huntington South Junction-Olds Ferry Section of the Old Oregon Trail Highway beginning at M.P. 387.6 and extending in a southeasterly direction to M.P. 390.9 at the Olds Ferry Interchange, together with the map which for identification purposes bears Sketch Map file No. 1R-5-997 and the date of March 1957 (Right of Way map No. 8B-4-20, dated March 1957), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2 That when said highway sections are permanently constructed, the same shall be done in accordance with said surveys and locations unless otherwise directed or ordered by the Commission.

EXHIBIT "G-3" (Cont.)

3. That this approval and adoption of said survey constitutes and is deemed as instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction, or improvement of the highway along and over this survey. This approval and adoption shall also constitute the authority for the Legal and Right of Way Department to proceed promptly with the acquisition of the necessary right of way pursuant to the normal and approved method for the construction of a complete access controlled highway.

4. That heretofore this Commission by resolution dated November 3, 1948, designated the said Old Oregon Trail Highway as a "throughway" within the meaning and purpose of ORS 374.005 through ORS 374.095, commonly known as the "Throughway Law", and, for the reasons stated therein, it is hereby directed that the construction of the above mentioned sections of highway shall be accomplished pursuant to and within the meaning and scope of said law and said resolution.

5. That this resolution be entered in the minutes and records of the Commission as of the 28th day of March, 1957, as Survey Resolution No. 152.

28096

EXHIBIT "G-4"

Minutes of March 28 and 29, 1957

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Huntington-Dead Ox Flat Section of the Olds Ferry-Ontario Highway in Malheur County, and in connection therewith to prepare a map showing the route and location of said section and to file said map, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said survey and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively as follows:

1. That the survey of the Huntington-Dead Ox Flat Section of the Olds Ferry-Ontario Highway, beginning at M.P. 390.9 at the Olds Ferry Interchange and extending in a southerly and easterly direction to M.P. 394.0 at Dead Ox Flat, together with the map, which for identification purposes bears Sketch Map File No. 1R-5-998 and the date of March 1957 (Right-of-Way Map No. 3B-3-5 and 4B-13-2), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That when said highway section is permanently constructed, the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That this approval and adoption of said survey constitutes and is deemed as instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction, or improvement of the highway along and over this survey. This approval and adoption shall also constitute authority for the Legal and Right of Way Department to proceed promptly with acquisition of the necessary right of way pursuant to the normal and approved method for construction of a non-access controlled highway.

4. That this resolution be entered in the minutes and records of the Commission as of the 28th day of March, 1957, as Survey Resolution No. 156.

28097

EXHIBIT "G-5"

Minutes of March 28 and 29, 1957

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Huntington-Dead Ox Flat Section of the Old Oregon Trail Highway in Baker and Malheur Counties and in connection therewith to prepare a map showing the route and location of said section and to file said map, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said survey and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That the survey of the Huntington-Dead Ox Flat Section of the Old Oregon Trail Highway, beginning at M.P. 386.8 approximately one-half mile north of the Malheur County line and extending in a southerly direction to M.P. 387.6 at the Huntington South Junction with the new route of the Old Oregon Trail Highway, together with the map which for identification purposes bears Sketch Map File No. 1R-5-998, and the date of March 1957, (Right-of-way Map No 3B-3-5 and 4B-13-2), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That when said highway section is permanently constructed, the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That this approval and adoption of said survey constitutes and is deemed as instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction, or improvement of the highway along and over this survey. This approval and adoption shall also constitute authority for the Legal and Right of Way Department to proceed promptly with acquisition of the necessary right of way pursuant to the normal and approved method for construction of a non-access controlled highway.

4. That this resolution be entered in the minutes and records of the Commission as of the 28th day of March, 1957, as Survey Resolution No. 157.

28098

EXHIBIT "H"

Minutes of March 28 and 29, 1957

RESOLUTION

WHEREAS, on November 13, 1931, the Oregon State Highway Commission selected and designated, and on November 4, 1948 revised, a secondary state highway described as follows:

> Beginning at the junction of Combs Flat County Road with the Ochoco State Highway No. 41 east of the city limits of Prineville, thence southeasterly via the Combs Flat County Road and easterly via the Crooked River Market Road No. 6 to Paulina,

which said county roads, on their selection and designation as a secondary highway, were thereafter identified in the records of the Highway Commission as the Paulina Secondary State Highway No. 380 in Crook County; and

WHEREAS, the County Court of Crook County has petitioned the State Highway Commission to extend the Paulina Secondary State Highway No. 380 in Crook County; and

WHEREAS, ORS 366.290 authorizes the Highway Commission to select, establish, and designate a system of secondary state highways within the state;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission that:

1. The following described portion of the Paulina-Suplee County Road No. 715 shall be designated as a part of the Paulina Secondary State Highway No. 380, to wit:

> Beginning at the intersection of the existing Paulina Secondary State Highway at Paulina; thence easterly along the said Paulina-Suplee County Road to the easterly end of the Beaver Creek Bridge, a distance of approximately 0.3 mile, as shown in yellow on the attached Exhibit "A" which by this reference is made a part hereof. *

2. This resolution be entered in the minutes and records of the Highway Commission this 28th day of March, 1957, as Secondary Highway Resolution No. 39, and the Secretary is directed to mail a duly

EXHIBIT "H" (Cont)

certified copy thereof to the County Court of Crook County.

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*FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 39 under the heading "Secondary Highway Resolutions" and said map by this reference is made part of this minute entry to the same extent as if copied in full herein.

28100

EXHIBIT "I"

Minutes of March 28 and 29, 1957

RESOLUTION

WHEREAS, the State Highway Commission has relocated a section of the Oregon Coast Highway No. 9 (U.S. 101) in Coos County which relocation is known as the Davis Slough-Bandon Section; and

WHEREAS, by said relocation and when the Davis Slough-Bandon Section has been constructed and opened to travel, it will be made possible to remove certain portions of the old Oregon Coast Highway from the route of the Oregon Coast Highway; and

WHEREAS, the redesignation of those portions of the old route of the Oregon Coast Highway eliminated by the said relocation (in the manner hereafter set forth) as a secondary state highway and as an extension of a primary state highway is in the best interests of the people of the State of Oregon and the motoring public;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the present old route of the Oregon Coast Highway No. 9 (U.S. 101) from the point where said highway is intersected by the Coos Bay-Roseburg Highway No. 35 in Coquille to its intersection with the relocated Oregon Coast Highway near Coos Bay at or near Mile Post 244.44 of said relocated Oregon Coast Highway is redesignated as an extension of the Coos Bay-Roseburg Highway. Said Coos Bay-Roseburg Highway shall retain its present designation and classification as a primary state highway, its route and termini being hereafter described as follows:

> From a junction with the Oregon Coast Highway near Coos Bay, easterly via Coquille, Myrtle Point, and Camas Valley to a junction with the Pacific Highway in Winston.

That portion of the old route of the Oregon Coast Highway redesignated as a part of the Coos Bay-Roseburg Highway is shown colored in purple on the map attached hereto, marked Exhibit "A", and by this reference made a part hereof. *

2. That the present old route of the Oregon Coast Highway No. 9 (U.S. 101) from the point where said highway is intersected by the Coos Bay-Roseburg Highway No. 35 in Coquille to its intersection with the relocated Oregon Coast Highway near Bandon at or near Mile Post 265.61 of said relocated Oregon Coast Highway is redesignated as the Coquille-Bandon Secondary State Highway No. 244, to be hereafter classified as a secondary state highway of the state highway system, its route and

EXHIBIT "I" (Cont)

termini being described as follows:

> Beginning at a junction with the Oregon Coast Highway No. 9 near Bandon, thence northeasterly via Bandon and Riverton to a junction with the Coos Bay-Roseburg Highway in Coquille, a distance of approximately 21.32 miles.

That portion of the old route of the Oregon Coast Highway redesignated as the Coquille-Bandon Secondary State Highway is shown colored in yellow on Exhibit "A" attached hereto.*

3. That this resolution shall not become effective until the proposed construction on the Davis Slough-Bandon Section of the relocated Oregon Coast Highway has been completed and opened to state highway traffic.

4. That this resolution be entered in full in the minutes and records of the Commission this 28th day of March, 1957, as Primary Highway Resolution No. 21, and the Secretary is hereby ordered to send a duly certified copy hereof to the Coos County Court.

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*FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem being filed under File No. 21 under the Heading "Primary Highway Resolutions", and said map by this reference is made part of this minute entry to the same extent as if copied in full herein.

28102

EXHIBIT "J-1"

Minutes of March 28 and 29, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways, or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate in part, widen, construct improve and maintain the North Jefferson Junction-Albany Section of the Pacific Highway East, and

WHEREAS, the Highway Commission has, by a resolution, ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for

the highway proper; and

WHEREAS, for the purpose of relocating in part, widening, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation in part, widening, construction, improvement and maintenance of the said North Jefferson Junction-Albany Section of the Pacific Highway East, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the state and the owners should be acquired are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said widened and relocated Pacific Highway East and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property, except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A". *

3. That the relocation in part, widening, construction, improvement and maintenance of the said North Jefferson Junction-Albany Section of the Pacific Highway East and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken, is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking,

and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 28th day of March, 1957, as Condemnation Resolution No. 755.

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* FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 755, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-2"

Minutes of March 28 and 29, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street, quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Albany-Judkins Point Section of the Pacific Highway East; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for

28106

EXHIBIT "J-2" (Cont)

the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Albany-Judkins Point Section of the Pacific Highway East, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Pacific Highway East and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property, except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A". *

3. That the relocation, construction, improvement and maintenance of the said Albany-Judkins Point Section of the Pacific Highway East and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel

EXHIBIT "J-2" (Cont)

is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 28th day of March, 1957, as Condemnation Resolution No. 756.

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* FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 756, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

28108

EXHIBIT "J-3"

Minutes of March 28 and 29, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stockpile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads; highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Hinsdale Slough-Luder Creek Section of the Umpqua Highway; ;and

WHEREAS, for the purpose of widening, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required for the construction, improvement, betterment and maintenance of highways of the state highway system and the widening, improvement and maintenance of the said Hinsdale Slough-Luder Creek Section of the Umpqua Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

EXHIBIT "J-3" (Cont)

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said Umpqua Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; provided, however, that there shall be reserved unto the respective owners, their heirs and assigns, for service of the said remaining land, such access reservations as are noted as to each parcel or parcels on the said attached list marked Exhibit "A".*

3. That the widening, improvement and maintenance of the said Hinsdale Slough-Luder Creek Section of the Umpqua Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 28th day of March, 1957, as Condemnation Resolution No. 757.

FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 757, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

28110

EXHIBIT "J-4"

Minutes of March 28 and 29, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials, approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobsructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Gold Beach-Cape Sebastian Section of the Oregon Coast Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real

EXHIBIT "J-4" (Cont)

properties hereinafter described are necessary, and that access to and from the said highway should be controlled.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Gold Beach-Cape Sebastian Section of the Oregon Coast Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Oregon Coast Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A". *

3. That the relocation, construction, improvement and maintenance of the said Gold Beach-Cape Sebastian Section of the Oregon Coast Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his

judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 28th day of March, 1957, as Condemnation Resolution No. 758.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 758, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

28113

EXHIBIT "J-5"

Minutes of March 28 and 29, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to locate, construct, improve and maintain the Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be located, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for

the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the location, construction, improvement and maintenance of the said Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said Portland-Salem Expressway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property.

3. That the location, construction, improvement and maintenance of the said Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

EXHIBIT "J-5" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 28th day of March, 1957, as Condemnation Resolution No. 759.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 759, under the heading "Real Property Condemnation Resolutions", and said description, map and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

28116

EXHIBIT "J-6"

Minutes of March 28 and 29, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; weighing stations; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, construct, improve and maintain the Sandy-Forest Boundary Section of the Mt. Hood Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the "Throughway Law"; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part

EXHIBIT "J-6" (Cont)

of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of widening, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The State Highway Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, construction, improvement and maintenance of the said Sandy-Forest Boundary Section of the Mt. Hood Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said widened and improved Mt. Hood Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A".*

3. That the widening, construction, improvement and maintenance of the Sandy-Forest Boundary Section of the Mt. Hood Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking,

and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 28th day of March, 1957, as Condemnation Resolution No. 760.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 760, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-7"

Minutes of March 28 and 29, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street, quarry sites, gravel pits, storage sites, stock pile sites, or for the acquisition or manufacture of road-building materials, approach or hauling roads, connecting roads, frontage road, highway drainage, drainage tunnels, or for the elimination or prevention of hazardous points of entry from adjacent property to state highways, or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, the said Commission is required to designate, locate, relocate, construct and maintain in the State of Oregon a system of highways, including all necessary bridges and culverts; and,

WHEREAS, for the purpose of constructing and maintaining highways of the state highway system, the Commission plans and proposes to acquire certain real property for the acquisition of roadbuilding materials for use in connection with the construction and maintenance of highways of the state highway system; and,

WHEREAS, said Commission is authorized to take fee simple title to said real property.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, certain interests in or fee simple title to a certain parcel of real property. The said parcel of real property, or particular interest therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, is more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

EXHIBIT "J-7" (Cont)

2. That the highway facilities for which the said parcel of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcel of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcel of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 28th day of March, 1957, as Condemnation Resolution No. 761.

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* FOOTNOTE

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 761, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-8"

Minutes of March 28 and 29, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the highway Commission plans and proposes to widen, improve and maintain the Sunset Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said highway shall be widened, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known the Throughway Law, and

WHEREAS, for the purpose of widening, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary; and that access to and from the said highway should be controlled;

28122

EXHIBIT "J-8" (Cont)

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said Sunset Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A" under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said widened and improved Sunset Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A". *

3. That the widening, improvement and maintenance of the said Sunset Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and

EXHIBIT "J-8" (Cont)

records of the Commission this 28th day of March, 1957, as Condemnation Resolution No. 762.

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* FOOTNOTE:

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 762, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

28124

EXHIBIT "J-9"

Minutes of March 28 and 29, 1957

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites, weighing stations; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels, or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the North Santiam Highway, and

WHEREAS, for the purpose of widening, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled,

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The State Highway Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said North Santiam Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

EXHIBIT "J-9" (Cont)

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the widened and improved North Santiam Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property, provided, however, that there shall be reserved unto the respective owners, their heirs and assigns, for service of the respective remaining land, such access reservations as are noted as to each parcel or parcels on the said attached list marked Exhibit "A".*

3. That the widening, improvement and maintenance of the said North Santiam Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons ininterest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels or real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 28th day of March, 1957, as Condemnation Resolution No. 763.

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*FOOTNOTE:

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 763, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

28126

EXHIBIT "J-10"

Minutes of March 28 and 29, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road, or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of road building materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels, or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate, and maintain highways to be known as throughways and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light, and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Myrtle Creek - Canyonville Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved, and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement, and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block, or tract of land, part of which is

EXHIBIT "J-10" (Cont)

necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary and that access to and from the said highway should be controlled

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required for the construction, improvement, betterment, and maintenance of highways of the state highway system and the relocation, construction, improvement, and maintenance of the said Myrtle Creek-Canyonville Section of the Pacific Highway as a throughway certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list marked Exhibit A under the name of the record owner or reputed owner, and the Commission's respective file number; and said Exhibit A is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in in full.*

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property, except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A". *

3. That the relocation, construction, improvement and maintenance of the said Myrtle Creek-Canyonville Section of the Pacific Highway and the highway facilities for which each of the said parcel of property, or interest therein, is required and is being taken is necessary in the public interest; and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said

parcels of real property as to the compensation to be paid for the taking; and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 28th day of March, 1957, as Condemnation Resolution No. 764.

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* FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 764, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-11"

Minutes of March 28 and 29, 1957

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part and relocate in part, construct, improve and maintain the North Jefferson Junction-Albany Section of the Pacific Highway East; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened in part and relocated in part, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, for the purpose of widening in part and relocating in part, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment

EXHIBIT "J-11" (Cont)

of the Commission that the real properties hereinafter described are necessary and that access to and from the said highway should be controlled,

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening in part and relocation in part, construction, improvement and maintenance of the said North Jefferson Junction-Albany Section of the Pacific Highway East, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said widened and relocated Pacific Highway East and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A".*

3. That the widening in part and relocation in part, construction, improvement and maintenance of the said North Jefferson Junction-Albany Section of the Pacific Highway East and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in

his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 28th day of March, 1957, as Condemnation Resolution No. 765.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 765, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

28132

EXHIBIT "J-12"

Minutes of March 28 and 29, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels, or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, construct, improve and maintain the Gold Beach-Cape Sebastian Section of the Oregon Coast Highway; and

WHEREAS, for the purpose of widening, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The State Highway Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, construction, improvement and maintenance of the said Gold Beach-Cape Sebastian Section of the Oregon Coast Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and

made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the widened and improved Oregon Coast Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property, provided, however, that there shall be reserved unto the respective owners, their heirs and assigns, for service of the respective remaining land, such access reservations as are noted as to each parcel or parcels on the said attached list marked Exhibit "A". *

3. That the widening, construction, improvement and maintenance of the said Gold Beach-Cape Sebastian Section of the Oregon Coast Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 28th day of March, 1957, as Condemnation Resolution No. 766.

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*FOOTNOTE:

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 766, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

28134

EXHIBIT "J-13"

Minutes of March 28 and 29, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Ontario-Snake River Section of the Old Oregon Trail Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law, and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary and that access to and from the

EXHIBIT "J-13" (Cont)

said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Ontario-Snake River Section of the Old Oregon Trail Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Old Oregon Trail Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A".*

3. That the relocation, construction, improvement and maintenance of the said Ontario-Snake River Section of the Old Oregon Trail Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission is authorized to make such stipulation, agreement or admission as in his

judgment may be for the best interests of the State of Oregon

6. That this resolution be entered in full in the minutes and records of the Commission this 28th day of March, 1957, as Condemnation Resolution No. 767.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 767, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-14"

Minutes of March 28 and 29, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right of access, deemed by the Highway Commission necessary for highway purposes, to wit: Rights of way, either for the original location or the widening, straightening or otherwise changing of any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; the elimination or prevention of hazardous points of entry from adjacent property to state highways; or the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, construct, improve and maintain the Pacific Highway West and the Denver Avenue-Union Avenue intersection of the Pacific Highway West and the Pacific Highway East, and

WHEREAS, for the purpose of widening, constructing, improving and maintaining the said highway, it is the judgment of the Commission that the real properties hereinafter described are necessary and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, construction, improvement and maintenance of the said Pacific Highway West and the Denver Avenue-Union Avenue intersection of the Pacific Highway West and the Pacific Highway East, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, or which in the best interests of the State and the owners should be acquired, and the specific use to be made thereof, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner; and the Commission's respective file number and said Exhibit "A" is by this reference adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said Pacific Highway West and the Denver Avenue-Union Avenue intersection of the Pacific Highway West and the Pacific Highway East and all of the contiguous real property of the

respective owners remaining after the appropriation of the said real property, except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A".*

3. That the widening, construction, improvement and maintenance of the said Pacific Highway West and the Denver Avenue-Union Avenue intersection of the Pacific Highway West and the Pacific Highway East and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking; and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein,

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 28th day of March, 1957, as Condemnation Resolution No. 768.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 768, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-15"

Minutes of March 28 and 29, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials, approach or hauling roads, connecting roads, frontage roads; highway drainage, drainage tunnels; or for the elimination or prevention of hazardous or undesirable points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to construct, reconstruct, improve and maintain the Columbia River Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said highway shall be relocated, construct, reconstructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutues, commonly known as the "Throughway Law"; and

WHEREAS, for the purpose of relocating, constructing, reconstructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary and that access

EXHIBIT "J-15"(Cont)

to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The State Highway Commission does hereby find and declare that there is needed and required for right of way purposes for the construction, reconstruction, improvement and maintenance of the Columbia River Highway as a throughway, including its use for the construction, reconstruction, improvement and maintenance of frontage roads and a traffic interchange, which traffic interchange, with a connecting road to be constructed by the State Highway Commission, will connect the said Columbia River Highway and the Crown Point Secondary Highway, the following described real property, to wit:

File No. R-2584 (R-24183)

Owners: Paul R. Martin, et ux.

Parcel No. 1:

A parcel of land lying in Lot 1 of Section 25, Township 1 North, Range 3 East, W. M., Multnomah County, Oregon, the said parcel being described as follows:

Beginning at the Southwest corner of that tract conveyed to Paul Martin and Verla Martin by deed recorded in Book 1523, Page 418 of Multnomah County Deed Records, said corner being 686 feet West and 191.52 feet North 0° 07' East from the Southeast corner of said Lot 1; thence North 84° 17' West parallel to and 200 feet northerly from the relocated center line of the Columbia River Highway, 228.9 feet to a point opposite Station 521+50 on said relocated highway center line; thence North 62° 01' 36" East 180.28 feet to a point opposite and 300 feet northerly of Station 523+00 on said center line; thence North 87° 35' 12" East 65.4 feet to the West line of said Martin tract; thence South along said West line 110 feet to the point of beginning.

The parcel of land to which this description applies contains 0.22 acre.

Parcel No. 2:

A parcel of land lying in the Northeast quarter (NE¼) of the Northeast quarter (NE¼) of Section 25, Township 1 North, Range 3 East, W.M., Multnomah County, Oregon, the said parcel being described as follows:

Beginning at the Southwest corner of said Northeast quarter (NE¼) of the Northeast quarter (NE¼) thence North 40°40' East 153 5 feet; thence North 3.72 feet to the Southeast corner of that tract conveyed to Paul Martin and Verla Martin by deed recorded

in Book 1523, Page 418 of Multnomah County Deed Records, said corner being the true point of beginning of the parcel herein described; thence South 84° 17' East parallel to and 200 feet northerly from the relocated center line of the Columbia River Highway 535.1 feet to a point opposite Station 537+00 on said relocated highway center line; thence North 62°28' 55" West 538.52 feet to a point opposite and 400 feet northerly from Engineer's centerline Station 532+00; thence North 84° 17' West parallel to and 400 feet northerly from said relocated highway center line 55.1 feet to the East line of said Martin tract; thence South along said East line 201 feet to the point of beginning.

The parcel of land to which this description applies contains 1.4 acres.

2. That it is necessary to acquire and remove all of that certain farm structure located partially upon the real property hereinabove described as Parcel No. 2 and partially upon the owners' remaining real property approximately opposite Highway Engineer's centerline Station 534+00 and northerly of the said Columbia River Highway, and in connection therewith, it is necessary to acquire a right of entry to go upon the owners' remaining real property contiguous to the real property hereinabove described for the purpose of removing, dismantling or otherwise disposing of said structure.

3. That it is necessary that there shall be no rights of access of any nature between the right of way of the Columbia River Highway and all real property of the owners easterly of the Sandy River in Section 25, Township 1 North, Range 3 East, Willamette Meridian, and Sections 29 and 30, Township 1 North, Range 4 East, Willamette Meridian, Multnomah County, Oregon, abutting on the said Columbia River Highway remaining after the appropriation of the above-described real property; provided, however, that there shall be reserved unto the owners, their heirs and assigns, for service of their remaining land, the following:

Rights of access to a frontage road to be constructed by the State Highway Commission upon the right of way of the Columbia River Highway on the northerly side of the main-traveled way thereof between approximately Engineer's Station 531+50 and Engineer's Station 537+00 at all places thereon easterly of Engineer's Station 532+00. Also rights of access to a connecting leg of an interchange to be constructed by the State Highway Commission upon the right of way of the Columbia River Highway on the northerly side of the main-traveled way thereof at any place thereon between Engineer's Station 521+50 and Engineer's Station 529+00, which said frontage road and connecting leg shall be connected with the main-traveled way approximately opposite Highway Engineer's centerline Station 530+00 for traffic to travel westbound upon the highway.

EXHIBIT "J-15" (Cont)

4. That the construction, reconstruction, improvement and maintenance of the Columbia River Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

5. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination the existing action under an amended complaint or by dismissal thereof and such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

6. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

7. That this resolution be entered in full in the minutes and records of the Commission this 28th day of March, 1957, as Condemnation Resolution No. 769.

28143

EXHIBIT "J-16"

Minutes of March 28 and 29, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, or donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the State Highway Commission necessary for the preservation of scenic places and other objects of attraction or scenic value adjacent to or along, or in close proximity to, state highways, or which may be conveniently reached from or by a public highway; and the Highway Commission is also authorized and empowered to acquire land and ground necessary for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds, or resorts, forest or timbered areas, or other places of attraction and scenic value which, in the judgment of the Commission, are necessary for the convenience of the public and which will contribute to the general welfare and pleasure of the motoring public or road users; and

WHEREAS, the Sunset Bay State Park has been established by and is under the jurisdiction and control of the State Highway Commission; and

WHEREAS, the State Highway Commission plans and proposes to enlarge, develop, and maintain the Sunset Bay State Park for public park and recreational purposes and for the convenience of the public and general welfare and pleasure of the motoring public using the highways of the State of Oregon and for such purposes and in connection therewith the real property hereinafter described is necessary;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required for public park and recreational purposes for use in the enlargement, development, and maintenance of the Sunset Bay State Park fee simple title to a parcel of real property located in Coos County, Oregon, and described as follows, to wit:

File No. R-26355 - George J. Landrith

A parcel of land lying in the South half of the Northwest quarter ($S\frac{1}{2}$ $NW\frac{1}{4}$) of Section 9, Township 26 South, Range 14 West, W.M., in Coos County, Oregon, more particularly described as follows:

EXHIBIT "J-16" (Cont)

Beginning at a point in the West line of the Southeast quarter of the Northwest quarter ($SE\frac{1}{4}$ $NW\frac{1}{4}$) of said Section 9, said point being 156.2 feet North and 1315.8 feet East from the West quarter corner of said Section 9; thence North 1° 03' West a distance of 123.0 feet along the said West line of the Southeast quarter of the Northwest quarter ($SE\frac{1}{4}$ $NW\frac{1}{4}$) of Section 9; thence West a distance of 100.0 feet to the Easterly right of way line of the Cape Arago Highway; thence Northerly along the said right of way line on the arc of a 316.5 foot radius curve left (the long chord of which bears North 15° 39' West, 369.8 feet) a distance of 394.9 feet; thence North 66° 43' East a distance of 744.0 feet; thence East a distance of 100.0 feet; thence South 62° 30' East a distance of 200 feet; thence East a distance of 260.0 feet; thence South 16° 15' East a distance of 220.0 feet; thence South 1° 25' East a distance of 550.0 feet; thence South 24° 02' East a distance of 125.6 feet; thence North 89° 06' West a distance of 375.0 feet; thence North 5°44' West a distance of 252.3 feet; thence North 45° 10' West a distance of 193.0 feet; thence North 79° 53' West a distance of 58.6 feet; thence South 89° 15' West a distance of 160.0 feet; thence South 80° 10' West a distance of 120.0 feet; thence South 55° 05' West a distance of 100.0 feet; thence South 25° 05' West a distance of 146.0 feet; thence South 66° 25' West a distance of 96.0 feet; thence North 43° 44' West a distance of 58.2 feet to the point of beginning, containing 17.4 acres, more or less.

2. That the above-described real property and the park and recreational purposes for which it is being acquired is necessary for the convenience of the public and will contribute to the general welfare and pleasure of the motoring public or road user.

3. That the park and recreational facilities for which the aforesaid real property is required and is being taken have been planned, designed, located, and will be constructed, developed, and maintained in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission,

is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 28th day of March, 1957, as Condemnation Resolution No. 773.

VOLUME 42

PART I

PART I

OF

VOLUME XLII

MINUTES OF OREGON STATE HIGHWAY COMMISSION

COVERING PERIOD

F R O M

APRIL 1, 1957

TO

JUNE 30, 1957

- - - -

OREGON STATE HIGHWAY COMMISSION

Chas. H. Reynolds, Chairman
M. K. McIver, Commissioner
Robert B. Chessman, Commissioner

- - - -

W. C. Williams, State Highway Engineer
Leonard I. Lindas, Chief Counsel
Robert L. May, Jr., Assistant Chief Counsel
H. B. Glaisyer, Secretary

- - - -

HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT

LOCATED AT SALEM, OREGON

- - - -

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Page	Date 1957	Subject
28146	Apr.18	SPECIAL MEETING re appointment of Mr. Robert B. Chessman as Highway Commissioner replacing Mr. Ben R. Chandler.
		OATH OF OFFICE ADMINISTERED to Mr. Chessman by Mr. H. B. Glaisyer, Secretary of Commission.
		CHAIRMAN OF HIGHWAY COMMISSION. Commissioner Chas. H. Reynolds elected Chairman.
28147		GOVERNOR HOLMES INTRODUCED by Chairman Reynolds. Appropriate remarks given.
28148		MEETING CONCLUDED by Chairman Reynolds.
28149	Apr.19	CHAIRMAN REYNOLDS introduced Mr. Robert B. Chessman, newly appointed State Highway Commissioner.
		CHAS. H. REYNOLDS elected Chairman of Highway Commission at Salem meeting on preceding day.
		BIDS received on construction projects.
28154		COMMISSION MEETING MINUTES for February 28-March 1, 1957, approved.
		PARKS SUPT. reports on following matters:
		Concessions in State Parks to be studied.
28155		Cascadia State Park. Linn County. Request of Mr. Phillips to install television antenna in park approved.
		Cape Sebastian State Park. Carpenterville-Brookings Wayside. Curry County. Power line construction approved.
		Lincoln County. Depoe Bay. Concession Building. Badley protests use of word "Lookout".
		Fort Stevens State Park. Clatsop County. Editorial re addition of old Battery Russell to park considered.
28156		Vista House. Multnomah County. Moore seeks to enjoin Commission from allowing concession features.
		REAL PROPERTY. Acquisition approved. See EXHIBIT "A".
		JACKSON COUNTY. Pacific Hwy. Medford south. Fairgrounds entrance. "Indenture of Access" approved for new entrance.
		LANE COUNTY. Pacific Hwy. Goshen-Coast Fork Section. Ziniker property. Easement for private road on hwy. r/w approved.
		DOUGLAS COUNTY. Umpqua Hwy. Hinsdale Slough-Luder Creek Section. Hail property. Option rejected.
28157		CURRY COUNTY. Boardman State Park. 113.19 acres of timber land. Payment of $57,740 to BLM for property approved.
		JOSEPHINE COUNTY. Pacific Hwy. Wolf Creek Section. Baxter & Co. property. Change in access point approved.
		LANE COUNTY. "Q" Street Route. Eugene-Springfield. Sale of 5.3 acres to Eugene Water & Electric Board approved.
		RIGHT OF WAY ACQUISITION FOR FUTURE LETTINGS. Status report given by Engineer.
		OPENING OF BIDS FOR HWY. PROJECTS BETWEEN REGULAR MEETINGS. Engineer to prepare schedule of lettings for next meeting.

Page	Date 1957	Subject
28158	Apr.19	COMMISSION MEETING RECESSED at 12:00 noon to reconvene at 1:30 p.m.
		CONDEMNATION OF REAL PROPERTY approved. See EXHIBITS "B-1" through "B-16".
28162		CONDEMNATION CASES tried. Counsel's report approved.
28163		CONDEMNATION CASES settled. Counsel's report approved.
28164		CONDEMNATION CASES. Offers for property approved.
28166		PUC MATTERS re Hwy. Commission. Counsel reports:
		Douglas County. Pacific Hwy. Second Myrtle Creek Overcrossing.
		Coos County. North Bank Market Road. Chrome Plant Overcrossing.
		Lake County. Lakeview-Adel Secdy. Hwy. Private road grade crossing.
		Tillamook County. Latimer County Road. RR Grade Crossing.
		Tillamook County. Wilson River Loop County Road. RR Grade Crossing.
		CLAIMS. Abandonment of one damage claim approved.
28167		DAMAGE CASES SETTLEMENT. First quarter period of 1957 report.
		ACCESS CONTROL. Changes in policy re control of access authorized. See EXHIBIT "H".
		CONDEMNATION CASES DISMISSED as follows:
		State vs Fay. See EXHIBIT "I-1".
		State vs Kernan Livestock Farms, Inc. See EXHIBIT "I-2".
28168		LEGISLATIVE MATTERS. Status of legislation report accepted.
		AWARD OF CONTRACTS. Engineer reports awards.
28169		LOAD LIMITS REMOVED from following:
		Grant County. Pendleton-John Day Hwy.
		Grant County. Beech Creek Secdy. Hwy.
		Umatilla County. Havana-Helix Secdy. Hwy.
		LEGISLATIVE MATTERS. Sale of $8,000,000 Hwy. Bonds. Engineer and Counsel authorized to take care of preliminary details of bond sale.
28170		UNFINISHED BUSINESS MATTERS discussed:
		CURRY COUNTY. Cape Sebastian State Park. Brookings-Carpenterville Wayside. Power line construction by Co-op.
		LINCOLN COUNTY. Delake. Devils Lake. 25 acres for park purposes.
		UNION COUNTY. Old Oregon Trail. Ladd Canyon Section stockpile site.
		JACKSON COUNTY. Pacific Hwy. Ashland By-pass (proposed). Siskiyou Blvd. widening to be considered for next hwy. program.
		LINN-BENTON COUNTIES. Albany-Corvallis Hwy. Request for hwy. improvement. Report not ready.
		LANE COUNTY. McKenzie River Hwy. Willamette River Bridge painting contract. Refund of forfeiture to O&S Painters approved.
28171		WASCO COUNTY. The Dalles-California Hwy. The Dalles-Eightmile Creek Section. Survey completed. See EXHIBIT "F".
		LANE COUNTY. Eugene. Garfield Street. Payment of $2,872 for street construction approved.
		WASCO COUNTY. The Dalles-California Hwy. Tygh Valley High Line Ditch Company. Drainage agreement approved.
28172		CLATSOP COUNTY. Fishhawk Falls Secdy. Hwy. Vine Maple Bridge. Contract #4701. Increase in project authorization approved.
		EXTENSIONS OF TIME to complete contracts granted.

Page	Date 1957	Subject
28173	Apr.19	CONTRACTS completed and accepted. See EXHIBIT "C".
		AERIAL SURVEYS. Establishment of policy re furnishing prints.
		PARKING PROHIBITED on following:
		Marion County. Silver Creek Falls Secdy. Hwy. See EXHIBIT "E-1".
		Crook County. Ochoco Hwy. See EXHIBIT "E-2".
28174		Yamhill County. Three Mile Lane Secdy. Hwy. See EXHIBIT "E-3".
		MALHEUR COUNTY. Ontario. State Highway and Police Building. Agreement with City to furnish fire protection approved.
		WASHINGTON-YAMHILL COUNTIES. Pacific Hwy. West. (See EXHIBIT "G"). Multnomah County Line-Tualatin River Bridge Section designated "Barbur Boulevard".
		Tualatin River Bridge-Newberg Section retains "Herbert Hoover Boulevard".
		SECRETARY'S REPORT on papers signed from March 26, 1957, to April 16, 1957, approved.
		COMMISSION MEETING DATES set for May16-17, and June 27-28, 1957.
		BID OPENING in Salem to be conducted between May 17 and June 27.
28175		TILLAMOOK COUNTY. Nehalem Sand Spit Airport. Naming of strip referred to State Board of Aeronautics.
		DOUGLAS COUNTY. Oregon Coast Hwy. Gardiner. Longbell Lumber Co. Request for traffic signals denied. Flashing beacon approved.
		USED EQUIPMENT AND SCRAP MATERIALS SALE of March 25, 1957. Kuebler deposit on pneumatic tubes to be returned.
		KLAMATH COUNTY. Lake of the Wood Road. Taking over road as secdy. hwy. deferred pending County's adherence to plan.
28176		AGREEMENTS and other papers signed.
28177		CONTRACTS. Award of contracts publicly announced.
28180		CHIEF COUNSEL APPOINTMENT. Leonard I. Lindas appointed Chief Counsel. See EXHIBIT "D".
		UMATILLA COUNTY. Pendleton Airport area. Removal of a restrictive clause from deed to City approved conditionally.
28181		PERSONNEL & PUBLIC RELATIONS DIVISION. Public Relations Section. Discussion of functions and expansion of procedure.
		HWY. COMMISSION RESPONSIBILITIES. Chairman Reynolds expressed responsibilities as applied to the Commission.
		CONTRACTS. Expediting completion of contracts. Liquidated damage clause will prevent most overruns in time.
		COUNTY AND CITY RELATIONS DIVISION. Report re duties and activities of Division to be submitted at next meeting.
		MULTNOMAH COUNTY. Columbia River Gorge Commission. Request for employment of Mr. Wolfe in acquiring real property denied.
28182		COMMISSION MEETING ADJOURNED at 3:45 p.m.

Page	Date 1957	Subject
28183	Apr.19	EXHIBIT "A". Real property acquisition.
28204		EXHIBITS "B-1" through "B-16". Condemnations.
28247		EXHIBIT "C". Contracts completed and accepted.
28249		EXHIBIT "D". Leonard I. Lindas appointed Chief Counsel.
28250		EXHIBITS "E-1" through "E-3". No parking zones established.
28256		EXHIBIT "F". Survey adopted.
28258		EXHIBIT "G". Washington-Yamhill Counties. Pacific Hwy. West. Multnomah County Line-Tualatin River Bridge Section designated as "Barbur Boulevard". Tualatin River Bridge-Newberg Section to retain name of "Herbert Hoover" Section.
28259		EXHIBIT "H". Access control. Changes in policy re control.
28261		EXHIBITS "I-1" - "I-2". Condemnation cases dismissed.
28265	May 16	BIDS received on construction projects.
28269		COMMISSION MEETING MINUTES APPROVED for March 28-29 and April 19, 1957, regular; April 18, 1957, special.
		PARKS SUPT. reports on following matters:
		Fort Stevens State Park. Clatsop County. Iredale Road. Offer of land from County for park purposes accepted.
		Cape Lookout State Park. Tillamook County. Agreement with Crown-Zellerbach for quarry material approved.
28270		Big Creek State Park. Lincoln County. Request for renaming park "Wakonda Beach State Park" deferred.
		Lincoln County. Depoe Bay Concession Building. Elimination of "Lookout" in name approved.
		Area changed from wayside to park. See EXHIBIT "H".
		Sherman County. Columbia River Hwy. Celilo-Rufus-Biggs Ferry Crossing. Park areas to be studied.
		Nehalem Sand Spit State Park. Tillamook County. Name changed to "Nehalem Bay State Park". See EXHIBIT "I".
		Grant County. John Day west. Development of overlook area as state park declined.
28271		Honeyman State Park. Lane County. Overnight camping area. Agreement to furnish electric power approved.
		REAL PROPERTY. Acquisition approved. See EXHIBIT "A".
		MISCELLANEOUS SALES AND SUPPLEMENTAL RENTAL REPORT accepted.
		SALE OF EXCESS PROPERTY authorized. See EXHIBITS "B-1" through "B-3".
28272		ACCESS CHANGES on three properties approved.
		GRANTS OF ACCESS on two properties approved.
28273		CROOK COUNTY. Paulina Secdy. Hwy. Camp Creek-Paulina Section. Sharp property. Permit granted for fence construction.
		LINCOLN COUNTY. Alsea Hwy. Tidewater Section. Bennett property. Payment of $450 to owner for unsatisfactory access approved.
		JOSEPHINE COUNTY. Rogue River Loop Secdy. Hwy. Adcock property. 0.09 acre of r/w deeded to owner for drainage area.
		LINCOLN COUNTY. Oregon Coast Hwy. Newport Section. Ditto property. Slope easement released and quitclaim deed granted on lots.

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28273	May 16	LINN COUNTY. Pacific Hwy. North Jefferson Jct.-Albany Section. Agreement with Albany re acquisition of 54.83 acres of Municipal Airport approved.
28274		Condemnation cases 20% above appraised values. Out of Court settlements 10%.
		YAMHILL COUNTY. Three Mile Lane Hwy. Emmert property. $500 payment for well damage approved.
		KLAMATH COUNTY. Following designations discussed: Klamath Lake Secdy. Hwy. Lake of the Woods Road Jct.-Fort Klamath Section. County road designation. Lake of the Woods Road. Jackson County Line-Klamath Lake Secdy. Hwy. Jct. Secdy. hwy. designation with Forest Hwy. System.
		CONDEMNATION OF REAL PROPERTY approved. See EXHIBITS "G-1" through "G-17".
28284		CONDEMNATION CASES tried. Counsel's report approved.
28285		CONDEMNATION CASES settled. Counsel's report approved.
28286		CONDEMNATION CASES. Offers for property approved.
28287		PUC MATTERS re Hwy. Commission. Counsel reports: Eastern Oregon. UP RR Company petition requiring log trucks to stop at main and branch line crossings. Marion County. Salem. South 25th St. SP RR Grade Crossing construction. Harney County. Central Oregon Hwy. Hines area. Edward Hines Lumber Company use of private road crossing.
		STAFF APPRAISERS AND OUTSIDE PROFESSIONAL APPRAISERS. Change in policy re use of appraisers in r/w settlements and condemnation cases approved.
28288		LEGAL DEPARTMENT. Robert L. May, Jr. Increase in salary approved.
		MULTNOMAH COUNTY. Portland. 3200 block - SW Hood St. Eviction proceedings against Elizabeth L. Mansfield authorized.
		JACKSON COUNTY. Pacific Hwy. Medford County Farm Section. Agreement with Irrigation District. Premium payment approved.
28289		CLAIMS. Abandonment of two claims approved.
		JACKSON COUNTY. Pacific Hwy. Contract #4763. Phoenix Sand & Gravel suit against State. Defense of case authorized.
		LEGAL DEPARTMENT. Employment of Glen V. Sorensen to fill Amacher vacancy approved.
28290		LEGISLATIVE MATTERS. 1957 Legislature. Counsel presented status report.
		COOS COUNTY. Request for following projects: Coos Bay-Roseburg Hwy. improvements. Sunset Bay State Park. Acquisition of additional land for overnight camping facilities.
		COMMISSION MEETING RECESSED at 12:00 noon to reconvene at 1:30 p.m.
		AWARD OF CONTRACTS. Engineer reports awards.
28291		LOAD LIMITS placed on 3 hwy. sections.
28292		LOAD LIMITS removed on 4 hwy. sections.

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28292	May 16	PORTLAND CEMENT VS ASPHALT SURFACING. Discussion re merits of each type. Engineer to study and report.
28293		LEGISLATIVE MATTERS. $12,600,000 Bond Funds allocation: Curry County. Oregon Coast Hwy. Gold Beach-Brookings Section. Statement on expenditure to be prepared.
		HWY. RECLASSIFICATION to Group I status on 2 hwy. sections.
		COFFEE AND SNACK BAR. State Hwy. Building basement. Installation of facilities authorized.
28294		WEIGHMASTERS REPORT accepted.
		JOHN DAY HWY. and JOHN DAY-BURNS HWY. Request for hwy. improvements to accommodate 55' truck-semitrailer combinations.
		ALBANY-CORVALLIS HIGHWAY. Request for hwy. improvements to accommodate all weather travel denied.
		MULTNOMAH COUNTY. Portland Urban Area. Re-evaluation of proposed interstate system. Engineer presented report.
		MULTNOMAH-WASHINGTON-YAMHILL COUNTIES. Pacific Hwy. West. 35th Ave.-Rex Hill Section renamed "Southwest Pacific Hwy." Rex Hill-Newberg Section named "Herbert Hoover Boulevard". See EXHIBIT "F".
28295		UNFINISHED BUSINESS MATTERS discussed: LINCOLN COUNTY. Delake. Property donation for park development. ALBANY-CORVALLIS HWY. All weather hwy. construction. LINCOLN COUNTY. Depoe Bay Concession building. CITY AND COUNTY RELATIONS DIVISION. Report on organization.
		LINCOLN COUNTY. Siletz Secdy. Hwy. Siletz-Kernville Section. Additional hwy. improvements deferred to next programming.
28296		MARION COUNTY. Pacific Hwy. East. Salem By-pass Section. Widening by-pass to 4-lanes authorized.
		DIVISION LIMITS. Interstate System construction. Allocation of funds beyond division limits approved.
		LANE COUNTY. Willamette Hwy. Lookout Point Reservoir. Hwy. rebuilding by Army Engineers through slide area approved.
		LINCOLN COUNTY. Oregon Coast Hwy. Newport. Hwy. widening to full width with gutters and curbs deferred.
28297		COUNTY FAS SYSTEM. Deschutes-Marion Counties. Additions to System approved.
		FEDERAL-AID COUNTY ROAD SECONDARY PROJECTS - 1958-59. Baker-Clackamas-Columbia-Deschutes-Grant-Jackson-Lincoln Counties. Additional projects approved.
28298		MALHEUR COUNTY. Old Oregon Trail. Ontario. Snake River Bridge. Agreement re construction of 4-lane bridge approved.
		MULTNOMAH-WASHINGTON-CLACKAMAS COUNTIES. Portland-Salem Expressway. Guard rail construction on median island approved.
		INCREASE IN PROJECT AUTHORIZATION approved for contract #4776.
		BURNING OF FIREGUARD. Cooperation with ranchers approved as in previous years.
28299		MULTNOMAH COUNTY. Banfield Expressway construction. Drainage conditions at: 148th Ave. County Road. State not responsible. 162nd Ave. County Road. Drainage correction approved. 202nd Ave. County Road. Condition causing little trouble.

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28299	May 16	BENTON COUNTY. Pacific Hwy. West. Corvallis south. Lincoln School. Flashing light to be mounted on school crossing sign.
		UMATILLA COUNTY. Hermiston. 1st Ave.-Gladys Ave. Hwy. Jct. Request for traffic signals again denied.
28300		WASHINGTON COUNTY. Beaverton-Tualatin Hwy. Metzger. Locust Drive Jct. Request for school crossing signals denied.
		LINCOLN COUNTY. Corvallis-Newport Hwy. Toledo. Main St. Jct. & "A" St. Jct. Traffic signals denied. Flashing beacons approved.
		JACKSON COUNTY. Pacific Hwy. Talent. Clover Road Jct. Installation of flashing beacon approved.
		SURVEYS completed and adopted on 3 hwy. sections. See EXHIBITS "E-1" through "E-3".
28301		TRANSFER OF FUNDS approved to: Washington County. Tualatin Valley Hwy. Forest Grove-Cornelius. Washington County. Sunset Hwy. Murray Road Interchange.
28302		MICROFILMING RECORDS of Bridge Division. Expenditure of $4,300 and $1,600 for cost of project authorized.
		EXTENSIONS OF TIME to complete contracts granted.
28303		CONTRACTS completed and accepted. See EXHIBIT "C".
		MULTILITH MACHINE #1250. Expenditure of $2,500 authorized.
		JACKSON COUNTY. Pacific Hwy. Medford. Bear Creek Motel area. Payment of $250 to owner for flood damages approved.
28304		UMATILLA COUNTY. Ukiah-Hilgard Secdy. Hwy. Ukiah-Forest Boundary Section. Contract #4648. Jack Robinson (contractor) employment terminated. Surety liable for additional expenses.
		YAMHILL COUNTY. Pacific Hwy. West. Riverwood Road Jct. Pavement widening and traffic island installation approved.
		DOUGLAS COUNTY. Oregon Coast Hwy. Reedsport. Clear Lake. Expenditure of $13,000 to correct drainage problem authorized.
		BAKER COUNTY. Old Oregon Trail. Baker SE. Microwave Radio Station. Installation by Idaho Power Company authorized.
		RECREATIONAL AND NATURAL RESOURCES COMMITTEE of Portland. Letter re appointment of Citizens Committee to aid on administration of state parks taken under advisement.
28305		TRAVEL - OUT OF STATE approved for: P. M. Stephenson and Ivan Merchant to Salt Lake City, June 21, 1957, for Bridge Committee meeting of AASHO. G. S. Paxson to Salt Lake City; Birmingham, Alabama; Chicago; and Boston, Mass., June 1957, for AASHO meetings. R. L. Porter to Chicago, May 15-16, 1957, for meeting with BPR officials.
		DOUGLAS COUNTY. Tiller-Trail Secdy. Hwy. Milo. Nelson property. Approved lease agreement for maintenance headquarters.
		HISTORICAL MARKERS. Old Oregon Trail. Idaho border-Portland Section. Erection of markers approved.
28307		BAKER COUNTY. Wingville gravel pit. Transfer of 5-acre tract to County approved.

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28307	May 16	WASHINGTON COUNTY. R. H. Baldock Freeway. Norwood Road. Access road and rest area construction to be re-examined.
28308		SECRETARY'S REPORT ON PAPERS SIGNED approved.
		COMMISSION MEETING DATES set for June 27-28, 1957, regular; August 8-9, 1957, tentative; June 6, 1957, for special bid opening.
		DOUGLAS COUNTY. Pacific Hwy. Roseburg. Rose St. and Stevens St. 1-way couplet. Hearing set for 10:00 a.m., June 20, 1957.
		WASHINGTON COUNTY. Nehalem Secdy. Hwy. Forest Grove north. School crossing signs-new speed zone. See EXHIBIT "D-1".
		POLK COUNTY. Dolph Corner-Dallas Secdy. Hwy. Dallas north. Reed Lane Jct. Speed zone established. See EXHIBIT "D-2".
28309		TRAVEL INFORMATION DIVISION. Cole & Weber Advertising Agency. Renewal of contract for 1 year approved.
		CONTRACTS. Award of contracts publicly announced.
28311		LINN COUNTY. Waverly Lake Park. Timber Carnival. Permit granted for use of lake and state grounds July 2-3-4, 1957.
		LOGGING OPERATIONS. Lincoln County. Alsea Hwy. Cedar Creek-Rock Creek Section. Permit granted conditionally to Howard Martin.
		CONDEMNATIONS. Supplemental list. Counsel authorized to change complaints due to changes in plans.
28312		DELEGATION PROBLEMS discussed.
		DOCUMENTARY FILM ON BALDOCK FREEWAY CONSTRUCTION COMPLETED. To be shown in Queens Room, Imperial Hotel, May 17, 1957.
		FILMS ON HWY. ACTIVITIES. Preparation of pictures to show in various communities being assembled.
		MALHEUR COUNTY. Old Oregon Trail. Malheur River Bridge. Flood damage. No action on repair or new construction.
		JEFFERSON COUNTY. The Dalles-California Hwy. Madras. Installation of new culvert due to flash flood damage.
		COMMISSION MEETING WITH WASHINGTON STATE AUTHORITIES for discussion of: Clatsop County. Astoria. Columbia River Bridge (proposed). Multnomah County. Interstate Bridge revision.
		COMMISSION MEETING ADJOURNED at 4:35 p.m.
	May 17	COMMISSION MEETING RECONVENED at 9:00 a.m.
28313		BIDS received on construction projects.
28316		"SPECIAL BENEFITS" as relating to acquisition of property by negotiation or condemnation. Statement of policy.
28317		R. L. PORTER reported on meeting of BPR in Chicago re acquisition of r/w for interstate hwy. system.
		CLATSOP COUNTY. Fort Stevens State Park. Coffenberry Lake. Investigation-report re prohibiting motorboats on parks lakes.
28318		EMPLOYEES. C. H. Armstrong. Extension of appointment to compulsory retirement age authorized.
		LANE COUNTY. Siuslaw Hwy. Triangle Lake. Hwy. rerouting around south side of Lake to be considered for next Forest Hwy. Program.
		CLACKAMAS COUNTY. Clackamas Secdy. Hwy. Clackamas Overcrossing. Piper-Kruschke properties. Access to be studied.

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28319	May 17	JOSEPHINE COUNTY. Redwood Hwy. Cave Junction. Hwy. widening to be considered for next programming. Hwy. repairs approved.
		CLATSOP COUNTY. Oregon Coast Hwy. Astoria-Seaside Section. Discussion of Smith Point project; Columbia River Bridge; Warrenton south intersection.
28320		PROJECTS TO BE LET JUNE 6, 1957, AND LATER LETTINGS. Status of plans and r/w for these projects discussed.
		AGREEMENTS and other papers signed.
28322		COMMISSION MEETING RECESSED at 11:45 a.m. to reconvene at 1:30 p.m.
		"I'LL TAKE THE FREEWAY" film shown.
28323		BAKER COUNTY. Delegation presents projects for discussion: Baker-Homestead Hwy. Pine-Halfway area. Hwy. rerouting. Old Oregon Trail. Pocahontas Market Road. Request for blinker light or divider at jct.
28324		MARION COUNTY. Hillsboro-Silverton Secdy. Hwy. Mt. Angel-Silverton Section. Hwy. improvements to be considered.
		HARNEY COUNTY. Frenchglen Secdy. Hwy. Burns-The Narrows Section. Request for hwy. surfacing. Action deferred.
28325		KLAMATH-JACKSON COUNTIES. Agreement to cover following: Lake of the Woods Road. Jackson County Line-Klamath Lake Secdy. Hwy. Jct. Section to become state secdy. hwy. & Forest Hwy. Klamath Lake Secdy. Hwy. Fort Klamath-Lake of the Woods Road Jct. Section to become county road.
28326		KLAMATH COUNTY. ORE 66-ORE 39 Jct. "Y" Connection. Request for removal of guard fence and posts referred to Engineer.
		WASHINGTON COUNTY. Portland-Salem Expressway. Norwood Road. Recheck of traffic count to be made.
		CURRY COUNTY. Oregon Coast Hwy. 1957 Legislature Bond Funds. Hwy. construction to start when funds available.
		CONTRACTS. Award of contracts publicly announced.
28328		"I'LL TAKE THE FREEWAY" FILM. Portland-Salem Expressway. Two extra copies of film authorized. 1 copy to AASHO Library.
		RETIREMENT. Frank Andrews. Regional Director of BPR. Thanked Commission for cooperation received during incumbency.
28329		COMMISSION MEETING ADJOURNED at 3:45 p.m.

28330	EXHIBIT "A".	Real property acquisition.
28369	EXHIBITS "B-1" through "B-3".	Sale of excess property.
28374	EXHIBIT "C".	Contracts completed and accepted.
28376	EXHIBITS "D-1" - "D-2".	Speed zones established.
28380	EXHIBITS "E-1" through "E-3".	Surveys adopted.
28385	EXHIBIT "F".	Multnomah-Washington-Yamhill Counties. Pacific Hwy. West. 35th Ave.-Rex Hill Section renamed "Southwest Pacific Hwy." Rex Hill-Newberg Section named "Herbert Hoover Blvd
28387	EXHIBITS "G-1" through "G-17".	Condemnations.
28436	EXHIBIT "H".	Lincoln County. Depoe Bay Concession Building. Elimination of "Lookout" in name approved.
28437	EXHIBIT "I".	Tillamook County. Nehalem Sand Spit State Park. Name change to "Nehalem Bay State Park".

Page	Date 1957	Subject
28438	June 27	BID OPENING held in Salem, June 6, 1957. Successful bidders to be announced later in day.
		BIDS received on construction projects.
28443		COMMISSION MEETING MINUTES approved for May 16-17, 1957, and by Chairman Reynolds for October 25, 1956, hearing.
		PARKS SUPT. reports on following matters:
		Malheur County. Owyhee Reservoir. Gordon Creek and Cherry Creek Areas. Continued study for park development.
28444		Sunset Bay State Park. Coos County. Purchase of adjoining land from BLM approved.
		Wasco-Sherman Counties. Columbia River. Celilo-Biggs-Maryhill Ferry-Rufus. Proposed recreational areas discussed.
		Lincoln County. Delake. Overnight camping area. Accepted land from City and authorized purchase of 1½ acres.
28445		Champoeg State Park. Marion County. Gift of 5,500 feet of river frontage on Willamette River accepted.
		REAL PROPERTY. Acquisition approved. See EXHIBIT "A".
		MISCELLANEOUS SALES AND SUPPLEMENTAL RENTAL REPORT presented.
		SALE OF EXCESS PROPERTY authorized. See EXHIBITS "B-1" through "B-3".
28446		GILLIAM COUNTY. John Day Hwy. Wasco-Heppner Hwy. Standard Oil Company of California. Modified lease agreement approved.
		DOUGLAS COUNTY. Pacific Hwy. Johns-Glendale Jct. Section. Brady property. Payment of $2,500 to owners approved.
		DOUGLAS COUNTY. Pacific Hwy. Myrtle Creek-Canyonville Section. Agreement with SP RR for dike construction by State approved.
28447		LANE COUNTY. Eugene Water & Electric Board. Sale of 5.3 acres. Correction of error in sale confirmed.
		MORTGAGE COMPANY FEES. Payment of fees in connection with securing partial mortgage releases approved. Statement of policy.
		MULTNOMAH COUNTY. Portland-Salem Expressway. 14th Ave.-Barbur Blvd. Section. Refund to Pliley for houses and moving costs approved.
		BAKER COUNTY. Baker-Homestead Hwy. Black Bridge-Richland Section. West Unit. Shold property. Change in access approved.
		WASCO COUNTY. Columbia River Hwy. Dune Section. Lease renewal with Army Engineers for use of stockpile site approved.
		CONDEMNATION OF REAL PROPERTY deferred pending study.
28452		CONDEMNATION CASES tried. Counsel's report approved.
28453		CONDEMNATION CASES settled. Counsel's report approved.
28454		CONDEMNATION CASES. Offers for property approved.
28458		PUC MATTERS re Hwy. Commission. Counsel reports:
		Benton County. County Route 63. Philomath area. SP RR Grade Crossing installation.
		Multnomah County. Portland area. 181st Ave. Industrial Spur Track. UP RR application for construction.
		Deschutes County. Redmond. Antler Street. OTRR Company crossing-tracks-r/w warning signals installation and maintenance.

Page	Date 1957	Subject
28458	June 27	CONDEMNATION DISMISSED. Multnomah County. Columbia River Hwy. Dodson-Bonneville Section. Enquist property. See EXHIBIT "C".
28459		COURT CASES. Counsel's reports accepted on following: Pacific Mutual Life Ins. Co.,Inc., vs Lazar Purigraski and State of Oregon. Donald Maddox vs State of Oregon and R. J. Jones and Rogers Construction Company. The Dalles-California Hwy. Jannsen vs State of Oregon. Tualatin Valley Hwy. Reedville T. R. Gage vs State Hwy. Commission. Mitchell flood.
		DOUGLAS COUNTY. Pacific Hwy. Divide-Rice Hill Section. 2-acre tract. Conveyance to the Lawrences by corrected deed approved.
28460		MULTNOMAH COUNTY. Banfield Expressway. Holiday St. at 13th Ave. and Irving St. at 16th St. Lloyd Corp. property. Acceptance of land for connection. See EXHIBIT "E".
		LEGAL DEPARTMENT. Robert L. May, Jr., resignation effective June 30, 1957, accepted.
		HIGHWAY INTERIM COMMITTEE. Counsel reported briefly things of interest to the Committee.
		LEGAL DEPARTMENT. George E. Rohde appointment as Assistant Chief Counsel, July 1, 1957, approved. See EXHIBIT "H". Salary adjustments for legal staff approved pending confirmation by Attorney General.
28461		WHEELER COUNTY. Mitchell flood cases. Counsel authorized to confer with Roy Kilpatrick re out of court settlements.
		COMMISSION MEETING RECESSED at 12:00 noon to reconvene at 1:30 p.m.
		TRAVEL INFORMATION DEPARTMENT. Advisory Committee. William Tugman illness discussed and letter of sympathy to be written.
		AWARD OF CONTRACTS. Engineer reports awards.
28463		LOAD LIMIT REMOVAL reported on 4 hwy. sections.
		BENTON-POLK COUNTIES. Kings Valley Secdy. Hwy. Kings Valley-Dallas Section. Group I status approved.
		LEGISLATIVE MATTERS. HB 802. $12,600,000 fund.
		Curry County. Oregon Coast Hwy. Gold Beach-Brookings Section.
28464		Sale of bonds and construction procedure discussed.
		KLAMATH COUNTY. ORE 66-ORE 39 Jct. "Y" Connection. Request for removal of sight posts denied.
		LAKE COUNTY. Fremont Hwy. Lakeview. 3rd St.-City Limits Section. Hwy. improvement approved cooperatively for 1958 FA program.
28465		BID OPENING held in Salem, June 6, 1957. Engineer reported results. Announcement of successful bidders at 4:00 p.m.
		PUBLIC HEARING. June 20, 1957. Engineer presented report: Douglas County. Pacific Hwy. Roseburg. Rose St. and Stephens St. 1-way couplet route.
28468		COOS COUNTY. Simpson State Park. North Bend. Park land to be deeded to City when City finds suitable stockpile site.
28469		DESCHUTES-LAKE COUNTIES. Central Oregon Hwy. Brothers-Gap Ranch Section. Babler Bros.,Inc. Reciling project. Complaints re flying rock damage referred to surety.

Page	Date 1957	Subject
28469	June 27	UNFINISHED BUSINESS MATTERS discussed:
		LINCOLN COUNTY. Delake. Property donation for park purposes.
		LINCOLN COUNTY. Big Creek State Park. Name change to Wakonda Beach State Park. Report not complete.
		WASCO COUNTY. Columbia River. Celilo. Park development.
		PORTLAND CEMENT VS ASPHALT SURFACING. Report not complete.
28470		LEGISLATIVE MATTERS. HB 802. $12,600,000 from bonds.
		CLATSOP COUNTY. Fort Stevens State Park. Coffenberry Lake. Signs limiting boat speeds confirmed. See EXHIBIT "N".
		CLACKAMAS COUNTY. Clackamas Secdy. Hwy. Clackamas Overcrossing. Request for access denied.
		BAKER COUNTY. Baker-Homestead Hwy. Pine-Halfway area. Survey being conducted.
		HARNEY COUNTY. Frenchglen Secdy. Hwy. Burns-Narrows Section. Cooperative oiling project approved.
		WASHINGTON COUNTY. R. H. Baldock Freeway. Norwood Road. Archer request for access. Report not complete.
28471		KLAMATH COUNTY. ORE 66-ORE 39 Jct. "Y" Connection. Removal of guard fence and posts.
		LINCOLN COUNTY. Oregon Coast Hwy. Oceanlake Median Island. Removal of plantings by City approved. Permit to cover.
		UNION COUNTY. Wallowa Lake Hwy. Imbler-La Grande Section. Improvement to be considered for next program.
		MALHEUR COUNTY. Nyssa. Snake River Bridge. Construction of bridge approach approved for July letting.
		LINCOLN COUNTY. Alsea Hwy. Eckman Slough Dike (proposed). Agreement releasing Hwy. Commission from liability approved.
28472		CLACKAMAS COUNTY. Oswego Hwy. West Linn. Broadway St.-McKillican St. Section. Request for hwy. widening and improving denied.
		UMATILLA COUNTY. Pendleton. $600 authorized for traffic controllers replacement.
		COOS COUNTY. Cape Arago Hwy. North Bend. Virginia Ave.-Meade St. Jct. Request for traffic signals denied.
		WASHINGTON COUNTY. Beaverton-Hillsdale Hwy. Beaverton. Tualatin Valley Hwy. Jct. Traffic signals approved.
		LANE COUNTY. Pacific Hwy. Eugene north to Roosevelt Ave. Eugene Water & Electric Board contract re luminaires approved.
28473		MALHEUR COUNTY. Ontario. Maintenance-Engineering Quarters. Payment of $1,993.45 street assessment approved.
		FAS COUNTY ROAD PROJECT ADDITIONS - 1958-59 approved in Jefferson-Lincoln-Morrow-Tillamook Counties.
28474		SPECIAL CITY ALLOTMENT FUND - $250,000. Additional projects for: Grant County. Prairie City. $20,000 State's share. Jefferson County. Metolius. $20,000 State's share.
		MULTNOMAH COUNTY. Portland SE. Foster Road-Mt. Hood Loop Extension. Request for improvement deferred.
		Mt. Hood Hwy. Portland. 50th Ave.-Gresham Section. 4-lane hwy. improvement deferred.
		DESCHUTES COUNTY. The Dalles-California Hwy.(So. 3rd St.) Bend. Franklin Ave.-south City Limits. Hwy. widening deferred.

Page	Date 1957	Subject
28475	June 27	KLAMATH COUNTY. The Dalles-California Hwy. Lobert. Agreement with Johns-Manville Corp. for approach road construction.
		EXTENSIONS OF TIME to complete contracts granted.
28476		CONTRACTS completed and accepted. See EXHIBIT "D".
		COOS-CURRY COUNTIES. Powers Secdy. Hwy. Extension vs Agness-Gold Beach route. Neither route considered.
		LANE COUNTY. Alsea-Deadwood Secdy. Hwy. Siuslaw Hwy. Jct. north. Hwy. improvement to be considered for next programming.
		SPEED ZONES AND NO PARKING ZONE ESTABLISHED as follows:
		Wallowa County. Wallowa Lake Hwy. Minam. Speed zone established. See EXHIBIT "I-1".
28477		Baker County. Old Oregon Trail. Pocahontas Market Road Jct. Speed zone established. See EXHIBIT "I-2".
		Lincoln County. Oregon Coast Hwy. Fogarty Creek State Park area. No parking on shoulders zone established. See EXHIBIT "J".
		TRAVEL - OUT OF STATE approved for:
		G. S. Paxson to University of California, July 29-August 2, 1957, for conference on prestressed concrete.
		C. H. Maison to St. Louis, June 19-20, 1957, for Accounting Committee of AASHO meeting.
28478		R. B. Sipprell to Boise, July 12-13, 1957, for meeting on Highway Policy Problems.
		C. H. Maison to Endicott, N.Y., July 29-August 3, 1957, to attend IBM Administrative School.
		W. C. Williams to LaSalle, Illinois, August 13-14, 1957, for AASHO Road Test Committee meeting.
		TRAVEL INFORMATION DEPARTMENT. Advisory Committee. J. W. Forrester, Jr., will continue to serve on Committee.
		KLAMATH COUNTY. Klamath Falls. Naval Air Force Base. Contractor's Release for pavement construction approved.
		WASHINGTON COUNTY. Tualatin Valley Hwy. Canyon Lane Jct. Drake car damage claim. Settlement approved.
		MARION COUNTY. North Santiam Secdy. Hwy. Mill City. Rada property. 3-way agreement re correction of drainage condition.
28479		LANE COUNTY. Springfield-Creswell Secdy. Hwy. Cloverdale-Willamette Hwy. Jct. Section. Abandonment agreement approved. See EXHIBIT "F-1". New route designated. See EXHIBIT "F-2".
		LANE COUNTY. Willamette Hwy. Deception Creek-Oakridge Section. Abandonment agreement approved. See EXHIBIT "F-3".
		POLK COUNTY. Routes newly established as follows: (See EXHIBIT "L")
		ORE 22. Willamina-Salem Hwy. Dolph Corner-Rickreall Section.
		ORE 223. Dallas-Rickreall Secdy. Hwy.
28480		CLACKAMAS COUNTY. Dammasch State Hospital construction. Wilsonville area. Request for gravel from Wilsonville pit approved conditionally.
		SNACK BAR. State Hwy. Building basement. Agreement with Blind re lease of room approved.

Page	Date 1957	Subject
28480	June 27	WASCO COUNTY. The Dalles-California Hwy. The Dalles-Eightmile Creek Section. Agreement with County re purchase of r/w approved.
		LOG HAULING. Overall length of 65'. Group I Hwys. Resolution amending EXHIBIT "C", July 16, 1951, adopted. See EXHIBIT "G".
28481		MULTNOMAH COUNTY. Baldock Freeway. SW 14th Ave.-Washington County Line Unit. Agreement with Portland approved.
		CLATSOP COUNTY. Astoria. 14th St. Ferry Terminal. Swift & Co. building must be moved within 90 days.
		KLAMATH COUNTY. Agreement approved re Klamath Lake Secdy. Hwy. and Lake of the Woods Road.
		LINN COUNTY. Pacific Hwy. Freeway. Santiam Hwy. Jct.-Lane County Line Section. Throughway agreement approved.
28482		LINN COUNTY. Pacific Hwy. Freeway. SP RR Overcrossing-Santiam Jct. Section. North Unit. Agreement approved re county roads.
		SECRETARY'S REPORT ON PAPERS SIGNED approved.
		COMMISSION MEETING DATES set for August 8-9, 1957 - regular; September 12-13, 1957 - tentative.
		BID OPENING in Commission Office, Salem, July 18, 1957.
		CLATSOP COUNTY. Columbia River Bridge (proposed). Agreement approved with Washington State re survey.
		MULTNOMAH COUNTY. Interstate Bridge (old). Bids to be received early in winter of 1957 for remodeling old bridge. Bonds to be sold.
		MARION COUNTY. Baldock Freeway. Woodburn north. Scale house. Installation of public phone approved. Agreement to cover.
		HIGHWAY RESEARCH BOARD. Payment of annual dues of $500 approved.
28483		MARION COUNTY. Salem. State Fair - 1957. Travel Information Department Booth at State Fair approved.
		COOS COUNTY. Coos River Secdy. Hwy. Extension into Gold & Silver Falls State Park denied.
		JOSEPHINE COUNTY. Pacific Hwy. Wolfcreek. Moore property. Legal action re removal of fence.
		CONTRACTS. Award of contracts publicly announced.
28487		KLAMATH COUNTY. The Dalles-California Hwy. Terminal City area. Two parcels of land deeded to County. See EXHIBIT "M".
		US 84 ROUTE. Georgia through Oregon. US 26 redesignation. Nyssa-Seaside. No objection from Commission.
28488		UMATILLA COUNTY. Ukiah-Hilgard Hwy. Ukiah-Forest Boundary Section. Contract #4648. Jack Robinson (contractor) defaulted. Surety to complete contract.
		MULTNOMAH COUNTY. North Portland. Pacific International Livestock Centennial. Request for road facilities deferred.
		HIGHWAY "NEEDS" PROGRAM. Progress report presented by Engineer.
		CLATSOP COUNTY. Hugg Point area. County Road. Taking over section of road for parking area to be investigated.
		CONDEMNATION OF REAL PROPERTY approved. See EXHIBITS "K-1" through "K-14".
		POLK COUNTY. Monmouth-Independence Hwy. Monmouth. Request for hwy. widening to be re-investigated.

Page	Date 1957	Subject
28488	June 27	DOUGLAS COUNTY. Oregon Coast Hwy. Winchester Bay. Installation of flashing beacon or traffic signal. No report submitted.
28489		DELEGATION PROBLEMS discussed.
		AGREEMENTS and other papers signed.
28491		COMMISSION MEETING ADJOURNED at 4:50 p.m.
28492	June 28	COMMISSION MEETING RECONVENED at 10:00 a.m.
		LANE COUNTY. Alsea-Deadwood Secdy. Hwy. Siuslaw Hwy. Jct. north. Request for hwy. improvement to be investigated.
		COOS COUNTY. Seven Devils Route. Charleston-Bandon. Request for secdy. hwy. designation denied. FAS County Road suggested.
28493		PORTLAND-SALMON RIVER HWY. ASS'N. Salmon River Hwy. Hwy. improvements to be considered and signing to be investigated.
28494		LANE COUNTY. McKenzie Hwy.(East Main St.). Springfield. Request for hwy. improvement to be considered for next programming.
		COOS COUNTY. Simpson State Park. North Bend. Easement granted for Rogers-Kuni road. Search continues for stockpile site.
28495		DESCHUTES COUNTY. Cascade Lakes Hwy. Elk Lake-Willamette Hwy. Jct. Section. Request for survey discussed with delegation.
		HARNEY COUNTY. Frenchglen Secdy. Hwy. Burns-The Narrows Section. Hwy. oiling approved on cooperative basis.
28496		LANE COUNTY. McKenzie Hwy. Springfield. Main St. closing. North "A" St. & South "A" St. 1-way couplet approved for trial.
		MULTNOMAH COUNTY. Columbia River Hwy. Rooster Rock State Park. Request of Portland C of C to conduct dedication ceremonies approved.
		COMMISSION MEETING RECESSED at 12:00 noon to reconvene at 1:30 p.m.
		DESCHUTES COUNTY. Bend to submit formal letter requesting:
		The Dalles-California Hwy. Franklin St.-City Limits south. Hwy. widening-curbs-gutters.
		The Dalles-California Hwy. Franklin St. north. Survey for hwy. rerouting and cost estimate.
		Central Oregon Hwy. Survey.
		Cascade Lakes Hwy. Bend. Galveston Ave.(hwy. route). Survey.
28497		PORTLAND CEMENT SURFACING. Representatives of Cement Ass'n. appeared before Commission re use of Portland Cement.
		GRANT COUNTY. John Day Hwy. Dayville north. Request for hwy. improvements to be considered.
28498		TILLAMOOK COUNTY. Dolph-Boyer Cutoff construction recommended for Forest Hwy. System.
28499		COMMISSION MEETING ADJOURNED at 2:45 p.m.
28500		EXHIBIT "A". Real property acquisition
28539		EXHIBITS "B-1" through "B-3". Sale of excess property.
28542		EXHIBIT "C". Condemnation dismissed.
28544		EXHIBIT "D". Contracts completed and accepted.
28547		EXHIBIT "E". Multnomah County. Banfield Expressway. Holiday St. at 13th Ave. also Irving St. at 16th St. Lloyd Corp. property accepted for connection.
28550		EXHIBITS "F-1" through "F-3". Abandonment agreements.

Page	Date 1957	Subject	
28556	June 28	EXHIBIT "G".	Log hauling. Group I hwys. Resolution amending EXHIBIT "C", July 16, 1951.
28558		EXHIBIT "H".	George E. Rohde appointed Assistant Chief Counsel.
28559		EXHIBITS "I-1"	- "I-2". Speed zones established.
28563		EXHIBIT "J".	No parking zone established.
28565		EXHIBITS "K-1"	through "K-14". Condemnations.
28604		EXHIBIT "L".	Routes newly established. ORE 22 and ORE 223.
28606		EXHIBIT "M".	Klamath County. The Dalles-California Hwy. Terminal City area. 2 parcels of land deeded to County.
28609		EXHIBIT "N".	Clatsop County. Fort Stevens State Park. Coffenberry Lake. Signs limiting boat speeds.

Salem, Oregon
April 18, 1957

A special meeting of the Oregon State Highway Commission was held at 11:00 a.m. in the Conference Room, Room 418 of the State Highway Building in Salem, Oregon. Present were:

Chas H. Reynolds, Commissioner (Acting Chairman)
M. K. McIver, Commissioner
Robert B. Chessman, Commissioner
W. C. Williams, State Highway Engineer
H. B. Glaisyer, Commission Secretary

Also present were:

Hon. Robert D. Holmes, Governor of Oregon
Harry R. Swanson, Administrative Assistant to Governor Holmes
Thomas G. Wright, Administrative Assistant to Governor Holmes
Mrs. Robert D. Holmes
Mrs. Chas. H. Reynolds
Mrs. M. K. McIver

Commissioner Reynolds called the meeting to order and explained that the purpose of the meeting is to formally install Mr. Robert B. Chessman as Highway Commissioner, replacing Mr. Ben R. Chandler, who has retired after 10½ years as a member of the Commission. He pointed out briefly that Mr. Chessman, son of the late Merle R. Chessman, at the age of 36, is the youngest man to serve as a Highway Commissioner and that he also is the only man to serve on the Highway Commission whose father served before him. The Commission, he continued, has asked the Secretary, Mr. H. B. Glaisyer, who has served 38 years with the State Highway Commission, to administer the oath of office to the new Commissioner.

Mr. Glaisyer commented briefly that the approximate 140 persons present are State Highway employees and that many of them were employees of the Highway Department when Mr. Chessman's father was Commissioner. He expressed his pleasure in being chosen to administer the oath of office to Mr. Chessman. In behalf of the employees he extended a welcome to Mr. Chessman and thereupon administered the following oath of office: "I, Robert B. Chessman, do solemnly swear that I will support the Constitution of the United States, the Constitution of the State of Oregon, and the laws thereof, and that I will faithfully discharge the duties of State Highway Commissioner of the State of Oregon according to the best of my ability, so help me God." Mr. Glaisyer then personally congratulated Mr. Chessman on his appointment.

Commissioner Reynolds then stated that the Commission has one other item of business to transact, that being the election of a Chairman. Commissioner McIver nominated Mr. Reynolds for such office. Commissioner Chessman seconded the nomination and Commissioner Reynolds

was thereupon declared elected as Chairman of the Highway Commission.

Commissioner McIver spoke briefly, congratulating Commissioner Chessman upon his appointment and observing that during the years that he served as a Commissioner he has gained an increasing respect for the employees of the Highway Department.

Commissioner Chessman stated that he is very proud and happy to serve as a member of the Highway Commission which, he said, with its employees, has developed an excellent record. He expressed the hope that he would become acquainted with the members of the Highway Department as time progressed.

Chairman Reynolds expressed appreciation for his election as Chairman. He also stated that he has enjoyed his previous eight years of service as a Commissioner. He then introduced Mrs. Holmes, Mrs. Reynolds, Mrs. McIver, Mr. Swanson and Mr. Wright. He expressed regrets that Mrs. Chessman could not be present because of illness. He expressed the feeling that Mr. Chessman will be a valuable addition to the Commission as with his youth he will bring to the Commission a fresh and vigorous viewpoint.

To his Excellency, Governor Holmes, Chairman Reynolds gave the Commission's pledge that to the best of their ability the Commission will construct and maintain the best highways that are possible with the funds available. The Commission, he stated, will give particular attention to securing the maximum amount of value from each dollar expended. The Commission also will continue to adhere to the policy of past Commissions in that money will be expended equitably over the State without regard to pressure of politically-minded groups.

Chairman Reynolds then introduced His Excellency, Governor Robert D. Holmes, who stated that he has known the Chessman family for over twenty years and he felt that Mr. Robert B. Chessman is an outstanding man and would contribute greatly to the development of highways in Oregon. He also pointed out that as Governor he is well aware that his administration will be judged largely by the caliber of appointments made by himself and that it is very important from the standpoint of the public welfare to appoint people of good character and who are well qualified.

Chairman Reynolds presented Mr. W. C. Williams, State Highway Engineer, who, in turn, introduced Mr. S. H. Probert, Office Engineer, who has been an employee of the State Highway Department since 1913, a period of 44 years, and Miss Helen Ingrey, Secretary to the State Highway Engineer, who first went to work for the State Highway Department in 1916 and has served continuously for a period of 41 years. He then asked all employees in the room who had more than 20 years' service to stand. More than one-half of approximately 140 present arose.

Chairman Reynolds concluded the meeting by thanking Governor Holmes, Mrs. Holmes, and the others for attending.

The meeting formally adjourned at 11:35 a.m.

State Highway Engineer

Chairman

Commissioner

Secretary

Commissioner

April 18, 1957

Portland, Oregon
April 19, 1957

The Oregon State Highway Commission met in regular session at 10:00 a.m. in the Queens Room of the Imperial Hotel. Present were:

Chas. H. Reynolds, Chairman
M. K. McIver, Commissioner
Robert B. Chessman, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway Engineer
W. W. Stiffler, Assistant State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
Robert L. May, Jr., Acting Chief Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

Chairman Reynolds introduced to those assembled, Mr. Robert B. Chessman, Astoria, newly appointed State Highway Commissioner replacing Mr. Ben R. Chandler, Coos Bay, resigned. He commented briefly that Commissioner Chessman is the youngest man ever to serve on the State Highway Commission and that his appointment is unique in that he is the only man that has had the distinction of serving on the Commission whose father served before him. He also said that the Highway Commission has a large program before them in the years to come and he expressed the hope that the program would be profitable for all. Commissioner Chessman acknowledged the introduction and commented that his first official act today had been to receive a summons from the Multnomah County Sheriff.

The Secretary announced to the group that at a meeting held in Salem the preceding day Mr. Reynolds was elected Chairman of the Highway Commission.

Bids as follows were opened and read aloud by the Secretary, who then announced that the Commission would award contracts in the same room at 3:00 p.m.

CLATSOP COUNTY
MARINE INSURANCE FOR ASTORIA-MEGLER FERRY VESSELS

Durham & Bates, Portland	$7,258.50
R. W. Neighbor & Co., Inc., Portland	7,258.50
Dooly & Co., Portland	7,258.50

CLATSOP COUNTY
GRADING AND STONE BASE, PAVING, AND FURNISH CRUSHED MATERIAL IN STOCK PILE ON THE HUMBUG SUMMIT-ELSIE SECTION OF THE SUNSET HIGHWAY

and

GRADING AND PAVING ON THE EAST UNIT, QUARTZ CR.-ROCK CR. SECTION OF THE SUNSET HIGHWAY

Bidder	Humbug Summit-Elsie	Quartz Cr.-Rock Cr.	Total Combined Bid
Warren Northwest, Inc., Portland*	$187,893.25	$ 77,470.50	$265,363.75
J. C. Compton Co., McMinnville*	175,754.00	89,772.00	265,526.00
Babler Bros., Inc., Portland*	233,185.00	95,763.00	328,948.00
C. H. Strong Engr. & Const. Co., Eugene	---	123,425.00	---
Calkins Crushing Co., Oceanlake	176,976.00	---	---

*Bidder will accept the award of Quartz Creek-Rock Creek Section only in event he is also awarded Humbug Summit-Elsie Section.

COOS COUNTY
PAVING ON BUNKER HILL-DAVIS SLOUGH SECTION OF THE OREGON COAST HIGHWAY

Johnson's Cement Products, Coos Bay	$ 47,955.00
Porter W. Yett, Portland	49,542.00

COOS COUNTY
GRADING AND OILING ON CONNER CREEK SECTION OF THE OREGON COAST HIGHWAY

Angell Bros., Eastside	$ 35,844.70
Sig Andersson, North Bend	36,276.00
Henry H. Miller Contr., Inc., Roseburg	37,468.50
Glen Ousley Const. Co., Eugene	40,337.00
C. H. Strong Engr. & Const. Co., Eugene	43,102.50
F. L. Somers, Medford	44,541.50

COOS COUNTY
EASTSIDE ("F" ST.) GRADING AND PAVING PROJECT

Angell Bros., Eastside	$ 9,235.00
Porter W. Yett, Portland	10,745.50

April 19, 1957

DOUGLAS COUNTY
CANYONVILLE SHOULDER OILING PROJECT ON THE PACIFIC HIGHWAY

Roseburg Paving Co., Roseburg	$ 4,500.00
Warren Northwest, Inc., Portland	4,589.00
The Central Heating Co., Ore. Ltd., Eugene	4,681.00
J. C. Compton Co., McMinnville	4,688.00
Morse Bros., Lebanon*	4,816.00
Babler Bros., Inc., Portland*	5,170.00

*Bidder will accept award of this project only in event he is also awarded the Division No. 3 Oiling Project.

JACKSON COUNTY
GREGORY ROAD-CENTRAL POINT JCT. AND TABLE ROCK ROAD-CRATER LAKE JCT. GRADING AND PAVING PROJECT ON TABLE ROCK ROAD AND CRATER LAKE HIGHWAY-JACKSONVILLE ROAD

Hughes & Dodd Co. and Tru-Mix Equip. Co., Medford	$133,693.70
J. C. Compton Co., McMinnville	137,552.70
Central Paving Co., Independence	137,653.70
M. C. Lininger & Son, Medford	138,041.70
The Central Heating Co., Ore. Ltd., Eugene	138,759.20
F. L. Somers, Medford	171,583.70

LANE COUNTY
DEXTER-LOWELL PAVING PROJECT ON THE WILLAMETTE HIGHWAY

Wildish Const. Co. Eugene	$ 36,053.10
The Central Heating Co., Ore. Ltd., Eugene	37,382.00

LANE COUNTY
CLEAN AND PAINT STEEL IN BRIDGE OVER WILLAMETTE RIVER ON MCKENZIE RIVER HIGHWAY AT SPRINGFIELD

Pacific Marine Service, Portland	$ 13,979.00
Tri State Painting Co., Portland	14,000.00
C. H. Savage Co., Portland	14,246.00
Hall Erection & Painting Co., Portland	18,650.00

LANE AND DOUGLAS COUNTIES
DIVISION NO. 3 OILING PROJECT ON 7 HIGHWAYS IN THE VICINITY OF EUGENE, OAKRIDGE, SWISSHOME, REEDSPORT AND SCOTTSBURG

Horton Const. Co., Portland	$ 67,391.50
J. C. Compton Co., McMinnville	71,505.00
Morse Bros., Lebanon	71,965.50
Babler Bros., Inc., Portland	72,380.00

April 19, 1957

LINN COUNTY
CRABTREE JCT.-BREWSTER AND OAK CR. SCHOOL-LEBANON PAVING PROJECT ON LEBANON-CRABTREE AND ORLEANS- ROADS NEAR LEBANON

Morse Bros., Lebanon	$153,299.75
Warren Northwest, Inc., Portland	169,429.50
Central Paving Co., Independence	169,448.25
The Central Heating Co., Ore. Ltd., Eugene	178,165.00
J. C. Compton Co., McMinnville	179,535.00
Babler & Rogers, Portland	191,887.00
Parker Schram Co., Portland	192,705.30
K. F. Jacobsen & Co., Inc., Portland	195,335.00

MARION COUNTY
GRADING AND PAVING ON THE HOPMERE ROAD-MCNARY WYE SECTION OF THE WHEATLAND ROAD

Central Paving Co., Independence	$ 84,010.50
Warren Northwest, Inc., Portland	87,263.00
Porter W. Yett, Portland	97,745.00

MARION AND YAMHILL COUNTIES
GRADING ON S. UNIT, NEWBERG-GEARIN CORNER SECTION OF THE HILLSBORO-SILVERTON HIGHWAY

John Havlik, Jr., Scappoose	$155,215.50
Shirley G. Stone & Walton Const. Co., Portland	157,622.50
Shelton Const. Co., Roseburg	164,455.50
Harbert Bros., Estacada	164,823.00
Logan Taylor & Co., Portland	167,429.00
Earl L. McNutt Co., Eugene	170,109.50
J. M. Arenz, Portland	178,604.00
J. Ira McNutt Const. Co., Springfield	191,674.00
Durbin Bros., Eugene	212,883.50
J. Bacaloff Co., Portland	216,743.00
Henry H. Miller Contr., Inc., Roseburg	218,849.50
Geo. E. Blaisdell & Son Const. Co., Portland	225,808.50
Babler Bros., Inc., Portland	234,004.00
Fred H. Slate Co. & E. C. Hall Co., Portland	237,661.50
C. J. Eldon, Portland	257,031.00
Parker Schram Co., Portland	288,467.50
Roy L. Houck & Sons, Salem	296,353.00

MULTNOMAH AND HOOD RIVER COUNTIES
WARRENDALE-CASCADE LOCKS ROCK PRODUCTION PROJECT ON THE COLUMBIA RIVER HIGHWAY

Vernie Jarl, Gresham	$ 35,600.00
Vanaken Sand and Gravel, Forest Grove	36,575.00
B and B Crushing Co., Mill City	47,500.00
Dolan Const. Co., Tillamook	49,475.00

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POLK COUNTY
CONSTRUCTION OF NORTH FORK ASH CREEK BRIDGE ON POLK COUNTY ROAD NO. 852 (CLOW CORNER ROAD)

Inland Construction Co., Milwaukie	$ 14,186.00
Central Paving Co., Independence	15,944.50
Johnson and Amens, McMinnville	15,967.50
Randolph Const. Co., Salem	16,120.00
Glenn Snook, Eugene	16,786.00
Valley Const. Co., Portland	16,955.00
H. G. Carl Const. Co., & Mills Const. Co., Salem	16,958.00
John L. Jersey, Inc., Portland	18,947.50
Tom Lillebo Const. Co., Reedsport	19,061.00
Steel Const. Co. of Oregon, Portland	29,721.70

UMATILLA COUNTY
STANFIELD (COE AVENUE) GRADING AND PAVING PROJECT

Leslie Harris, Pendleton	$ 14,939.50
Russell Olson Const. Co., Inc., Pendleton	16,645.50

UNION COUNTY
ELGIN-UNION ROCK PRODUCTION PROJECT ON THE WALLOWA LAKE AND COVE HIGHWAYS

E. H. Itschner Co., Molalla	$ 56,550.00
C. E. Leseberg, Nyssa	59,160.00
Richard Beshey, Parma, Idaho	73,950.00
J. F. Konen Const. Co., Inc., Lewiston, Idaho	87,310.00

UNION AND BAKER COUNTIES
LA GRANDE-HAINES OILING PROJECT ON THE OLD OREGON TRAIL AND LA GRANDE-NORTH POWDER HIGHWAYS

Leslie Harris, Pendleton	$ 37,819.20
Babler Bros., Inc., Portland	38,023.00
Russell Olson Const. Co., Inc., Pendleton	38,511.50
J. C. Compton Co., McMinnville	40,961.50
Horton Const. Co., Portland	41,101.50
Central Paving Co., Independence	48,146.75

WASHINGTON COUNTY
W. CITY LIMITS-MAIN STREET (BEAVERTON) GRADING AND PAVING PROJECT ON THE FARMINGTON HIGHWAY

Porter W. Yett, Portland	$ 39,574.00
K. F. Jacobsen & Co., Inc., Portland	40,305.00
Portland Road & Driveway Co., Portland	41,083.00
Harold G. LaVelle, Portland	41,941.00
Barger Const. Co., Gresham	42,532.00

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WASHINGTON, CLACKAMAS AND YAMHILL COUNTIES
DIVISION NO. 1 OILING PROJECT ON 4 HIGHWAYS IN THE VICINITY OF NEWBERG, BEAVERTON, TUALATIN, OREGON CITY AND MOLALLA

Horton Const. Co., Portland	$ 95,859.00
Morse Bros., Lebanon	96,306.50
Babler Bros., Inc., Portland	103,147.00
Portland Road & Driveway Co., Portland	104,581.70
J. C. Compton Co., McMinnville	106,843.00
Oregon Asphaltic Paving Co., Portland	109,671.00
Central Paving Co., Independence	110,833.00

WHEELER AND GRANT COUNTIES
FOREST BOUNDARY-JOHN DAY RIVER ROCK PRODUCTION PROJECT ON THE OCHOCO HIGHWAY

Lee F. Philpott, Prineville	$ 28,300.00
Babler Bros., Inc., Portland	30,450.00
Vanaken Sand & Gravel, Forest Grove	30,500.00
C. C. Meisel, McMinnville	31,400.00
Barney Helser Rock Production, Beaverton	33,000.00
Richard Beshey, Parma, Idaho	37,500.00
C. E. Leseberg, Nyssa	44,000.00

The Engineer pointed out that the three bids received for furnishing marine insurance covering the Astoria-Megler Ferries are identical. He suggested in view thereof, that the successful bidder be selected by placing the names of the bidders in a hat, the first name drawn to be declared the winner. The Commission approved the suggestion and instructed the Engineer to invite all of the bidders to be present when the drawing is made later in the day.

The Commission approved the minutes of the meeting held on February 28 and March 1, 1957.

The State Parks Superintendent reported on the following parks matters:

1. Request for permission to conduct concessions in state park areas: The Parks Superintendent reported requests from Mr. Jack Flaucher, Portland, to install a concession at Rooster Rock State Park; from Mrs. Irene Wiggins, Wallowa Lake, for concession privileges at Wallowa Lake State Park; from the Warrenton Junior Chamber of Commerce for concession rights at Fort Stevens State Park; and from the Prineville Junior Chamber of Commerce for the right to operate a concession at Ochoco Lake State Park. Past experience with concession leases, he stated, has not been too good but there does appear to be a growing demand for certain basic needs for the overnight camper and for those who swim. He recommended that these requests be denied at this time but that he be authorized to conduct a thorough study of the problem during the coming summer season to determine the need for such

facilities in state parks. The Commission approved his recommendation.

2. Request of Ben F. Phillips, Cascadia, for permission to install a television antenna in Cascadia State Park: Mr. Phillips, the Parks Superintendent stated, has a home adjoining the state park on the west and is not able to get television reception with an antenna on his own property but he can get reception from a spot south of the entrance to the park. As the installation at that point will not interfere with the use of the park property, he recommended that a temporary antenna installation be approved, together with the construction of a pole line for a fee of $25.00 per year. The Commission approved the installation on such basis.

3. Request of Coos-Curry Electric Cooperative to construct a power line across Cape Sebastian State Park and across the Carpenterville-Brookings Forest Wayside in Curry County: The Parks Superintendent stated that, as instructed at the last Commission meeting, a cruise has been made of the timber that would be destroyed and it was found that 195 MBF of Douglas Fir at $22.00, and 65 MBF of White Fir at $5.00, or a total value of $4,615, would have to be removed from Cape Sebastian State Park. In the Carpenterville-Brookings Forest Wayside it will be necessary to remove 473 MBF of Douglas Fir at $22.00, or a total of $10,406. He recommended that the Cooperative be allowed to construct its power line across both areas, provided it will pay the sum of $15,021 for timber destroyed and will agree to clean up slash and remove any fire hazard that might result, in accordance with the requirements of the State Board of Forestry. The Commission accepted his recommendation.

The Parks Superintendent reported that a letter has been received from Governor Robert D. Holmes concerning complaint filed by Mr. W. F. Badley, owner of a business located on US 101 at Otter Crest, that the State Highway Commission is using the word "Lookout" in the name of the new state park building at Depoe Bay. It appears that Mr. Badley has registered the name "Lookout" in connection with his establishment, and when the building at Depoe Bay was named, the Commission was unaware of the duplication and that a controversy would develop. He recommended that the State building be renamed. As a result of discussion, the Commission instructed the Parks Superintendent to conduct a study for a new name for the building at Depoe Bay which will not conflict with the name of any other establishment along US 101, and to submit a report on the subject as soon as possible. The Commission also ordered a letter sent to Governor Holmes reciting the history of the naming of the building at Depoe Bay.

The Parks Superintendent called attention to an editorial which appeared recently in the "Astorian Budget" pointing out the desirability of including the old Battery Russell as a part of Fort Stevens State Park. It was his opinion that the addition would be a desirable one, but it is now under lease from the Federal Government to the State Game Commission which cannot sublease it. The Commission took the matter under advisement.

Chairman Reynolds called attention to legal summons that were served on the members of the Commission earlier in the day in behalf of Mrs. Moore and concerning the Vista House concession on the old route of the Columbia River Highway. The Acting Chief Counsel explained that the suit does not seek monetary damages but does seek to enjoin the Commission from allowing concession features in the park. The Parks Superintendent observed that the concession privilege operated at the Vista House offers no facilities other than those that are found in the vast majority of state parks in other states. The Commission decided to confirm its decision in the matter and instructed the Acting Chief Counsel to proceed with proper defense.

The Right of Way Engineer presented for consideration options secured for acquisition of real property that is needed for state highway right of way or for other purposes. After careful consideration the Commission unanimously approved closing the options at the prices mentioned therein by adopting the attached resolution relative thereto, marked EXHIBIT "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Consideration was given to a form of "Indenture of Access" granting to Jackson County a new entrance to their fairgrounds located adjacent to the Pacific Highway south of Medford The Right of Way Engineer explained that the County Court wishes to eliminate two 50-foot accesses that are now in use and to substitute a single 80-foot opening. Upon his favorable recommendation, the Commission approved the "Indenture of Access".

Granting of an easement to Mr. & Mrs. L. E. Ziniker to maintain their private roadway on state highway right of way was discussed. The Right of Way Engineer explained that in acquiring property from the Zinikers in September, 1953, the Commission approved construction of a roadway for the Zinikers, the same to be maintained by them. Part of this roadway, he said, is on the state highway right of way and it is the opinion of legal counsel, in order that the Zinikers may legally maintain their private roadway on the highway right of way, that an easement should be granted them to maintain their roadway on state highway property. He explained that this roadway is located on the Goshen-Coast Fork Section of the Pacific Highway in Lane County, near Creswell, specifically in Section 14, Township 19 South, Range 3 West, W. M. Following the Right of Way Engineer's favorable recommendation, the Commission approved the easement.

Attention was given to an option obtained from D D. Hail for property on the Hinsdale Slough-Luder Creek Section of the Umpqua Highway in Douglas County. The Right of Way Engineer advised that the agent in this instance secured the best deal possible from Mr. Hail, but the price of $9,307, in his estimation, is entirely too high and does not reflect the true market value of the property. He, therefore, recommended that the option be formally rejected. The Commission rejected the option.

Payment to the U. S. Bureau of Land Management for 113.19 acres of timber in the Boardman Park in Curry County was discussed. The Right of Way Engineer recalled that at the January meeting the Commission approved payment of $67,863 for the timber lands, based on a cruise made by the U. S. Government. Before making payment, however, a check was made by a state timber appraiser and it was found that the price requested by the government for spruce timber was considerably higher than the market value. The matter was again taken up with the Bureau of Land Management, which has agreed to reduce their price to $57,740. He recommended purchase of the property at such figure. The Commission adopted the recommendation.

The Commission gave attention to a form of "Modification of Judgment and Indenture of Access" covering the J. H. Baxter & Co. property, located on the Wolf Creek Section of the Pacific Highway in Josephine County. The right of Way Engineer explained that a court judgment had reserved a right of access to the relocated Pacific Highway at Engineer's Station 541+00. The access point, however, was actually constructed at Engineer's Station 536+35, and he recommended that the Commission approve the Modification form so that the change can be made a matter of record. The Commission approved the change.

Sale of a parcel of property on the "Q" Street route between Eugene and Springfield was considered. The Right of Way Engineer stated that the Eugene Water and Electric Board wants to purchase this land and has agreed to pay the appraised value for it. The property to be sold, he continued, contains 5.3 acres outside the normal width highway right of way and is not required for highway purposes. He recommended that it be sold to the Eugene Water and Electric Board at the appraised value, which is approximately $8,000.

Inquiry was made by Chairman Reynolds as to the status of right of way acquisition for future lettings, particularly those in the immediate future. The Right of Way Engineer commented briefly on the status of acquisition on a number of projects. The Engineer pointed out that the Department is adhering to the established policy of not advertising projects for bids unless there is a reasonable assurance that right of way can be secured within the time specified in which to award the contracts.

Chairman Reynolds also inquired as to what consideration had been given or what plans have been made concerning the opening of bids for highway projects at the Commission's office in Salem between regular meetings of the Highway Commission in Portland. The Engineer stated that he will report when a reasonable number of projects are ready to be advertised and will request the Commission's permission to receive and open the bids in Salem and then report the results to the Commission for their action at the next regular Commission meeting. Such procedure, he stated, will most likely be necessary in order to place under contract the amount which is budgeted for this year. Commissioner McIver expressed himself as being in favor of this procedure and pointed out that it will be of considerable advantage to the contractors in that they will not have to

figure several large projects for one letting. The Engineer stated that he would call the members of the Commission when a suitable number of projects are ready for advertising, which possibly will be in the early part of June. Chairman Reynolds stated that the Commission in general is in favor of holding more frequent bid openings. The Engineer was instructed to prepare a schedule of lettings with such procedure in mind and report it to the Commission at the next regular meeting. (The Commission later in the session authorized the opening of bids in Salem sometime between May 17 and June 27, 1957.)

The meeting recessed for luncheon at noon and reconvened at 1:30 p.m. in the same room, with the same persons present and participating.

The Acting Chief Counsel requested authority to acquire by condemnation, if necessary, the following properties that are needed as right of way in connection with various highway improvements or for other purposes, and to tender offers for the same in conformity with instructions given him by the Commission in its resolution adopted December 20, 1951:

Sandy-Forest Boundary Section of the Mt. Hood Highway

R-25707 - William J. Miller and Jane Doe Miller
(Clackamas County)
Parcel No. 1: 0.97 acre for Right of Way
Parcel No. 2: 0.35 acre Excess Taking
Amendment to resolution dated March 28, 1957, to provide for a frontage road clause.

R-25710 - Heirs of H. S. Holte
Right of Way (Clackamas County)
0.04 acre

R-25419 - Cecelia H. Eggers, et al.
Right of Way (Clackamas County)
6.88 acres

North Jefferson Junction-Albany Section of the Pacific Highway East

R-25089 - Ed McSorley
Right of Way (Linn County)
0.21 acre

Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway

R-22723 - Ray Parker and Gladys Parker
(Multnomah County)
Parcel No. 1: 1.72 acres for Right of Way
Parcel No. 2: 0.03 acre Excess Taking
Parcel No. 3: 0.19 acre Excess Taking

Jumpoff Joe Creek-Grants Pass Section of the Pacific Highway

R-26068 - Augustus W. Pitcairn and Lois Pitcairn
Right of Way (Josephine County)
1.8 acres
Amendment to resolution dated February 28, 1957, to change access control provisions.

Conner Creek Section of the Oregon Coast Highway

R-26248 - Vernon T. Baker
Right of Way (Coos County)
0.61 acre

Davis Slough-Bandon Section of the Oregon Coast Highway

R-25980 - Ray Gibney and Marian Gibney
Maintenance site (Coos County)
0.63 acre

Gold Beach-Cape Sebastian Section of the Oregon Coast Highway

R-25529 - Charles H. Skinner and Alda Lee Skinner
Right of Way (Curry County)
2.18 acres

R-25533 - Lloyd A. Larson and Dora I. Larson
Right of Way (Curry County)
6.12 acres

Buena Vista Ocean Wayside

R-25529 - Charles H. Skinner and Alda Lee Skinner
State Park and Recreational Use (Curry County)
4.44 acres

R-25533 - Lloyd A. Larson and Dora I. Larson
State Park and Recreational Use (Curry County)
5.89 acres

Black Bridge-Richland Section of the Baker-Homestead Highway

R-26017 - Lanta M. Burnside, et al.
(Baker County)
Parcel No. 1: 4.1 acres (net) for Right of Way
Parcel No. 2: 0.14 acre for Irrigation Ditch Easement
Parcel No. 3: 0.15 acre for Irrigation Ditch Easement

La Grande-Elgin Section of the Wallowa Lake Highway

R-26192 - Dick Hibberd
Material Source (Union County)
4.90 acres

R-26193 - Reid Hibberd and Neva Hibberd
Material site (Union County)
1.04 acres

R-26194 - Mary Irene Schwebke
(Union County)
Parcel No. 1: 4.48 acres for Material Site
Parcel No. 2: 0.26 acre net for a Haulroad Easement

R-26195 - Robert B. Lee
Haul Road Easement (Union County)
0.35 acre

Pacific Highway West (Pacific Highway West-Beaverton-Hillsdale Highway Intersection)

R-23477 - William C. Ralston and Celia S. Ralston
Right of Way (Multnomah County)
0.35 acre

Sandy-Forest Boundary Section of the Mt. Hood Highway

R-25435 - Phillip M. Cousins and Maebelle Cousins
Right of Way (Clackamas County)
1.84 acres

R-25437 - Ward Godleske and Shirley Godleske
Right of Way (Clackamas County)
3.01 acres

Newberg-Gerin Corner Section of the Hillsboro-Silverton Highway

R-26164 - Walter J. Gearin and Alice M. Gearin
(Marion County)
Parcel No. 1: 0.14 acre for Right of Way
Parcel No. 2: 1.44 acres for Material source

R-26165 - John A. Gearin
Right of Way (Marion County)
0.79 acre (net)

R-26166 - Walter W. Dreher and Virginia C. Dreher
(Marion County)
Parcel No. 1: 0.4 acre (net) for Right of Way
Parcel No. 2: 6.45 acres for a Material Site

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Newberg-Gerin Corner Section of the Hillsboro-Silverton Highway - Cont.

R-25344 - Rose Marie Adolf, et al.
(Yamhill County)
Parcel No. 1: 12.42 acres net for Right of Way
Parcel No. 2: 0.36 acre for Temporary Construction Easement
An amended resolution, amending a resolution of November 8, 1956, by enlarging the area of Parcel No. 1 and by adding Parcel No. 2.

Jumpoff Joe Creek-Grants Pass Section of the Pacific Highway

R-23314 - Leslie M. Remington and Marie L. Remington
Right of Way (Josephine County)
900 square feet

R-23315 - Max L. McMillan and Janet B. McMillan
Right of Way (Josephine County)
950 square feet

R-23316 - Robert W. Milledge and Mary E. Milledge
Right of Way (Josephine County)
950 square feet

Albany-Judkins Point Section of the Pacific Highway East

R-25316 - Charles A. Bonnett, Jr., and Rachel M. Bonnett
Right of Way (Lane County)
2.6 acres

R-25317 - Charles A. Bonnett, et al.
Right of Way (Lane County)
9.20 acres

North Jefferson Junction-Albany Section of the Pacific Highway East

R-25061 - Daniel M. Ropp
Right of Way (Linn County)
1.5 acres - Amended resolution to change connection points of the frontage road.

Right of way maps, construction plans and other data were submitted to the Commission and the Engineer advised that the acquisition of the properties listed is required in order to carry out plans for highway improvements and other projects heretofore authorized by the Commission. After considering the matter in the light of the information and advice submitted, together with the general knowledge of the members of the Commission concerning the various projects and the properties involved, the Commission approved the Acting Chief Counsel's request by adopting the attached

resolutions relative thereto, marked EXHIBITS "B-1" through "B-16", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

A report submitted by the Acting Chief Counsel enumerating details concerning cases that have been tried in court since the Commission meeting held March 28-29, 1957, was accepted by the Commission and is summarized as follows:

REPORT OF CONDEMNATION CASES TRIED
MARCH 30 to APRIL 15, 1957

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
Taylor R-20547	Polk	Willamina-Salem	West Approach to Salem Bridge	$2,640.	$2,640.	$2,640.
Kronberg R-22568	Clackamas	Clackamas Secondary	Clackamas Overcrossing	$ 660.	$31,396.	$ 750.

Concerning the Sigfrit v. State case which concerns the claim of Mrs. Sigfrit against the State for damages resulting from a flash flood in the town of Mitchell, Wheeler County, the Acting Chief Counsel reported that a motion for a directed verdict was made in which the plaintiff joined. Accordingly, the case will be decided by the Court without a jury. A decision is expected within the next two weeks.

REPORT OF TRIAL OF OTHER CASES

Case	Plaintiff	Defendant	County	Cause of Action	Demands of Plaintiff	Verdict or Judgment
L-2701	Highway Commission	Ed Biescke	Coos	Damage to Vehicle	$187.81	$98.90 plus costs
L-2700	Highway Commission	Martin Borlick, Jr. and Robert L. Mathews	Coos	Damage to Bridge	$ 29.62	$29.62
L-2733	Highway Commission	Theodore L. Anderson	Lincoln	Damage to Vehicle	$ 73.97	Verdict for Defendant

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(For additional details re cases tried, see copy of the Acting Chief Counsel's letter to the Commission dated April 15, 1957, in the General Files.)

The Commission also accepted a report presented by the Acting Chief Counsel concerning condemnation cases and other cases which have been settled out of court since the Commission meeting held March 28-29, 1957, as follows:

REPORT OF CONDEMNATION CASES SETTLED
APRIL 15, 1957

Case	County	Highway	Section	State's Offer	Amount of Settlement
Carte R-25774	Douglas	Pacific	Myrtle Creek-Canyonville	$ 750.00	$ 850.00
Powell R-23051	Klamath	The Dalles-California	Klamath Falls-West Side By-Pass	$10,750.00	$11,750.00
Bennett R-22123	Marion	Pacific	Salem By-pass - Jefferson Junction	$18,500.00	$21,000.00

REPORT OF OTHER CASES SETTLED

Case	Plaintiff	Defendant	County	Cause of Action	Demand of Plaintiff	Settlement
L-2711	State	Ernest L. Faus	Union	Damage to fountain	$75.76	$75.76

SUPPLEMENTAL REPORT OF CONDEMNATION CASES SETTLED
APRIL 17, 1957

Case	County	Highway	Section	State's Offer	Amount of Settlement
David Peters R-18156	Polk	Willamina-Salem	Dolph Corner-Rickreall	$3,875.00	$4,500.00

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(For additional details re cases settled, see copy of the Acting Chief Counsel's letter to the Commission, dated April 15, 1957, in the General Files.)

The Acting Chief Counsel, in conformity with a resolution adopted by the Commission on December 20, 1951, presented offers that had been tendered for acquisition of real property prior to the institution of condemnation proceedings, as follows:

Jumpoff Joe Creek-Grants Pass Section of the Pacific Highway

R-23317 - Sidney Bazett, et al. 8,000 square feet for right of way purposes. Offer of $1,000.00 approved by Mr. Reynolds April 5, 1957.

R-23331 - Wesley R. Brown, et al. 0.03 acre for right of way purposes. Offer of $275.00 approved by Mr. Reynolds April 5, 1957.

R-24634 - Sylvia E. Lake. 0.73 acre for right of way and 1.12 acres for the realignment of the channel of a stream. Offer of $770.00 approved by Mr. Reynolds April 5, 1957.

R-26068 - Heirs of August Pitcairn, Deceased. 1.8 acres for right of way purposes. Offer of $885.00 approved by Mr. Reynolds April 5, 1957.

North Jefferson Junction -Albany Section of the Pacific Highway East

R-24530 - Rex R. Hartley, et al. 3.5 acres for right of way purposes. Offer of $3,000.00 approved by Mr. Reynolds April 5, 1957.

R-25060 - Wick Miller, et al. 4.81 acres for right of way purposes. Offer of $4,075.00 approved by Mr. Reynolds April 5, 1957.

Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway

R-22600 - Henry Adams, et al. 1,118 square feet for right of way purposes. Offer of $250.00 approved by Mr. Reynolds April 5, 1957.

Highlands Interchange to the Sunset Highway

R-25882 - Lina Adams, et al. 43,250 square feet for right of way purposes. Offer of $7,500.00 approved by Mr. Reynolds April 5, 1957.

Hinsdale Slough-Luder Creek Section of the Umpqua Highway

R-20663 - D. D. Hail, et al. 0.31 acre for right of way purposes. Offer of $1,875.00 approved by Mr. Reynolds April 5, 1957.

Albany-Judkins Point Section of the Pacific Highway East

R-25318 - Hazel Calef. 12.43 acres for right of way purposes. Offer of $22,250.00 approved by Mr. Reynolds April 5, 1957.

Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway

R-22539 - Richard N. Freepons, et al. 4,100 square feet for right of way purposes. Offer of $4,500.00 recommended.

R-25018 - Jack Rutis, et al. 4,375 square feet for right of way purposes. Offer of $3,000.00 recommended.

Sandy-Forest Boundary Section of the Mt. Hood Highway

R-25707 - William J. Miller. 0.97 acre for right of way purposes and 0.35 acre for excess taking. Offer of $1,890.00 recommended.

Ontario-Snake River Section of the Old Oregon Trail Highway

R-23945 - Phil G. Preston, et al. 0.50 acre for right of way purposes. Offer of $14,600.00 recommended.

Albany-Judkins Point Section of the Pacific Highway East

R-14578 - Stacy L. Neely, et al. 4.14 acres for right of way purposes and 12.6 acres for a material site. Offer of $11,750.00 recommended.

North Jefferson Junction-Albany Section of the Pacific Highway East

R-24529 - Ora Thompson, et al. 3.84 acres for right of way purposes and 0.24 acre for construction easement. Offer of $975.00 recommended.

R-25061 - Daniel M. Ropp, et ux. 1.5 acres for right of way purposes. Offer of $675.00 recommended.

R-25096 - Roy A. Snoderly, et al. 0.87 acre for right of way purposes. Offer of $8,500.00 recommended.

R-26115 - Judith D. Hampton, et al. 0.08 acre for right of way purposes. Offer of $50.00 recommended.

R-24531 - Walter K. Bloomer, et al. 2.97 acres for right of way purposes. Offer of $3,150.00 recommended.

R-24535 - E. B. Henningsen, et al. 34.55 acres for right of way purposes and 24.7 acres for a material site. Offer of $15,500.00 recommended.

A report was also presented by the Acting Chief Counsel and accepted by the Commission concerning the status of matters before the Public Utilities Commissioner in which the State has been made a party, summarized as follows:

PUX 207: Application of the State Highway Commission for authority to construct the Second Myrtle Creek Overcrossing, of the tracks and right of way of the Southern Pacific Company, near Myrtle Creek, in Douglas County: The order authorizes construction of an additional two lane crossing which will be used by southbound traffic on the Pacific Highway. No costs of construction were assessed against the Railroad.

PUX 208: Application of Coos County to construct a new overcrossing, known as the Chrome Plant Overcrossing, on the North Bank Market Road, and for authority to remove the existing overcrossing: Construction of the structure will be supervised by the State Highway Department. The order authorizes construction of a new structure and removal of the existing structure. Southern Pacific Company is not to be assessed for cost of construction.

PUX 209: Application of Allum Bros. for authority to construct a private road crossing at grade on the Lakeview-Adel Secondary Highway: The order involves a private road crossing to secure gravel from a pit south of the state highway. The use of the crossing shall terminate not later than September 1, 1957.

PUX 210: Application of Tillamook County for authority to construct a crossing at grade with the tracks and right of way of the Southern Pacific Company on the Latimer County Road, near Tillamook, in Tillamook County: No objection to the issuance of the order was made on behalf of the Highway Commission.

PUX 211: Application of Tillamook County for authority to construct a crossing at grade with the tracks and right of way of the Southern Pacific Company on the Wilson River Loop County Road, near Tillamook. The crossing is not under jurisdiction of the Highway Commission and no objection was made.

The Acting Chief Counsel reported concerning an abandoned damage claim as follows:

CAO-56-280, Crockett: On March 2, 1956, Mr. Crockett lost control of his pickup truck and collided with the flashing beacon and sign light at the Lakeside Junction on the Oregon Coast Highway approximately 7 miles north of Hauser. The damage to the beacon and light amounted to $125.51. Mr. Crockett made two early payments of $5.00 each, but since that time has failed to make further payments or to acknowledge letters. There were no witnesses to the accident and it appears that litigation probably would result unsuccessfully. The Commission accepted the report.

A report concerning the first quarter period of 1957 concerning settlement of damage cases was presented by the Acting Chief Counsel. He pointed out briefly that during this period, 69 cases were settled and payment in the amount of $15,574.93 was received by the State. The Commission accepted the report.

The Acting Chief Counsel called attention to action that was taken by the Commission at its March meeting whereby certain changes were authorized in the policy concerning control of access applicable to future transactions. These changes he said, included some relaxation in the restrictive legal language which has heretofore been included in deeds, judgments and other documents. A number of condemnation cases are now pending, which contain the old provisions concerning access. It was his thought that if the changes that were approved by the Commission at the March meeting can be applied to the pending condemnation cases, such changes may lead to amicable settlements in a number of instances. It is necessary, he continued, that the Commission give specific authority to make the amendments in the pending cases. To do this, he recommended that the Commission adopt a resolution authorizing the Acting Chief Counsel to stipulate for amended complaints incorporating the revised language and policies of the Commission, in accordance with action taken by the Commission at the meeting on March 28-29, 1957. The Commission approved his recommendation by adopting the attached resolution relative thereto marked EXHIBIT "H", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Dismissal of the condemnation cases of State vs. Fay, et ux, L-2288A, and State vs. Kernan Livestock Farms, Inc., L-2578 was considered by the Commission. The Acting Chief Counsel explained that in both cases it had been stipulated that the properties were needed for highway purposes. In the case of State vs. Fay, involving property on the Sage Hen Hill-Hines Section of the Central Oregon Highway, it was possible to construct the new section of highway without taking any of the Fay property. He therefore recommended that the pending condemnation action be dismissed.

In the case of State vs. Kernan Livestock Farms, Inc., negotiations have been conducted contemplating one access for a commercial use. This property is located at the intersection of Denver Avenue and Union Avenue in north Portland and involves the interstate highway system. The Bureau of Public Roads, he continued has reviewed the plans and will require a number of changes, including elimination of all access to the highway from the Kernan Livestock Farms' property. In view of the changes that have been required, he recommended that the pending condemnation case be dismissed so that negotiations can be reopened on the basis of revised plans. The Commission accepted the Chief Counsel's recommendations concerning dismissal of both cases by adopting the attached resolutions relative thereto marked EXHIBIT "I-1" and EXHIBIT "I-2", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

A report was presented by the Acting Chief Counsel concerning status of legislation in the State Legislature pertaining to state highways. He commented briefly that Senate Bill 308, providing for the issuance of $12,600,000 in bonds, passed the Senate with an amendment to provide for twenty-year bonds rather than ten-year bonds, but without any directive that the proceeds must be applied to the Oregon Coast Highway. The Engineer stated that the amount of money incorporated in the bill, $12,600,000, was computed by the Legislature from a 1954 estimate of cost for constructing the Oregon Coast Highway from Gold Beach to Brookings, which at that time, had been estimated at $16,000,000. In the Commission's existing construction program, the sum of $3,400,000 has been budgeted for construction in this area, which leaves a balance of $12,600,000 to be provided according to the 1954 estimate, which, according to present day estimates, is about $2,000,000 less than is actually needed. The Commission accepted the report. (For details concerning status of legislation, see copy of the Chief Counsel's letter dated April 12, 1957, entitled "Supplementary Status Report of Legislation" in the General Files.)

The Engineer reported that under authority previously granted him by the Commission he has awarded contracts which were referred to him by the Commission to award when certain conditions had been satisfied. These conditions have been met and the following contracts have been awarded:

"Grading, oiling and furnishing crushed materials on Pendleton-Adams Section of Oregon-Washington Highway, Umatilla County. Bids received February 28, 1957. Conditions of award satisfied April 3, 1957. E. H. Itschner Company, Molalla, low bidder.

"Grading and oiling on Willowdale-Lyle Gap Section of The Dalles-California Highway, Jefferson County. Bids received March 28, 1957. Conditions of award satisfied April 5, 1957. Rogers Construction Company, Portland, low bidder.

"Grading and oiling on East Unit, Camp Creek-Paulina Section of the Paulina Highway, Crook County. Bids received February 28, 1957. Conditions of award satisfied April 5, 1957. E. A. Kruse, Yoncalla, low bidder.

"Grading and oiling on East Unit, Black Bridge-Richland Section of Baker-Homestead Highway, Baker County. Bids received March 1, 1957. Conditions of award satisfied April 5, 1957. Quinn Brothers & Robbins, Boise, Idaho, low bidder.

"Grading and oiling on N. Unit, Vale-Grand Avenue Section of Lytle Boulevard Road, Malheur County. Bids received March 28, 1957. Conditions of award satisfied April 8, 1957. Babler Bros., Inc., Portland, low bidder.

"Leveling and oiling on Cove Avenue and Fruitdale Road Sections of Cove Avenue and Fruitdale County Roads, Union County. Bids received March 28, 1957. Conditions of award satisfied April 9, 1957. Russell Olson Construction Company, Inc., Pendleton, low bidder.

"Construction of Glover Overcrossing of Union Pacific Railroad, Union County. Bids received March 28, 1957. Conditions of award satisfied April 11, 1957. Orlando C. Bennard, Portland, low bidder.

"Grading on Jumpoff Joe Creek-Louse Creek Section of Pacific Highway, Josephine County. Bids received February 28, 1957. Conditions of award satisfied April 12, 1957. Peter Kiewit Sons' Company, Vancouver, Washington, low bidder.

The Commission confirmed the awards as reported.

Removal of load limit restrictions on three state highways was reported by the Engineer. He explained that weather conditions, particularly thawing of the roadbed, have improved to the extent that the restrictions no longer are required. The Commission accepted his report on the following sections of state highways:

Pendleton-John Day Highway, from M.P. 100.43 to M.P. 115.26. Load limit removed at 5:00 p.m., April 12, 1957.

Beech Creek Secondary Highway. Load limit removed from the entire length of the highway, effective 5:00 p.m., April 12, 1957.

Havana-Helix Secondary Highway, from M.P. 0.0 to M.P. 2.5, and from M.P. 3.66 to M.P. 8.96. Load limit removed, effective 5:00 p.m., April 18, 1957.

Sale of $8,000,000 in highway bonds as authorized by the 1957 Legislative Assembly was discussed. The Engineer reported that the legislative action does not become effective until 90 days following adjournment of the Legislature so it appears that the bond sale cannot be made until about mid-August. He requested authority to proceed with preliminary work as may be necessary, so the sale can be made at the earliest possible date. The Acting Chief Counsel pointed out that it is not necessary at this time to designate a bond attorney but it would be advantageous to have authority to proceed with other details. The Engineer called attention to the fact that the schedule of highway contract lettings for the balance of the year is predicated upon selling the bonds at an early date because the money derived from the sale will be needed to pay the contractors. The matter was discussed at some length and as

a result thereof, the Commission decided not to set a definite date for sale of the bonds at this time nor to select a bond attorney; however, the Engineer and the Acting Chief Counsel were authorized to take care of the necessary preliminary details, including consultation with Mr. Fred Paulus, Deputy State Treasurer.

The Commission discussed items of unfinished business appearing on the Secretary's Summary, dated March 29, 1957, as follows:

1. Request of Coos-Curry Electric Cooperative to construct a power line across Cape Sebastian State Park and the Brookings-Carpenterville Wayside area: This item was ordered deleted from the list of unfinished business as a report was presented by the Parks Superintendent earlier in the day.

2. Offer of City of Delake to donate property for a park development along Devils Lake: The Parks Superintendent stated that his report on the development of a state park containing facilities for overnight camping in the area suggested or along the Salmon River is not yet complete. This item is to remain on the list of unfinished business.

3. Request of Union County for access to the Old Oregon Trail in Ladd Canyon to reach a stock pile site: The Engineer reported that the County had made arrangements for another access to their site. The item was ordered removed from the list of unfinished business.

4. Request of Ashland delegation to widen the existing Pacific Highway to four lanes from the south end of the existing one-way couplet southerly to Avery Street: The Engineer reported that the City has agreed to allow use of twelve feet of the center mall for widening purposes. The project, he stated, is feasible and is estimated to cost $125,000. He recommended that consideration be given to the project when the next highway program is formulated. The Commission accepted his recommendation and ordered that the city be so informed. The item is to be deleted from the list of unfinished business.

5. Request of Albany delegation for improvement of the Albany-Corvallis Highway along its present routing by elimination of curves and raising of the roadbed to provide for all-weather usage: The Engineer reported that an investigation is being made but a report is not yet ready. This item is to remain on the list of unfinished business.

Consideration was given to refunding to O & S Painters, Inc., Tigard, the sum of $395.00 which they had submitted in forfeiture of their bond for painting the Springfield Bridge, the contract for which was awarded to them on March 28, 1957. The Engineer advised that this contractor bid the sum of $7,900.00 and that the next low bid was $14,646.00, whereas, the job was estimated by the State at $15,900.00. He gave as his opinion that O & S Painters made an honest mistake in submitting their bid and he

recommended that they be relieved from forfeiture of the 5 percent bid bond and that the check for $395.00 which they had submitted in forfeiture be returned to them. The Commission approved his recommendation. The Engineer also mentioned that bids were again received for the project this morning and that a low bid of $13,979 was received.

The Engineer reported completion of the survey for The Dalles-Eight Mile Creek Section of The Dalles-California Highway in Wasco County. He recalled the offer of the Wasco County Court to acquire the right of way for this project when informed as to the location of the new route. The proposed route, he stated, has been given very careful engineering study and represents the most feasible route commensurate with cost of construction, and he recommended that it be approved. The Commission approved the survey by adopting the attached resolution relative thereto marked EXHIBIT "F", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

A request from the City of Eugene that the State consent to an assessment of $2,872.00 as a portion of the cost to construct Garfield Street was discussed. The Engineer explained that about two years ago the State sold to the City of Eugene some property for the sum of $2,908.20, which was the exact amount paid by the State, although the assessed valuation at that time was about $11,000. The City has since constructed Garfield Street and there are three State-owned lots fronting on the new street and other State lots immediately adjoining. Total value of the State-owned property, he stated, is approximately $40,000.00, but will be somewhat higher now because of the street improvement. Although the assessment for construction of the street was not considered when the original property was sold to the City, the improvement has unquestionably increased the value of the State's holdings, and he recommended that no objection be offered to the assessment. The Acting Chief Counsel advised that it was the intention of the City to present the claim to the Legislature but in his estimation it will not be necessary for the City to do that if the Commission approves payment of the assessment. In view thereof, and upon the Engineer's favorable recommendation the Commission decided to pay the assessment when proper billing has been received.

Attention was given to a proposed agreement between the State Highway Commission and Tygh Valley High Line Ditch Company covering a drainage matter on US 97. For sometime, the Engineer explained, an unsatisfactory drainage condition has existed about one mile north of Tygh Valley on The Dalles-California Highway due to construction of an irrigation ditch, which, in effect, intercepts water which the highway bridge was designed to carry, thereby causing the highway to be flooded at points during severe rainstorms and snow runoff. To improve this condition an agreement has been reached with the Company whereby the State will construct a weir in the irrigation ditch at a cost of approximately $500.00 and will clean out the original channel from the bridge to the weir, and the Company agrees to clean the channel from the State bridge to Tygh Creek and to secure all easements necessary for cleaning and maintenance of the channel from the bridge to the creek. It also agrees to maintain the

weir. Following his favorable recommendation, the Commission approved the agreement.

Authority was requested by the Engineer to increase the project authorization on Contract No. 4701 for rebuilding of the Vine Maple Bridge over the Nehalem River in Clatsop County. He explained that when the contract was awarded it was intended to use the piers of the present bridge which was built by Clatsop County about thirty years ago; however, subsequent investigation revealed that the piers instead of being located on rock, were built on short piling which are not adequate to carry the loads which will be required of the new structure. He recommended that the authorization be increased by the sum of $43,250.00, which is the estimated cost of new piers. The Commission approved the increase.

The Commission considered and upon recommendation of the Engineer granted the following requests for extensions of time within which to complete highway contracts. Reimbursement for engineering expenses and other expenses incurred by the State in connection with the work during the period of these extensions was waived by the Commission except as noted:

1. Ausland Construction Company, Contract No. 4552, for construction of the Merlin Hill Undercrossing on the Louse Creek-Grants Pass Section of the Pacific Highway in Josephine County, requested an extension of time from August 31, 1956 to February 28, 1957. Approved as requested.

2. Tom Lillebo, Contract No. 4616, for construction of the Meda Bridge on the Little Nestucca Highway in Tillamook County, requested a second extension of time from August 24, 1956 to February 18, 1957. Approved as requested.

3. Henry R. Staats, Contract No. 4713, for aerial photography and topographic mapping on the Nelson-Benson Creek Section of the Old Oregon Trail Highway in Baker County, requested an extension of time from November 30, 1956 to February 27, 1957. The Commission approved the extension of time, with the provision that the contractor shall pay all State engineering costs incurred in connection with this project after November 30, 1956.

4. Roy L. Houck & Sons, Contract No. 4312, for grading and paving the Battle Creek Junction-Illahee Unit of the Pacific Highway East in Marion County, requested an extension of time from October 31, 1955 to November 17, 1956. Approved as requested.

FOOTNOTE: The action taken by the State Highway Commission upon the extensions of time within which to complete the highway contracts listed above was based upon the recommendation of the Engineer and his reports which considered but did not necessarily adopt either or any of the reasons given by the contractors in their requests for such extensions of time. For details regarding these extensions of time see copies of the contractors' requests and the Engineer's recommendations on file in the respective contracts in the Secretary's Office.

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The Engineer reported that Contract Nos. 4312, 4552, 4572, 4616, 4626, 4630, 4703, 4713, 4771, 4803, 4831, 4832, and 4879 for highway construction have been completed according to the requirements of the contracts or modifications thereof, and that said contracts are now ready for acceptance by the Commission. After due consideration, the Commission accepted said contracts by adopting the attached resolution relative thereto marked EXHIBIT "C", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

Establishment of a policy concerning the furnishing of prints from aerial surveys made for State Highway purposes was discussed. The Engineer stated that the Oregon Portland Cement Company, located at Lime, Oregon, has requested prints of the State aerial survey along Burnt River Canyon on the Old Oregon Trail Highway in Baker County. It was his feeling that this request is only the first of many such requests that can be expected for similar information. He pointed out that if the State furnishes the prints at nominal cost, commercial establishments undoubtedly will object. Commissioner McIver inquired if consideration had been given to using the policy established by the U. S. Government. The Engineer replied that similar information is furnished by the U. S. Government at a nominal price but it was his opinion that if such information is to be furnished by the State the price should be high enough to discourage curiosity seekers. He also suggested that the furnishing of prints should be limited to lands owned by the party requesting them. As a result of discussion, the Commission decided to make a minimum charge of $25.00 for prints, or $5.00 per print, whichever is the greater, and to furnish prints covering only the land that is owned by the party requesting them.

The Commission gave attention to reports submitted by the Engineer concerning prohibition of vehicle parking on the following state highway sections: On the Silver Creek Falls Highway at the easterly edge of Salem; on the Ochoco Highway near Mill Creek; and on Three-Mile Lane Highway at the McMinnville airport. Each of these locations, he stated, has been carefully investigated by the Traffic Engineering Division, which ascertained that hazards to the traveling public do exist by reason of the parking of vehicles along the shoulders of the respective highways. He recommended in order to correct the situation, that shoulder parking of vehicles be prohibited as follows:

1. On the south side of the Silver Creek Falls Secondary Highway between M.P. 1.25 (Engineer's Station 5+66), at the southerly end of the Mill Creek Bridge, and M.P. 1.44 (Engineer's Station 15+60), at the Airport Road Junction. (See EXHIBIT "E-1")

2. On both sides of the Ochoco Highway between a point 0.10 mile west of Mill Creek (M.P. 28.08) and a point 0.10 mile east of Mill Creek (M.P. 28.28). (See EXHIBIT "E-2")

3. On both sides of the Three-Mile Lane Highway between the road to McMinnville Airport (Engineer's Station 142+20) and a point 650 feet east of the county road to Amity (Engineer's Station 188+00). (See EXHIBIT "E-3")

The Commission approved the Engineer's recommendations by adopting the attached resolutions relative thereto, marked EXHIBITS "E-1" through "E-3", which resolutions by this reference are made part hereof with like effect as though extended in full herein.

The Commission discussed a proposed agreement with the City of Ontario covering the furnishing of fire protection for the State Highway and Police Building located a short distance outside of the Ontario city limits. The Engineer advised that the agreement provides that the City shall provide fire protection for the sum of $75.00 per year, consisting of $50.00 for business property and $25.00 for residential property, plus reimbursement to the City of the actual cost of service calls made by the Fire Department. Upon the favorable recommendation of the Engineer, the Commission approved the agreement.

Consideration was given by the Commission to a resolution from the Tigard Chamber of Commerce and petitions from numerous residents of Washington County concerning confusion that exists in the mailing addresses of business establishments and residents along that section of US 99W between the Multnomah County line and the Tualatin River Bridge. To eliminate the confusion they ask that this highway section be renamed "Barbur Boulevard". The Engineer recalled that the Commission, by resolution, recently named this highway from the Multnomah County line to Newberg, Herbert Hoover Boulevard, in honor of Mr. Hoover, former President of the United States, who spent much of his early life in Newberg. However, considerable confusion has resulted therefrom. To reduce the confusion, he recommended that the section of US 99W between the Multnomah County line and the Tualatin River Bridge be renamed Barbur Boulevard to conform with the Multnomah County section, and that the name "Herbert Hoover Boulevard" be retained for the section between the Tualatin River Bridge and Newberg. The Commission approved his recommendation by adopting the attached resolution relative thereto marked EXHIBIT "G", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission approved the Secretary's report on papers signed by him in behalf of the Commission during the period from March 26,1957 to April 16, 1957.

The Commission discussed a date for its next regular meeting and decided to hold such meeting on Thursday and Friday, May 16 and 17, 1957, in Portland. The Commission also set Thursday and Friday, June 27 and 28, 1957, as the date for the following meeting. The Secretary was instructed to make the usual arrangements to hold both meetings in the Imperial Hotel. In this connection the Commission discussed the advisability of conducting a bid opening in Salem between May 17 and June 27.

The Engineer was authorized to conduct such bid opening in conformity with action previously taken by the Commission.

Consideration was given to a letter from the Nehalem Bay Expansion Association, Inc., requesting that the new airport on the Nehalem sand spit be named "Nehalem Bay Airport", or some other name containing the words, "Nehalem Bay". In the brief discussion of this matter, the Engineer observed that whereas there is no objection to naming the strip as suggested, in his opinion it is a matter outside the Commission's jurisdiction. He suggested that the Association be advised to contact the State Board of Aeronautics. The Commission adopted the Engineer's suggestion.

A request was discussed from the Long Bell Lumber Company for installation of traffic signals on the Oregon Coast Highway at the northerly entrance to its plant in Gardiner. The Engineer stated that an investigation revealed that a considerable number of vehicles make left-turn movements off the highway when entering the plant. Traffic volumes, however, are relatively light and construction of a left-turn refuge would be very expensive. He recommended that a flashing beacon be installed at the intersection, at an estimated cost of $600.00, the same to be paid for with 1957 Minor Betterment Funds. He advised that the Long Bell Lumber Company will provide electrical energy to operate the signal. The Commission approved the recommendation.

The Engineer reported that Mr. E. L. Kuebler, Salem, submitted the high bid at ten cents per pound for scrap pneumatic tubes that were offered for sale along with used equipment and other scrap materials in Salem on March 25, 1957. Mr. Kuebler has since stated that he made a mistake in entering his bid on the proposal form, as it was his intention to bid ten cents a pound for scrap bronze, and he has requested that his bid deposit of $35.00 be returned to him. The Engineer pointed out that the second high bid for the tubes was at the rate of $1\frac{1}{4}$ cents per pound, and the third high bid was 1 cent per pound, whereas, the value placed on the tubes by the State was 3 cents per pound. As it appears that Mr. Kuebler made an honest mistake, the Engineer recommended that his deposit be returned. The Commission approved return of the deposit.

The Commission discussed with the Engineer a proposed exchange of highways with Klamath County whereby the County was to take over the section of the Klamath Lake Secondary Highway northerly from its junction with the Lake of the Woods Road to Fort Klamath, and the State was to take over the Lake of the Woods Road as a secondary highway from the Jackson County line to a junction with the Klamath Lake Secondary Highway. The Engineer reported that the Klamath County Court is adamant in its present position in that it will not accept the northerly portion of the Klamath Lake Secondary Highway as a county road. He pointed out that the Lake of the Woods Road can be placed on the forest highway system without becoming a part of the state secondary highway system, and that such action could be taken without obligation, should the Commission so desire. He recommended that no further action be taken in this matter until the County is willing to assume jurisdiction over the Klamath Lake Secondary Highway

north of the Lake of the Woods Road junction, in accordance with the original arrangement. The Commission approved his recommendation.

The Commission signed the following agreements and other papers:

"Grant of Easement" to Mr. and Mrs. L. E. Ziniker to maintain their private roadway partially on the right of way of the Goshen-Coast Fork Section of Pacific Highway, Lane County.

"Modification of Judgment and Indenture of Access" form covering the J. H. Baxter & Company property situate on Wolf Creek Section of Pacific Highway, Josephine County.

"Agreement" with the Tygh Valley High Line Ditch Company covering correction of a drainage condition on The Dalles-California Highway, about 1 mile north of Tygh Valley. Agreement provides that State will construct a weir in irrigation ditch at State Expense, estimated to cost $500, and will clean out the original channel from bridge to the weir; Company will clean out original channel from bridge to Tygh Creek, will secure all easements necessary for cleaning and maintenance of channel from bridge to creek, and will maintain the weir.

"Agreement" with City of Ontario re furnishing fire protection for the State Highway and police building which is located outside of city boundary.

"Indenture of Access" with Jackson County on the Medford County Farm Section of the Pacific Highway.

"Maintenance & Finance Agreement" with Jackson County covering the Gregory Road-Central Point Junction Section of FAS 273 and the Table Rock Road-Crater Lake Highway Section of FAS 274. (Authorized 11-8-56)

"Agreement" with City of Cove covering the $250,000 Special Fund project on French and Hill Streets in Cove. (Authorized 12-17-56)

"Agreement" with City of North Powder covering the $250,000 Special Fund project on G Street in the City of North Powder. (Authorized 12-17-56)

"Agreement" with City of Stanfield covering the $250,000 Special Fund project on Coe Avenue in Stanfield. (Authorized 12-17-56)

"Agreement" with City of Madras covering the $250,000 Special Fund project on Fourth Street in Madras. (Authorized 12-17-56)

"Agreement" with City of Elgin covering the $250,000 Special Fund project on S. Seventh Avenue and Division Street in Elgin. (Authorized 11-17-56)

"Bargain & Sale Deed" to Coos Bay Timber Operators for a parcel of land on the North Bend-Marshfield Section of the Oregon Coast Highway. (Authorized 2-28-57)

"Bargain & Sale Deed" to Brownie Coldiron Logging Company for a parcel of land on the Frankport-Greggs Creek Section of the Oregon Coast Highway. (Authorized 2-28-57)

"Bargain & Sale Deed" to Leonard Smith for a parcel of land on the Northbound Route in Ashland on the Pacific Highway. (Authorized 2-28-57)

"Bargain & Sale Deed" to Ray E. Kincheloe for a parcel of land on the Blackwell Hill-Seven Oaks Section of the Pacific Highway. (Authorized 2-28-57)

"Finance & Maintenance Agreement" with Linn County covering the Oak Creek School-Lebanon Section of FAS 216. (Bids to be received 4-19-57)

"Agreement" with City of Beaverton covering the W. City Limits-Main Street Section of the Farmington Highway in Beaverton. (Bids to be received 4-19-57)

"Finance & Maintenance Agreement" with Marion County covering the Hopmere Road-McNary Wye Section of FAS 735 in Marion County. (Authorized 11-8-56)

"Ground Lease" with Oregon Electric Railway Co. covering five-year lease renewal for their stockpile lease on the Gillespie Corners-County Line Section of the Territorial Highway in Lane County.

"Permit Agreement" with Ben F. Phillips granting permission to erect and maintain a television mast and antenna in Cascadia State Park in Linn County.

"Quitclaim Deed" to Thomas J. Flippin, Jr., for a parcel of land in Lot 3, ($NE\frac{1}{4}$ $SW\frac{1}{4}$) of Section 11, Township 19 South, Range 12 West, W.M., Lane County, lying East of the East arm of Woahink Lake.

The Commission discussed with the Engineer bids received at the morning session and at 3:00 p.m. Commissioner McIver announced awards of contracts as follows:

"Concerning the bids received for marine insurance for the Astoria-Megler Ferry vessels, Chairman Reynolds pointed out that Durham & Bates, R. W. Neighbor & Co., Inc., and Dooly & Co., all of Portland, submitted identical bids in the amount of $7,258.50. The name of each of the three bidders was written on a slip of paper and placed in a hat and the Commission directed that Miss Johanna McCaffrey draw one of the slips to determine the successful bidder. She drew the name of Dooly & Co. and the Commission awarded the contract to them.

"Grading, stone base, and paving on the Humbug Summit-Elsie Section of the Sunset Highway in Clatsop County, and grading and paving on the East Unit, Quartz Creek-Rock Creek Section of the Sunset Highway in Clatsop County, combination bid. The Commission awarded the contract to Warren Northwest, Inc., Portland, who submitted the low combination bid in the sum of $187,893.25 for the Humbug Summit-Elsie Project, and $77,470.50 for the Quartz Creek-Rock Creek Project, or a total combined bid of $265,363.75.

"Paving the Bunker Hill-Davis Slough Section of the Oregon Coast Highway in Coos County. The Commission awarded the contract to the low bidder, Johnson's Cement Products, Coos Bay, at $47,955.00.

"Grading and oiling the Conner Creek Section of the Oregon Coast Highway in Coos County. The Commission awarded the contract to the low bidder, Angell Bros., Eastside, at $35,844.70.

"Grading and paving on "F" Street in the town of Eastside, Coos County. The Commission awarded the contract to the low bidder, Angell Bros., Eastside, at $9,235.00.

"Shoulder oiling on the Canyonville project on the Pacific Highway in Douglas County. The Commission awarded the contract to the low bidder, Roseburg Paving Co., Roseburg, at $4,500.00.

"Grading and paving on the Gregory Road-Central Point Junction and Table Rock Road-Crater Lake Junction project on Table Rock Road and Crater Lake Highway-Jacksonville Road in Jackson County. The Commission elects to accept the low bid of Hughes & Dodd Co. and Tru-Mix Equipment Co., Medford, in the sum of $133,693.70 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Jackson County is received and the sum of $30,300.00 is deposited by the County.

"Paving and shoulder oiling on the Dexter-Lowell project on the Willamette Highway in Lane County. The Commission awarded the contract to the low bidder, Wildish Const. Co., Eugene, at $36,053.10.

"Clean and paint steel in the bridge over Willamette River on the McKenzie Highway at Springfield, in Lane County. The Commission awarded the contract to the low bidder, Pacific Marine Service, Portland, at $13,979.00.

"Roadway and shoulder oiling on the Division No. 3 oiling project in Lane and Douglas Counties. The Commission awarded the contract to the low bidder, Horton Const. Co., Portland, at $67,391.50.

"Shoulder rock and paving on the Crabtree Junction-Brewster and Oak Creek School-Lebanon project on the Lebanon-Crabtree and Orleans-Lebanon Roads in Linn County. The Commission elects to accept the bid of Morse Bros., Lebanon, the low bidder, in the sum of $153,299.75 and directs the State Highway Engineer to award the contract to said bidder

as soon as approval of Linn County is received and the sum of $34,700.00 is deposited by the County.

"Grading and paving on the Hopmere Road-McNary Wye Section of the Wheatland Road in Marion County. The Commission elects to accept the bid of the low bidder, Central Paving Co., Independence, in the sum of $84,010.50 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Marion County is received and the sum of $19,150.00 is deposited by the County.

"Grading on the South Unit, Newberg-Gearin Corner Section of the Hillsboro-Silverton Highway in Marion and Yamhill Counties. The Commission elects to accept the bid of the low bidder, John Havlik, Jr., Scappoose, in the sum of $155,215.50 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired.

"Rock production on the Warrendale-Cascade Locks project on the Columbia River Highway in Multnomah and Hood River Counties. The Commission awarded the contract to the low bidder, Vernie Jarl, Gresham, at $35,600.00.

"North Fork Ash Creek Bridge on Polk County Road No. 852 in Polk County. The Commission referred all bids to Polk County as this is a county project.

"Grading and paving on Coe Avenue in City of Stanfield in Umatilla County. The Commission awarded the contract to the low bidder, Leslie Harris, Pendleton, at $14,939.50.

"Rock production on the Elgin-Union project on the Wallowa Lake and Cove Highways in Union County. The Commission elects to accept the bid of the low bidder, E. H. Itschner Co., Molalla, in the sum of $56,550.00, and directs the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired.

"Oiling project on the La Grande-Haines Section of the Old Oregon Trail and La Grande-North Powder Highways, in Union and Baker Counties. The Commission awarded the contract to the low bidder, Leslie Harris, Pendleton, at $37,819.20.

"Grading and paving West City Limits-Main Street Section in Beaverton on the Farmington Highway in Washington County. The Commission elects to accept the bid of the low bidder, Porter W. Yett, Portland, in the sum of $39,574.00 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of the City of Beaverton is received and the sum of $8,325.00 is deposited by the City.

"Oiling in Division No. 1 on 4 highways in the vicinity of Newberg, Beaverton, Tualatin, Oregon City and Molalla in Washington, Clackamas and Yamhill Counties. The Commission awarded the contract to the low bidder, Horton Const. Co., Portland, at $95,859.00.

"Rock production on Forest Boundary-John Day River project on the Ochoco Highway in Wheeler and Grant Counties. The Commission awarded the contract to the low bidder, Lee F. Philpott, Prineville, at $28,300.00.

Commissioner McIver brought up for discussion the appointment of a Chief Counsel to handle Highway Department legal matters. He recalled that when Mr. C. W. Enfield, former Chief Counsel, resigned to accept a position with the U. S. Bureau of Public Roads in Washington, D. C., the Commission, by appropriate resolution, appointed as his successor Mr. Robert L. May, Jr., who was then Assistant Chief Counsel, subject to confirmation by the Attorney General; however, such appointment was not approved and the position of Chief Counsel is still vacant, although Mr. May has been serving in the capacity of Acting Chief Counsel since then. He gave as his feeling that the best interests of the State would be served were the Commission to appoint a Chief Counsel that is acceptable to the Attorney General; accordingly, he placed in nomination for the position the name of Leonard I. Lindas, who has been in charge of the trial section of the legal staff for several years, with the understanding that Mr. May shall be retained as Assistant Counsel, such action to be effective April 22, 1957. He expressed appreciation for the work that Mr. May has performed, and regrets that the Attorney General did not see fit to approve him as Chief Counsel. The nomination was seconded by Commissioner Chessman and was declared unanimous by Chairman Reynolds. To implement this action the Commission thereupon adopted the attached resolution relative thereto marked EXHIBIT "D", which resolution by this reference is made a part hereof with like effect as though extended in full herein. Mr. May thanked the members of the Commission for their efforts in his behalf and he assured the Commission that he will serve as Assistant Counsel to the best of his ability. He complimented the Commission in selecting Mr. Lindas, who, he said, is a fine man and will do a good job. Mr. Lindas expressed appreciation for the appointment and advised that he will do everything possible to merit the Commission's confidence in him. He also expressed pleasure that he is to have Mr. May's help.

Chairman Reynolds brought up the matter of a restrictive clause contained in the deed the State gave to the City of Pendleton in conveying property near the Pendleton airport. At his request the Right of Way Engineer explained that the City has requested permission to use the property for commercial or industrial purposes, whereas, the deed specifies that it shall be used for public or residential purposes only. It appears that plans are underway to establish a motel on the property which cannot be accomplished under the present deed restrictions. The Engineer stated that if removal of the restrictions is agreeable with the City, there would be no reason to object to the use of this property for the purpose intended, provided no changes are allowed in access restriction. The Commission indicated a willingness to remove the present restrictions subject to such conditions and authorized Chairman Reynolds to convey the information to the City.

Chairman Reynolds brought up for discussion the functions of the Public Relations Section of the Personnel and Public Relations Division. He gave as his feeling that more can and should be done to advise the public of what the Highway Department is doing and he suggested that the Engineer and the Director of Public Relations make plans to that end. Commissioner McIver offered the suggestion that on Commission trips, for instance, it might be well to have film strips depicting activities of the Highway Department, particularly as they apply to the various communities that are visited. It was also his thought that the agency that is employed to supervise advertising for the Travel and Information Department might have some good ideas on the subject. Commissioner Chessman observed that newspapers will help if they are furnished information on highway activities, particularly as they affect the community that is served by their papers. The Engineer interposed that the idea is a very good one and that it can be put into effect with no trouble. The Director of the Travel Division expressed himself similarly and advised that no particular difficulty would be encountered in providing appropriate slides when he has been supplied with informative material.

Announcement was made by Chairman Reynolds that the Commission plans no particular changes in the organization of the State Highway Department but the Commission does wish to keep abreast of modern practices. The Commission, he explained, will spend highway funds as economically as possible in building and maintaining highways in the State. He asked the Engineer and others directly responsible to the Commission to keep the Commission advised of developments which arise between Commission meetings, so the Commission will get the information prior to the time it appears in the newspapers. He also mentioned that the Commission wants to take full responsibility for any criticism of the Highway Department, rather than the Engineers.

Also mentioned by Chairman Reynolds was the matter of expediting completion of contracts which have overrun the specified completion date. The Engineer explained that old contracts without the liquidated damage clause will soon be a thing of the past, as all contracts awarded since July, 1956 contain such clause. It was his feeling that the penalty contained in the damage clause is sufficient to make it unprofitable for contractors to overrun the specified number of working days, and that they will make a real effort to complete projects within the specified time limit. It was also his feeling that the damage clause will practically stop contractors from bidding a larger number of jobs than they can reasonably be expected to complete within the required time limits.

Chairman Reynolds requested a report at the next meeting from the County and City Relations Engineer, Mr. Clarence Swenson, concerning the duties and activities of his division.

The Acting Chief Counsel and the State Parks Superintendent reported concerning the request of the Columbia River Gorge Commission that Mr. Kenneth Wolfe be employed by the Highway Commission for the purpose of assisting in the acquisition of real property in the Columbia

River Gorge. It was pointed out that research had disclosed that Mr. Wolfe could not be employed because of his age, and that the Commission could not enter into a contract for special services with Mr. Wolfe because he is not a licensed real estate broker. The Commission was advised that the Columbia River Gorge Commission has proposed that the Highway Commission enter into a contract for special services with a third party who is a licensed real estate broker and do so with the understanding that Mr. Wolfe be employed by the real estate broker to carry on the terms of the contract, which he can do by qualifying as a licensed real estate salesman. The Acting Chief Counsel advised that this procedure would be legal, but pointed out that the Highway Commission would have no direct control over the actions of Mr. Wolfe; that it would be difficult to describe the duties to be performed with certainty; and that it would be difficult to compute the value of the services performed. It was also suggested that such a contract might be considered a subterfuge to avoid the Civil Service Laws. After considering and discussing the matter at some length, it was the decision of the Commission that the contract as suggested by the Columbia River Gorge Commission would not be approved. The Acting Chief Counsel was directed to advise the Columbia River Gorge Commission of the decision and to further assure the Columbia River Gorge Commission of its continued interest in the objectives of the Columbia River Gorge Commission and its desire to cooperate and assist in carrying out those objectives insofar as it can legally do so.

There being no further business to consider, Chairman Reynolds declared the meeting adjourned at 3:45 p. m.

State Highway Engineer

Chairman

Commissioner

Secretary

Commissioner

April 19, 1957

EXHIBITS "A" through "I-2"

MINUTES

of the

OREGON STATE HIGHWAY COMMISSION MEETING

held on

April 19, 1957

EXHIBIT "A"

Minutes of April 19, 1957

RESOLUTION

WHEREAS, in connection with the future improvement of the highway herein designated, and for the convenience and benefit of the public, it is and has been necessary to acquire property for rights of way, quarry sites, gravel or other material sites, sites for the storage of materials, and properties for other purposes authorized by statute as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the following described properties are hereby declared to be necessary for State highway, park, and other uses under the jurisdiction of the Commission, and that the several options or bases of settlement hereinafter enumerated be, and the same hereby are approved and accepted and that the attorney for the Commission be, and he hereby is, instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon, by and through its State Highway Commission. The said properties hereby ordered and authorized to be acquired are as follows:

WEST UNIT, SANDY-FOREST BOUNDARY SECTION - MT. HOOD HIGHWAY

25417 Nicholson, Harry H. and Alice (Smith)
Right of Way
Option expires September 16, 1957

0.32 acre at $1,000 per acre	$ 320.00	
Private roadway, 2,000 sq. ft. ± Excess Damages	660.00 300.00	
Amount to be paid owners - chrg to Right of Way		$1,280.00

Grantor to remove fencing and one tree within r/w 60 days from notice or same becomes property of State.

EXHIBIT "A" (Cont)

WEST UNIT, SANDY-FOREST BOUNDARY SECTION - MT. HOOD HIGHWAY - Cont

25417 Nicholson, Harry H. and Alice (Cont)

THINGS TO BE DONE BY THE STATE

Place 4" sewer pipe under hwy. at 48+00.
Construct paved 20' wide approach to r/w line.
Access: 49+50, S., residential and agricultural.
Roadway sub. to ease. to Gen. Electric Co.
and an easement to Grantors for a water line.

Access controlled -

25433 Oldenkamp, Willis and Kathleen Mae (Grant)
Right of Way
Option expires September 20, 1957

.71 acre (.4 acre Excess) at $845 per acre $600.00

Amount to be paid owners - chrg to Right of Way $600.00

Entire taking -

25412 George, Jess C. and Doris H. (Smith)
Right of Way
Option expires September 18, 1957

0.46 acre at $1,000 per acre	$ 460.00
Garden, lawn, trees and shrubs	540.00
Moving cost (Baumback bid)	3,000.00

Amount to be paid owners - chrg to Right of Way $4,000.00

House to be removed from r/w 60 days from acceptance.

THINGS TO BE DONE BY THE STATE

Construct 16' wide paved approach at 27+86.
Access: 27+86, 25' wide, S., residential and agricultural.

Access controlled -

EXHIBIT "A" (Cont)

NEWBERG-GEARIN CORNER SECTION - HILLSBORO-SILVERTON HIGHWAY

26161 Burnett, Harvey and Alta M. (Gemmell)
Right of Way
Option expires October 4, 1957

0.73 acre at $800+ per acre	$600.00
Damage	200.00

Amount to be paid owners - chrg to Right of Way $800.00

Access as approved November 8-9, 1956, File No. 25343: Stas. 82+90 and 88+10, E. and 108+40, W. for residential and agricultural.

Access controlled -

MARION COUNTY LINE-ALBANY UNIT, N. JEFFERSON JCT.-ALBANY SECTION - PACIFIC HIGHWAY

24544 Grizzel, Charles and Doris (Gemmell)
Right of Way
Option expires September 28, 1957

5.08 acres at $600 per acre	$3,048.00
Easement	250.00
Barn	2,250.00
Damage	1,000.00

Amount to be paid owners - chrg to Right of Way $6,548.00

THINGS TO BE DONE BY THE STATE

Fence right of way.

Complete restriction of access -

25064 Pacific Power & Light Company (Hart)
Right of Way
Option expires September 13, 1957

0.74 acre		$1,400.00
Reimburse Grantor for relocating poles and guying facilities	Est.	1,365 00

Amount to be paid owner - chrg to Right of Way(Est) $2,765.00

Grantor may encroach on right of way to relocate poles etc.

EXHIBIT "A" (Cont)

MARION COUNTY LINE-ALBANY UNIT, N. JEFFERSON JCT.-ALBANY SECTION - PACIFIC HIGHWAY (Cont)

25064 Pacific Power & Light Company (Cont)

THINGS TO BE DONE BY THE STATE

Provide W. frontage road. Reconstruct approach road.

Complete restriction of access except to frontage road -

(Friess)

25483 LeHigh, Inc.
Right of Way
Option expires October 2, 1957

0.09 acre	$100.00	
Amount to be paid owner - chrg to Right of Way		$100.00

THINGS TO BE DONE BY THE STATE

Fence right of way.

Complete restriction of access -

LINN COUNTY LINE-JUDKINS POINT UNIT, ALBANY-JUDKINS POINT SECTION - PACIFIC HIGHWAY

(Allen)

25309 Cockerline, Mary B.
Right of Way
Option expires September 30, 1957

5.23 acres (1.58 acres Excess) at $700+ per acre	$3,700.00	
Damage	300.00	
Amount to be paid owner - chrg to Right of Way		$4,000.00

Grantor reserves right to harvest crops planted or being planted until construction begins but not later than September 1, 1957.

Access controlled - none allowed -

(Allen)

25310 Relyea, Blanche I.
Right of Way
Option expires October 1, 1957

.97 acre at $650+ per acre	$650.00	
Amount to be paid owner - chrg to Right of Way		$650.00

EXHIBIT "A" (Cont)

LINN COUNTY LINE-JUDKINS POINT UNIT, ALBANY-JUDKINS POINT SECTION - PACIFIC HIGHWAY -(CONT)

25310 Relyea, Blanche I. (Cont)

Grantor to have unrestricted access to service road being built on property.

Access controlled - none allowed -

FERRY STREET BRIDGE-FREEWAY SECTION - EUGENE-SPRINGFIELD HIGHWAY

24916 Wolf, Raymond J. and Betty M. (Curfman)
Right of Way
Option expires October 2, 1957

8,700 sq. ft. at $2.50 per sq. ft.	$21,750.00
192 sq. ft. service sta. bldg. and improvements	8,250.00
Amount to be paid owners - chrg to Right of Way	$30,000.00

Grantors to have right of rental for 1 year at $200 per month, unless property needed by State, in which case Grantors to vacate on 30 day notice

Entire taking -

WINCHESTER-SHADY POINT SECTION - PACIFIC HIGHWAY

25778 Ware, Darley E. and Wanda M. (Morgan)
Slope Easement
Easement signed March 22, 1957

0.92 acres slope easement	$200.00
Amount to be paid owners - chrg to Right of Way	$200.00

THINGS TO BE DONE BY THE STATE

State has right of entry to reconstruct and maintain the fence and Grantors' road and to correct slide condition.

Access not controlled -

JUMPOFF JOE CREEK-GRANTS PASS SECTION - PACIFIC HIGHWAY

23337 Mooney, Jack and Ruth M. (Riley)
Slope Easement
Option expires October 1, 1957

EXHIBIT "A" (Cont)

JUMPOFF JOE CREEK-GRANTS PASS SECTION - PACIFIC HIGHWAY (Cont)

23337 Mooney, Jack and Ruth M. (Cont)

Slope easement, .08 acre $175.00

Amount to be paid owners - chrg to Right of Way $175.00

Grantors to notify owners to remove signs 30 days after acceptance.

THINGS TO BE DONE BY THE STATE

Reconstruct 25 foot driveway.

Access not controlled -

23341 Whitney, B. M. and Estella (Riley)
Right of Way
Option expires September 30, 1957

2,178 sq. ft. at $0.10 per sq. ft. $217.80
To move 2 signs and post light 150.00

Amount to be paid owners - chrg to Right of Way $367.80

Grantors to move signs and light 30 days from acceptance.

THINGS TO BE DONE BY THE STATE

Reconstruct driveways approx. Stas. 1231+30 and 1232+45.
Cut 4 trees in r/w and remove to Grantors' property.
Connect drain to storm sewer.

Access not controlled -

23342 Neely, Roy E. and Myrtle (Riley)
Right of Way
Option expires October 1, 1957

1,463 sq. ft at $0.10 per sq. ft. $146.30

Amount to be paid owners - chrg to Right of Way $146.30

THINGS TO BE DONE BY THE STATE

Construct road approach at Sta. 1233+50.

Access not controlled -

EXHIBIT "A" (Cont)

JUMPOFF JOE CREEK-GRANTS PASS SECTION - PACIFIC HIGHWAY(Cont)

23343 Laity, Horace J. et al (Riley)
Right of Way
Option expires September 30, 1957

910 sq. ft at $0.10 per sq. ft.	$91.00	
To move small sign	9.00	
Amount to be paid owners - chrg to Right of Way		$100.00

Grantors to move sign 30 days after acceptance.

THINGS TO BE DONE BY THE STATE

Reconstruct driveway.

Access not controlled -

5th & CALIFORNIA STREET-CITY OF JACKSONVILLE SECTION - MEDFORD-PROVOLT HIGHWAY

25981 Pacific Telephone & Telegraph Co. (Curfman)
Right of Way
Option expires September 30, 1957

25 sq. ft.	$25.00	
Amount to be paid owner - chrg to Right of Way		$25.00

THINGS TO BE DONE BY THE STATE

If pipe cannot be placed between phone booth and sidewalk State to grant permanent easement for 5" pipe along edge of sidewalk and move pipe if necessary.

Access not controlled -

GOLD BEACH -HUNTERS CREEK UNIT, GOLD BEACH-CAPE SEBASTIAN SECTION - OREGON COAST HIGHWAY

25819 Doyle, Sylvia et al (Riley)
Slope Easement
Option expires September 30, 1957

Slope easement	$ 10.00	
Amount to be paid owners - chrg to Right of Way		$ 10.00

Access: 45+30, E., unrestricted.

Access controlled -

28190

EXHIBIT "A" (Cont)

NORTH UNIT, PENDLETON PILOT ROCK SECTION - PENDLETON-JOHN DAY HIGHWAY

(Chatwood)

26088 Luck, Garnet E.
Right of Way
Option expires September 24, 1957

2,560 sq. ft., lump sum $1,253.80

Amount to be paid owner - chrg to Right of Way $1,253.80

THINGS TO BE DONE BY THE STATE

Construct new 8' high board fence on r/w from 187+70 to 191+56.
Access: 189+73 and 188+80, E., unrestricted.

Access controlled -

BOULDER GORGE SECTION - SUMPTER VALLEY HIGHWAY

(Chatwood)

23830 Roda, C. F. and Beulah B.
Gravel Pit and Stockpile
Lease expires September 19, 1981

Lease for 25 years, 7.35 acres $600.00

Amount to be paid owners - chrg to Gravel Pit $ 600.00

Lessor shall have right to remove topsoil that has been scraped aside and not used by State for a period of one year thereafter.

THINGS TO BE DONE BY THE STATE

Construct a cattle guard at entrance of haul road and construct, where practicable to maintain, approx. 156 rods livestock proof fence surrounding property Estimate $ 868.00

GRAND TOTAL (Estimated cost) 1,468.00

EAST UNIT, BLACK BRIDGE-RICHLAND SECTION - BAKER-HOMESTEAD HIGHWAY

26011 Hewitt, Jim R. and Marjorie M. CORRECTION REPORT (Brainerd)
Right of Way and Construction Easements
Option expires September 28, 1957

0.29 acre at $250 per acre $ 72.50
2 ditch const. easements, 0.17 acre Gratis

EXHIBIT "A" (Cont)

EAST UNIT, BLACK BRIDGE-RICHLAND SECTION - BAKER-HOMESTEAD HIGHWAY (Cont)

26011 Hewitt, Jim R. and Marjorie M. (Cont)

43 rods woven wire fence at $3.50 per rod	$ 150.50
Allow for damage	350.00
Moving house (Edward Moeller bid)	2,095.95

Amount to be paid owners - chrg to Right of Way $2,668.95

Access: 1945+70, W., unrestricted.

This supersedes and cancels 2-28, 3-1, 1957 approval for $573.

Access controlled -

26016 Greene, Russell J. and Mildred Lura CORRECTION REPORT (Chatwood)
Right of Way and Construction Easement
Option expires September 30, 1957

0.09 acre, ditch easement	Gratis
1.55 acres at $250 per acre	$ 387.50
203 rods woven wire fence at $3.50 per rod	710.50
Damage	250.00

Amount to be paid owners - chrg to Right of Way $1,348.00

THINGS TO BE DONE BY THE STATE

Protect and re-est. irrigation and drainage systems where necessary and establish drain system for irrigation waste water. Barricade old hwy. at approx. 2043+50, and blacktop surface not to be disturbed. Vacate that portion of old road, approx 2031+70 to 2043+50, to Baker County within 90 days after completion of new road. Access: 2024+00 and 2031+10, N. and 2027+25, S., unrestricted.
This supersedes and cancels previous 2-28, 3-1, 1957 approval for $1,315.50.

Access controlled -

26089 Blank, Earl A. and Marie CORRECTION REPORT (Chatwood)
Right of Way and Construction Easement
Option expires September 30, 1957

28192

EXHIBIT "A" (Cont)

EAST UNIT, BLACK BRIDGE-RICHLAND SECTION - BAKER-HOMESTEAD HIGHWAY (Cont)

26089 Blank, Earl A. and Marie (Cont)

1 ditch cons. easement, 0.1 acre	Gratis	
0.15 acre	$ 74.00	
36 rods woven wire fence at $3.50 per rod	126.00	
Amount to be paid owners - chrg to Right of Way		$200.00

THINGS TO BE DONE BY THE STATE

Protect and re-est. irrigation system if disturbed.
Install guard rail where necessary between 2045+00 to 2046+00. Estimated cost - $100.00
Access: 2045+37 and 2045+90, N.E., unrestricted.
This supersedes and cancels previous 2-28, 3-1, 1957 approval for $1,159.

Access controlled -

26031 Allen, Edward W. and Alma G. SUPPLEMENTAL REPORT (Chatwood)
Right of Way and Construction Easement
Letter signed April 1, 1957

79 rods barb wire fence at $3 per rod	$ 237.00	
Amount to be paid owners - chrg to Right of Way		$ 237.00

Previous $270 approval February 28-March 1, 1957
Grantors now to do fencing.

Access controlled -

26200 Skooras and Nicolescu (Brainerd)
Right of Way
Option expires September 30, 1957

0 03 acre	$25.00	
Amount to be paid owners - chrg to Right of Way		$25.00

Access as on 26012 approved March 28-29, 1957, 1981+80, W., unrestricted.

Access controlled -

EXHIBIT "A" (Cont)

EAST UNIT, BLACK BRIDGE-RICHLAND SECTION -BAKER-HOMESTEAD HIGHWAY (CONT)

26233 Skooras & Nicolescu (Brainerd)
Right of Way
Option expires September 30, 1957

0.21 acre	$ 50.00	
Amount to be paid owners - chrg to Right of Way		$50.00

Access as on 26009 approved March 28-29, 1957: 1920+00, 1966+00, N.; 1920+00, 1973+00, S.; 1934+20, 1949+53, 1955+95, E.; 1949+53 and 1955+95, W., all unrestricted.

Access controlled -

SIXTH & SEVENTH STS. GRANTS PASS SECTION - PACIFIC HIGHWAY

23334 Stertman, Olaf (Riley)
Right of Way
Option expires October 7, 1957

550 sq. ft. at $0.10 per sq. ft.	$ 55.00	
Loss of spring	100.00	
Amount to be paid owner - chrg to Right of Way		$155.00

Grantor may salvage brick in spring.

THINGS TO BE DONE BY THE STATE

Reconstruct driveway.

Access not controlled -

23340 Howe, Claude et al (Riley)
Right of Way
Option expires October 1, 1957

780 sq. ft. at $0.10 per sq. ft.	$ 78.00	
Damage	100.00	
Amount to be paid owners - chrg to Right of Way		$178.00

Grantors may salvage fence, shrubs and tile within 30 days after notice.

THINGS TO BE DONE BY THE STATE

Reconstruct driveway.

Access not controlled -

EXHIBIT "A" (Cont)

MARION COUNTY LINE-ALBANY UNIT, N. JEFFERSON JCT. - ALBANY SECTION - PACIFIC HIGHWAY

25112 Smith, Harold E. and Lena B. (Friess)
Right of Way
Option expires October 8, 1957

.017 acre	$50.00	
Amount to be paid owners - chrg to Right of Way		$50.00

THINGS TO BE DONE BY THE STATE

Provide E. frontage road.

Complete restriction of access except to frontage road -

25485 Hill, William D. and Edna M. (Friess)
Right of Way
Option expires October 8, 1957

0.6 acre	$500.00	
Amount to be paid owners - chrg to Right of Way		$500.00

THINGS TO BE DONE BY THE STATE

Fence right of way.

Complete restriction of access -

WEST UNIT, SANDY-FOREST BOUNDARY SECTION - MT HOOD HIGHWAY

25560 Nelson, Woodrow George and Betty J. (Stuntz)
Right of Way
Option expires October 8, 1957

0.28 acre at $1,000 per acre	$ 280.00	
Trees and berries	250.00	
Damage	507.00	
Amount to be paid owners - chrg to Right of Way		$1,037.00

THINGS TO BE DONE BY THE STATE

Construct approach road at Sta. 222+10.
Access: 222+10 and 223+88, S., residential and agricultural.

Access controlled -

EXHIBIT "A" (Cont)

GRANTS PASS (6th & 7th STS) SECTION - PACIFIC HIGHWAY

26133 Butterfield, James C. and Anna D. (Allen)
Right of Way
Option expires October 9, 1957

0.07 acre	$ 500.00
8 trees at $25 per tree	200.00

Amount to be paid owners - chrg to Right of Way $ 700 00

Grantors to have privilege of harvesting crops that have been planted or are being planted until construction begins but not later than October 15, 1957, and to remove fruit trees if done before construction begins.

Access not controlled -

26134 Sii kanen, Otto and Anna (Allen)
Right of Way
Option expires October 8, 1957

0.15 acre (0.04 acre Excess)	$1,300.00
House and porch, 808 sq. ft.	4,352.00
Garage, 608 sq. ft. at $4+ per sq. ft.	2,448 00

Amount to be paid owners - chrg to Right of Way $8,100.00

Grantors to vacate 30 days after acceptance.

Entire taking -

CONNERS CREEK SECTION- OREGON COAST HIGHWAY

26249 Fox, Loretta E. et al (Morgan)
Right of Way and Channel Change
Option expires October 7, 1957

0.03 acre, channel change easement	
0.5 acre at $400 per acre	$200.00
1.34 acre at $100 per acre	134.00
1 M timber at $16 per M	16.00
37½ rods fencing at $4 per rod	150.00

Amount to be paid owners - chrg to Right of Way $500.00

THINGS TO BE DONE BY THE STATE
Extend present stock underpass through new fill and install concrete apron at E. end.
Access: 479+30, W., and 477+00, E., residential, timber and agricultural.

Access controlled -

EXHIBIT "A" (Cont)

NEWBERG-GEARIN CORNER SECTION - HILLSBORO-SILVERTON HIGHWAY

26160 Masonic Lodge et al (Gemmell)
Right of Way
Option expires October 9, 1957

0.53 acre, lump sum	$300.00	
Amount to be paid owners - chrg to Right of Way		$300.00

Grantors to remove buildings by July 1, 1957.

THINGS TO BE DONE BY THE STATE

Construct approach at 103+00, E.
Access: 103+00, E., residential and agricultural.

Access controlled -

26159 Bonar, Lester and Helena M. (Gemmell)
Right of Way
Option expires October 11, 1957

1.04 acres at $300- per acre	$300.00	
20 trees at $15 per tree	300.00	
Amount to be paid owners - chrg to Right of Way		$600.00

THINGS TO BEDONE BY THE STATE

Construct approaches 93+50 and 103+00.
Access: 93+50 and 103+00, W., residential and agricultural.

Access controlled -

ONTARIO-SNAKE RIVER SECTION - OLD OREGON TRAIL HIGHWAY

23937 Kendall, Alford L. and Leda H. (Chatwood)
Right of Way
Option expires October 4, 1957

0.50 acre at $1,500 per acre, 0.03 acre at $100 per A.	$ 753.00	
House, 604 sq. ft. at $4 per sq. ft.	2,416.00	
Outbuildings	225.00	
Well and pump	200.00	
Landscaping	106.00	
Amount to be paid owners - chrg to Right of Way		$3,700.00

Grantors to vacate 30 days after payment.

Entire taking -

EXHIBIT "A" (Cont)

PENDLETON-ADAMS SECTION - OREGON-WASHINGTON HIGHWAY

25992 Bureau of Indian Affairs — SUPPLEMENTAL REPORT (Chatwood)
Right of Way

State to re-establish 224 rods barb wire fence at $3 per rod — Estimated $672.00

Amount to be paid owners - chrg to Right of Way (Est) $672.00

Previous March 28-29, 1957 $500 approval did not include fencing.

Access not controlled -

HAVANA SECTION - HAVANA-HELIX HIGHWAY

26247 Steele, Jack et al (Chatwood)
Quarry Site
Option expires September 29, 1957

1.2 acres at $300 per acre $360.00

Amount to be paid owners - chrg to Quarry Site $360.00

MARION COUNTY LINE-ALBANY UNIT, N. JEFFERSON JCT. - ALBANY SECTION - PACIFIC HIGHWAY

25109 Polley, E. L. et al (Friess)
Right of Way
Option expires October 11, 1957

0.12 acre $250.00

Amount to be paid owners - chrg to Right of Way $250.00

THINGS TO BE DONE BY THE STATE

Provide E. frontage road. Fence right of way.

Access controlled - except to frontage road -

24548 Stowe; Govro; Salmon; Stevenson; Underwood et al (Gemmell)
Right of Way and Borrow Area
Option expires October 8, 1957

EXHIBIT "A" (Cont)

MARION COUNTY LINE-ALBANY UNIT, N. JEFFERSON JCT.- ALBANY SECTION - PACIFIC HIGHWAY (Cont)

24548 Stowe; Govro; Salmon; Stevenson; Underwood et al (Cont)

3.3 acres at $250 per acre	$ 825.00	
10.0 acres at $500 per acre	5,000.00	
To build road in lieu of direct access	3,350.00	
Additional 800 feet of roadway	1,500.00	
Crop loss	200.00	
Amount to be paid Stowes		$ 5,825.00
Amount to be paid Govro		3,350.00
Amount to be paid Salmon and Stevenson		1,500.00
Amount to be paid Underwood		200.00
GRAND TOTAL - chrg to Right of Way		$10,875.00

THINGS TO BE DONE BY THE STATE

Fence right of way. Construct approach at "A" Leg 19+50, W.
Access: "A" Leg 19+50, W., unrestricted.

Access controlled -

GRANTS PASS (6th & 7th Sts) SECTION - PACIFIC HIGHWAY

23333 Anderson, Edith S. et al (Riley)
Right of Way
Option expires September 30, 1957

1,100 sq. ft. at $0.10 per sq. ft.	$110.00	
Amount to be paid owners - chrg to Right of Way		$110.00

THINGS TO BE DONE BY THE STATE

Reconstruct driveway

Access not controlled -

B. P. R. PROJECT

HINSDALE SLOUGH LUDER CREEK SECTION - UMPQUA HIGHWAY

26354 Magill, Howard H., Hail, D. D. et al (Curfman)

EXHIBIT "A" (Cont)

B.P.R. PROJECT (Cont)

HINSDALE SLOUGH-LUDER CREEK SECTION - UMPQUA HIGHWAY (Cont)

26354 Magill, Howard H.; Hail, D. D. et al (Cont)
Right of Way
Option expires September 17, 1957

8,600 sq. ft. at $0.06 per sq. ft.	$516.00
Amount to be paid Hails - chrg to Right of Way	$516.00

Access: 579+25, N., unrestricted.

Access controlled -

PEACH-JONESBORO UNIT, JUNTURA-VALE SECTION - CENTRAL OREGON HIGHWAY

25736 Jones, Denzil E. et al (Chatwood)
Right of Way
Option expires October 3, 1957

1.5 acre at $400 per acre	$ 600.00
3.0 acres at $300 per acre	900.00
4.0 acres at $75 per acre	300.00
4.9 acres at $10 per acre	49.00
911 rods barb wire fence at $3 per rod	2,733.00
Damage	400.00
Amount to be paid owners - chrg to Right of Way	$4,982.00

Grantor to have right to attach stock fence to guard rail where necessary, and to fence to toe of fill between Stas. 660+00 and 665+00.

THINGS TO BE DONE BY THE STATE

Cattle guard at 598+15 to stay inside r/w and stock scales to stay inside r/w, until moved or abondoned, at 596+30. Protect and re-establish irrigation system, where disturbed.

Access: 533+25, 569+25, 590+80, 597+75, 614+65, 632+80, 647+75, 655+50, and 680+00, N., 529+75, 593+10, 596+75, 614+65, 632+80, 647+75 and 659+50, S., all agricultural and 598+15, S., residential and agricultural.

Access controlled -

28200

EXHIBIT "A" (Cont)

EAST UNIT, BLACK BRIDGE-RICHLAND SECTION - BAKER-HOMESTEAD HIGHWAY

26201 Burnside, Lanta M. (Chatwood)
Easement for road and ditch construction
Option expires October 8, 1957

0.19 acre, temporary easement	Gratis	
Damage	$150.00	
Amount to be paid owner - chrg to Right of Way		$150.00

26026 Densley, John W. and Belva Dean CORRECTION REPORT (Chatwood)
Right of Way and Easements for ditch construction
Option expires October 9, 1957

4 easements, 0.64 acre	Gratis	
0.75 acre at $400 per acre, 0.95 A. at $250/A.	$537.50	
230 rods woven wire fence at $3.50 per rod	805.00	
Amount to be paid owners - chrg to Right of Way		$1,342.50

Grantor to re-establish 3 weirs in irrigation system.
Grantor to leave present lawn and fence inside r/w

THINGS TO BE DONE BY THE STATE

Protect and re-establish irrigation systems where disturbed.
Construct 84 inch cattle underpass at 2060+50.

Access: 2058+50, N., and 2061+96, 2071+65, 2072+15 and 2074+65, S., unrestricted.

This supersedes and cancels previous $1,442.50 of February 28, March 1, 1957 approval.

Access controlled -

GILLESPIE CORNERS-COUNTY LINE SECTION - TERRITORIAL HIGHWAY

13392A Oregon Electric Railway Company (Saling)
Lease for Stockpile Site
Lease signed 4/12/57

Renewal of Ground Lease for 5 year term, June 1, 1957 to June 1, 1962, rent $2 per year, 0.31 acre	$10.00	
Amount to be paid owners - chrg to Stockpile Site		$10.00

EXHIBIT "A" (Cont)

WEST UNIT, SANDY-FOREST BOUNDARY SECTION - MT. HOOD HIGHWAY

25434 Keyser, Carl C. (Grant)
Right of Way
Option expires October 1, 1957

.28 acre	$ 125.00
Improvements	150 00
Damage	975.00
Amount to be paid owner - chrg to Right of Way	$1,250.00

Access: 89+25, N., residential.

Access controlled -

N. JEFFERSON JCT-SANTIAM RIVER UNIT N. JEFFERSON JCT. - ALBANY SECTION - PACIFIC HIGHWAY

26378 Abney, Ray R. et al (Friess)
Right of Way
Option expires October 14, 1957

0.07 acre	$ 35.00
Amount to be paid owners - chrg to Right of Way	$ 35 00

Complete restriction of access -

CHENOWETH PARK-DEADY SECTION-PACIFIC HIGHWAY

26141 Garrett, Charles P. and Myrtle S. (Morgan)
Slide Removal Easement
Option expires October 9, 1957

1.19 acre easement	$1 00
Amount to be paid owners - chrg to Right of Way	$1 00

THINGS TO BE DONE BY THE STATE

Maintain grantors' roadway across easement

Access controlled -

EXHIBIT "A" (Cont)

SHADY-BOOTH RANCH SECTION - PACIFIC HIGHWAY

26076 Cooper, M. M. and Etta M. CORRECTION REPORT (Morgan)
Right of Way and Slide Correction
Option expires October 14, 1957

11. 7± acres	$750.00	
Amount to be paid owners - chrg to Right of Way		$750.00

Grantor may remove wood piled on taking before October 30, 1957.

Cancels and supersedes previous approval 3/28/57 for 3.09 acre, $309.00.

Access controlled -

NEWBERG-GEARIN CORNER SECTION - HILLSBORO-SILVERTON HIGHWAY

26164 Gearin, Walter J. and Alice M. (Gemmell)
Right of Way and Borrow Area
Option expires October 17, 1957

0.14 acre at $400+ per acre	$ 60.00	
1.44 acres at $300+ per acre	440.00	
Amount to be paid owners - chrg to Right of Way		$500.00

Lease on 1.44 acres to expire July 1, 1959, or when project completed.

THINGS TO BE DONE BY THE STATE

Fence off area of borrow area so as to enclose Grantors' field. At end of lease period, State to remove said fence and refence existing property line between portions of borrow area. Lease area not to be lowered less than adjacent hwy.

Access: 180+80, W., farming and residential.

Access controlled -

26165 Gearin, John A. (Gemmell)
Right of Way
Option expires October 17, 1957

0.79 acre	$300.00
2 trees at $25 each	50.00
60 rods fencing	300.00

EXHIBIT "A" (Cont)

NEWBERG-GEARIN CORNER SECTION - HILLSBORO-SILVERTON HIGHWAY (Cont)

26165 Gearin, John A. (Cont)

Amount to be paid owner - chrg to Right of Way $650.00

THINGS TO BE DONE BY THE STATE

Pay cost of relocating electric poles.

Access not controlled -

DELMAR-COALEDO SECTION - OREGON COAST HIGHWAY

26446 Hunt, Harry H. et al (Morgan)
Slide Correction
Option expires October 16, 1957

0.19 acre	$ 95.00
Replacing spring and pipe line	505.00

Amount to be paid owners - chrg to Right of Way $600.00

Grantors reserve right of developing and maintaining spring opposite Station 544.

THINGS TO BE DONE BY THE STATE

Install conduit under old hwy. through which Grantors may place water pipe.
Access: 547+25, E., unrestricted to old hwy only.

Complete restriction of access - except to old hwy.

28204

EXHIBIT "B-1"

Minutes of April 19, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; weighing stations; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part, relocate, construct, improve and maintain the Sandy-Forest Boundary Section of the Mt. Hood Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened in part, relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the "Throughway Law"; and

WHEREAS, for the purpose of widening in part, relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the

EXHIBIT "B-1" (Cont)

Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The State Highway Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening in part, relocation, construction, improvement and maintenance of the said Sandy-Forest Boundary Section of the Mt. Hood Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said widened and relocated Mt. Hood Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A". *

3. That the widening in part, relocation, construction, improvement and maintenance of the Sandy-Forest Boundary Section of the Mt. Hood Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his

EXHIBIT "B-1" (Cont)

judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 19th day of April, 1957, as Condemnation Resolution No. 774.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 774, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "B-2"

Minutes of April 19, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites, or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways; and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate in part, widen, construct, improve and maintain the North Jefferson Junction-Albany Section of the Pacific Highway East; and

WHEREAS, the Highway Commission has, by a resolution, ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and

EXHIBIT "B-2" (Cont)

the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating in part, widening, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation in part, widening, construction, improvement and maintenance of the said North Jefferson Junction-Albany Section of the Pacific Highway East, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the state and the owners should be acquired are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said widened and relocated Pacific Highway East and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property, except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A".*

3 That the relocation in part, widening, construction, improvement and maintenance of the said North Jefferson Junction-Albany Section of the Pacific Highway East and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken, is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking,

EXHIBIT "B-2" (Cont)

and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 19th day of April, 1957, as Condemnation Resolution No. 775.

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*FOOTNOTE:

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 775, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

28210

EXHIBIT "B-3"

Minutes of April 19, 1957

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to locate, construct, improve and maintain the Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be located, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the

EXHIBIT "B-3" (Cont)

owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the location, construction, improvement and maintenance of the said Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said Portland-Salem Expressway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property.

3. That the location, construction, improvement and maintenance of the said Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

EXHIBIT "B-3" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 19th day of April, 1957, as Condemnation Resolution No. 776.

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* FOOTNOTE

The name of the property owner and the detail descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 776, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "B-4"

Minutes of April 19, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; roadside developments; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Jumpoff Joe Creek-Grants Pass Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the

owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required for the convenience of the public and the general welfare and pleasure of the motoring public fee simple title to certain parcels of real property for the development and maintenance of a roadside development. The said parcels of real property needed and required, and the specific use to be made thereof are more particularly described in the attached Exhibit "A", under the name of the record owner or reputed owner, and the Commission's file number and said Exhibit "A" are by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2 The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Jumpoff Joe Creek-Grants Pass Section of the Pacific Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

3. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property, except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A". *

EXHIBIT "B-4" (Cont)

4. That the relocation, construction, improvement and maintenance of the said Jumpoff Joe Creek-Grants Pass Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

5. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

6. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

7. That this resolution be entered in full in the minutes and records of the Commission this 19th day of April, 1957, as Condemnation Resolution No. 777.

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* FOOTNOTE

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 777, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

28216

EXHIBIT "B-5"

Minutes of April 19, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access deemed by the Highway Commission necessary for highway purposes, to wit: for rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street, quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part, relocate, construct, improve and maintain the Conner Creek Section of the Oregon Coast Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the "Throughway Law"; and

WHEREAS, for the purpose of relocating, constructing, improving, and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and

EXHIBIT "B-5" (Cont)

from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The State Highway Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening in part, relocation, construction, improvement and maintenance of the said Conner Creek Section of the Oregon Coast Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said widened and relocated Conner Creek Section of the Oregon Coast Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A". *

3. That the widening in part, relocation, construction, improvement and maintenance of the said Conner Creek Section of the Oregon Coast Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his

judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 19th day of April, 1957, as Condemnation Resolution No. 778.

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*FOOTNOTE

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 778, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "B-6"

Minutes of April 19, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; maintenance sites, quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials, approach or hauling roads, connecting roads, frontage road, highway drainage, drainage tunnels, or for the elimination or prevention of hazardous points of entry from adjacent property to state highways, or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, the said Commission is required to designate, locate, relocate, construct and maintain in the State of Oregon a system of highways, including all necessary bridges and culverts; and,

WHEREAS, for the purpose of constructing and maintaining highways of the state highway system, the Commission plans and proposes to acquire certain real property for the construction and maintenance of a maintenance site for use in connection with the construction and maintenance of highways of the state highway system; and,

WHEREAS, said Commission is authorized to take fee simple title to said real property,

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, as follows:

1. The Commission does hereby find and declare that there is needed and required for the construction and maintenance of a maintenance site for use in connection with the construction, improvement, betterment and maintenance of highways of the state highway system fee simple title to a parcel of real property located in Coos County, Oregon, and described as follows, to wit:

File No. R-25980 - Ray Gibney and Marian Gibney

A parcel of land lying in the Northeast quarter of the Northeast quarter ($NE\frac{1}{4}$ $NE\frac{1}{4}$) of section 27, Township 26 South, Range 13 West, Willamette Meridian, Coos County, Oregon, and being that tract of

EXHIBIT "B-6" (Cont)

land described in that certain deed to Ray Gibney and Marian Gibney, recorded in Book 212, Page 128 of Coos County Records of Deeds; the said parcel being that portion of said Northeast quarter of the Northeast quarter ($NE\frac{1}{4}$ $NE\frac{1}{4}$) lying Southeasterly of the Oregon Coast Highway; said parcel being more particularly described as follows:

Beginning at the Southeast corner of said Northeast quarter of the Northeast quarter ($NE\frac{1}{4}$ $NE\frac{1}{4}$); thence West along the South line of said Northeast quarter of the Northeast quarter ($NE\frac{1}{4}$ $NE\frac{1}{4}$) 140 feet, more or less, to a point 50 feet East of the center line of the Oregon Coast Highway; thence Northeasterly, 50 feet Easterly of and parallel to said Highway, 420 feet, more or less, to the East line of said Section 27; thence South along said Section line to the place of beginning.

The parcel of land to which this description applies contains 0.63 acre.

2. That the highway facility for which the said parcel of property is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcel of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcel of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 19th day of April, 1957, as Condemnation Resolution No. 779.

EXHIBIT "B-7"

Minutes of April 19, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels, or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public, and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Gold Beach-Cape Sebastian Section of the Oregon Coast Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and

EXHIBIT "B-7" (Cont)

from the said highway should be controlled.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Gold Beach-Cape Sebastian Section of the Oregon Coast Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Oregon Coast Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property, except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A". *

3 That the relocation, construction, improvement and maintenance of the said Gold Beach-Cape Sebastian Section of the Oregon Coast Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4 That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records

EXHIBIT "B-7" (Cont)

of the Commission this 19th day of April, 1957, as Condemnation Resolution No. 780.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 780, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

28224

EXHIBIT "B-8"

Minutes of April 19, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, or donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the State Highway Commission necessary for the preservation of scenic places and other objects of attraction or scenic value adjacent to or along, or in close proximity to, state highways, or which may be conveniently reached from or by a public highway; and the Highway Commission is also authorized and empowered to acquire land and ground necessary for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds, or resorts, forest or timbered areas, or other places of attraction and scenic value which, in the judgment of the Commission, are necessary for the convenience of the public and which will contribute to the general welfare and pleasure of the motoring public or road users; and

WHEREAS, the Buena Vista Ocean Wayside has been established by and is under the jurisdiction and control of the State Highway Commission; and

WHEREAS, the State Highway Commission plans and proposes to enlarge, develop, and maintain the Buena Vista Ocean Wayside for public park and recreational purposes and for the convenience of the public and general welfare and pleasure of the motoring public using the highways of the State of Oregon and for such purposes and in connection therewith the real property hereinafter described is necessary;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1 The Commission does hereby find and declare that there is needed and required for public park and recreational purposes for use in the enlargement, development, and maintenance of the Buena Vista Ocean Wayside fee simple title to certain parcels of real property. The said parcels of real property needed and required, and the specific use to be made thereof are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full *

2 That the above-described real property and the park and recreational purposes for which it is being acquired is necessary for the convenience of the public and will contribute to the general welfare and pleasure of the motoring public or road user.

EXHIBIT "B-8"(Cont)

3. That the park and recreational facilities for which the aforesaid real property is required and is being taken have been planned, designed, located, and will be constructed, developed, and maintained in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 19th day of April, 1957, as Condemnation Resolution No. 781.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 781, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

28226

EXHIBIT "B-9"

Minutes of April 19, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels, or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Black Bridge-Richland Section of the Baker Homestead Highway; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The State Highway Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Black Bridge-Richland Section of the Baker Homestead Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

EXHIBIT "B-9" (Cont)

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the relocated and improved Oregon Coast Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property, provided, however, that there shall be reserved unto the respective owners, their heirs and assigns, for service of the respective remaining land, such access reservations as are noted as to each parcel or parcels on the said attached list marked Exhibit "A". *

3. That the relocation, construction, improvement and maintenance of the said Black Bridge-Richland Section of the Baker Homestead Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 19th day of April, 1957, as Condemnation Resolution No. 782.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 782, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

28228

EXHIBIT "B-10"

Minutes of April 19, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street, quarry sites, gravel pits, storage sites, stock pile sites , or for the acquisition or manufacture of roadbuilding materials, approach or hauling roads, connecting roads, frontage road, highway drainage, drainage tunnels, or for the elimination or prevention of hazardous points of entry from adjacent property to state highways, or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, the said Commission is required to designate, locate, relocate, construct and maintain in the State of Oregon a system of highways, including all necessary bridges and culverts; and,

WHEREAS, for the purpose of constructing and maintaining highways of the state highway system, the Commission plans and proposes to acquire certain real property for the acquisition of roadbuilding materials for use in connection with the construction and maintenance of highways of the state highway system and right of way for a haul road; and,

WHEREAS, said Commission is authorized to take fee simple title to said real property.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement,betterment and maintenance of highways of the state highway system, certain interests in or fee simple title to a certain parcel of real property. The said parcel of real property, or particular interest therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, is more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

EXHIBIT "B-10" (Cont)

2. That the highway facilities for which the said parcel of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcel of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcel of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 19th day of April, 1957, as Condemnation Resolution No. 783.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 783, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

28230

EXHIBIT "B-11"

Minutes of April 19, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Pacific Highway West; and

WHEREAS, for the purpose of widening, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED, by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said Pacific Highway West, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

EXHIBIT "B-11" (Cont)

2. That the widening, improvement and maintenance of the said Pacific Highway West and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 19th day of April, 1957, as Condemnation Resolution No. 784.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 784, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

28232

EXHIBIT "B-12"

Minutes of April 19, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; weighing stations; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part, relocate, construct, improve and maintain the Sandy-Forest Boundary Section of the Mt. Hood Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened in part, relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the "Throughway Law"; and

WHEREAS, for the purpose of widening in part, relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the

real properties hereinafter described are necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The State Highway Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening in part, relocation, construction, improvement and maintenance of the said Sandy-Forest Boundary Section of the Mt. Hood Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said widened and relocated Mt. Hood Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A".*

3. That the widening in part, relocation, construction, improvement and maintenenace of the Sandy-Forest Boundary Section of the Mt. Hood Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

EXHIBIT "B-12" (Cont)

6. That this resolution be entered in full in the minutes and records of the Commission this 19th day of April, 1957, as Condemnation Resolution No. 785.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 785, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "B-13"

Minutes of April 19, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Newberg-Gerin Corner Section of the Hillsboro-Silverton Highway; and

WHEREAS, under the provisions of Oregon Revised Statutes 374.405, no rights in or to any state highway, including what is known as right of access, shall accrue to any real property abutting upon any portion of any state highway constructed, re located or reconstructed after May 12, 1951, upon right of way, no part of the width of which was acquired prior to May 12, 1951, for public use as a highway, by reason of the real property abutting upon the state highway; and

WHEREAS, under the provisions of Oregon Revised Statutes 374.410, the State Highway Commission shall, in connection with any acquisition of real property for right of way for any state highway, prescribe and define the location, width, nature and extent of any right of access that may be permitted by the Commission to pertain to real property described in Oregon Revised Statutes 374.405; and

WHEREAS, portions of the Newberg-Gerin Corner Section of the Hillsboro-Silverton Highway will be relocated, constructed or reconstructed upon right of way, no part of the width of which was acquired prior to May 12, 1951; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is

EXHIBIT "B-13" (Cont)

the judgment of the Commission that the real properties hereinafter described are necessary, and that the rights of access that may be permitted should be defined;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the Newberg-Gerin Corner Section of the Hillsboro-Silverton Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that the rights of access that may be permitted pursuant to Oregon Revised Statutes 374.410 between the right of way of the said relocated Newberg-Gerin Corner Section of the Hillsboro-Silverton Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property be defined as to location, width, nature and extent. The rights of access which shall be granted unto the respective owners, their heirs and assigns, for service of the said remaining land are noted as to each parcel, or parcels, no part of the width of which was acquired for right of way prior to May 12, 1951.

3. That the relocation, construction, improvement and maintenance of the said Newberg-Gerin Corner Section of the Hillsboro-Silverton Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to the said parcels of real property, or interest therein.

EXHIBIT "B-13" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 19th day of April, 1957, as Condemnation Resolution No. 786.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 786, under the heading "Real Property Condemnation Resolutions", and said descritpions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

28238

EXHIBIT "B-14"

Minutes of April 19, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Jumpoff Joe Creek-Grants Pass Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block, or tract of land, part of which

EXHIBIT "B-14" (Cont)

is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Jumpoff Joe Creek-Grants Pass Section of the Pacific Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and that specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property.

3. That the relocation, construction, improvement and maintenance of the Jumpoff Joe Creek-Grants Pass Section of the Pacific Highway and the highway facilities for which each of the said parcels of property or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

EXHIBIT "B-14" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 19th day of April, 1957, as Condemnation Resolution No. 787.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 787, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "B-15"

Minutes of April 19, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways and to acquire in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Albany-Judkins Point Section of the Pacific Highway East; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved, and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is

necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Albany-Judkins Point Section of the Pacific Highway East, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Pacific Highway East and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A".*

3. That the relocation, construction, improvement and maintenance of the said Albany-Judkins Point Section of the Pacific Highway East and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

EXHIBIT "B-15" (Cont)

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 19th day of April, 1957, as Condemnation Resolution No. 788.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 788, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

28244

EXHIBIT "B-16"

Minutes of April 19, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate in part, widen, construct, improve and maintain the North Jefferson Junction-Albany Section of the Pacific Highway East; and

WHEREAS, the Highway Commission has, by a resolution, ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is

EXHIBIT "B-16" (Cont)

necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating in part, widening, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation in part, widening, construction, improvement and maintenance of the said North Jefferson Junction-Albany Section of the Pacific Highway East, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the state and the owners should be acquired are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said widened and relocated Pacific Highway East and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A". *

3. That the relocation in part, widening, construction, improvement and maintenance of the said North Jefferson Junction-Albany Section of the Pacific Highway East and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken, is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

EXHIBIT "B-16" (Cont)

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 19th day of April, 1957, as condemnation Resolution No. 789.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 789, under the heading "Real Property Condemnation Resolutions", and said description, map and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C"

Minutes of April 19, 1957

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of State Highway projects have been completed according to the terms and provisions of said contracts and that said jobs are now ready for acceptance:

"Contract No. 4312 with Roy L. Houck & Sons for grading and paving on the Battle Creek Junction-Illahee Unit, Battle Creek Junction-Jefferson Junction Section of the Pacific East Highway in Marion County, completed November 17, 1956.

"Contract No. 4552 with Ausland Construction Co. for constructing the Merlin Hill Undercrossing on the Pacific Highway in Josephine County, completed February 28, 1957.

"Contract No. 4572 with Roy L. Houck & Sons for grading and paving on the Moro-Grass Valley Section of the Sherman Highway in Sherman County, completed August 27, 1956.

"Contract No. 4616 with Tom Lillebo for constructing the Meda Bridge on the Little Nestucca River Highway in Tillamook County, completed February 18, 1957.

"Contract No. 4626 with Tom Lillebo for constructing the West Fork Illinois River Bridge on the Redwood Highway in Josephine County, completed March 31, 1957.

"Contract No. 4630 with Tom Lillebo for constructing Stayton-Sublimity Overcrossing and Mill Creek Bridge on the North Santiam Highway in Marion County, completed March 1, 1957.

"Contract No. 4703 with Warren Northwest, Inc., for grading and paving on the North Brookings Section of the Oregon Coast Highway in Curry County, completed November 30, 1956.

"Contract No. 4713 with Henry R. Staats for aerial photography and topographic mapping on the Nelson-Benson Creek Section of the Old Oregon Trail in Baker County, completed February 27, 1957.

"Contract No. 4771 with W. R. Grasle Co. for installing illumination on the Banks-North Plains Section of the Wilson River Highway in Washington County, completed March 29, 1957.

EXHIBIT "C" (Cont)

"Contract No. 4803 with Tom Lillebo for constructing Lost River and KID "A" Canal Bridges on County Roads in Klamath County, completed March 26, 1957.

"Contract No. 4831 with Lee Built Homes and John D. Bachman for constructing Beverly Beach State Park Latrine in Lincoln County, completed March 26, 1957.

"Contract No. 4832 with Lee Built Homes and John D. Bachman for constructing Fogarty State Park Latrine on the Oregon Coast Highway in Lincoln County, completed April 10, 1957.

"Contract No. 4879 with J. C. Compton Co. for installing guardrail on the Rock Point Section of the Pacific Highway in Jackson County, completed April 3, 1957.

THEREFORE BE IT RESOLVED that the work covered by State Highway Contracts for the construction of said State Highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

BE IT FURTHER RESOLVED that this Contracts Completed Resolution No. 61 shall be entered in the minutes and records of the Commission as of the 19th day of April, 1957.

EXHIBIT "D"

Minutes of April 19, 1957

RESOLUTION

WHEREAS, ORS 366.130 authorizes and requires the State Highway Commission, with the approval of the Attorney General, to appoint a Chief Counsel; and

WHEREAS, Mr. Leonard I. Lindas, is an attorney and a member in good standing of the Oregon State Bar, and is admitted to practice before all of the courts of the State of Oregon and before the United States District Court for the District of Oregon, and is qualified to discharge the duties of Chief Counsel for the Commission;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively, as follows:

1. That subject to the approval of the Attorney General of the State of Oregon, Mr. Leonard I. Lindas, is hereby appointed as Chief Counsel for the Highway Commission, to serve in such capacity for a term of four years, said appointment to become effective and said term of four years to commence upon April 22, 1957.

2. That the salary to be paid to Mr. Leonard I. Lindas, is hereby fixed by the Commission in the sum of $738 per month.

3. That, in addition to the salary which shall be paid to Mr. Leonard I. Lindas, he shall be entitled to and shall be paid his actual traveling and other expenses as may be incurred in the performance of his official duties.

4. That a duly certified copy of this resolution be delivered to the Attorney General of the State of Oregon, and that he be respectfully requested to approve the appointment of Mr. Leonard I. Lindas, as Chief Counsel for the State Highway Commission.

5. That this resolution cancels and supersedes Miscellaneous Resolution No. 201, adopted by the Commission on November 9, 1956.

6. That this resolution be entered into the minutes and records of the Commission as Miscellaneous Resolution No. 201a this 19th day of April, 1957.

28250

EXHIBIT "E-1"

Minutes of April 19, 1957

RESOLUTION

WHEREAS, the Silver Creek Falls Secondary Highway is under the control and jurisdiction of the State Highway Commission; and

WHEREAS, it appears that in the vicinity of the State Highway Shops and the "Keep Oregon Green" headquarters, immediately east of the east city limits of the City of Salem, vehicles are parked on the southerly shoulders of said Silver Creek Falls Secondary Highway; and

WHEREAS, the parking of vehicles on said highway section creates a hazard to the traveling public by restriction of sight distance for vehicles entering the highway; and

WHEREAS, in the opinion of the Commission, public travel and public safety require that parking of vehicles should be prohibited on the southerly side of said highway within said section;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare, based upon recommendations by members of its staff, that the parking of vehicles on the southerly side of the Silver Creek Falls Secondary Highway between Engineer's Station 5+66, at the southerly end of the Mill Creek Bridge, and Engineer's Station 15+60, at the Airport Road, creates a hazard to the traveling public.

2. That, in the opinion of this Commission, the right of way of said highway along said section is not of sufficient width to permit parking of vehicles thereon and at the same time to provide the degree of safety and convenience which, in the opinion of the Commission, should be provided the motoring public.

3. That the Commission does further find and declare that the parking of vehicles on the southerly side of the Silver Creek Falls Secondary Highway within said section should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect signs within said termini at such points as in his judgment are necessary to accomplish the purpose of this resolution and the action of the Commission as herein declared, on which signs shall be printed in plain letters, the words, "NO PARKING AT ANY TIME."

EXHIBIT "E-1" (Cont)

5. That a certified copy of this resolution be sent to the Superintendent of the Department of State Police for his information.

6. That this "No Parking" Resolution No. 161 be entered in the minutes and records of the State Highway Commission as of the 19th day of April, 1957.

28252

EXHIBIT "E-2"

Minutes of April 19, 1957

RESOLUTION

WHEREAS, the Ochoco Highway is a primary Highway under the control and jurisdiction of the State Highway Commission; and

WHEREAS, in the vicinity of Mill Creek at the Ochoco Reservoir east of Prineville, vehicles are parked on both shoulders of said Ochoco Highway; and

WHEREAS, the parking of vehicles on both shoulders of said highway section in combination with pedestrians crossing the highway between the parked vehicles creates a hazard to the traveling public as well as to the owners and occupants of the parked vehicles; and

WHEREAS, in the opinion of the Commission public travel and public safety require that parking of vehicles should be prohibited on both sides of said highway within said section;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare, based upon recommendation by members of its staff, that the parking of vehicles on both shoulders of the Ochoco Highway between a point 0.10 mile west of Mill Creek (M.P. 28.08) and a point 0.10 mile east of Mill Creek (M.P. 28.28) creates a hazard to the traveling public.

2. That, in the opinion of this Commission, the right of way of said highway along said section is not of sufficient width to permit parking of vehicles thereon and at the same time to provide the degree of safety and convenience which, in the opinion of the Commission, should be provided the motoring public.

3. That the Commission does further find and declare that the parking of vehicles on both shoulders of said Ochoco Highway within said section should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect signs within said termini at such points as in his judgment are necessary to accomplish the purpose of this resolution and the action of the Commission as herein declared, on which signs shall be printed in plain letters, the words, "NO PARKING ON HIGHWAY SHOULDERS."

EXHIBIT "E-2" (Cont)

5. That a certified copy of this resolution be sent to the Superintendent of the Department of State Police for his information.

6. That this "No Parking" Resolution No. 162 be entered in the minutes and records of the State Highway Commission as of the 19th day of April, 1957.

28254

EXHIBIT "E-3"

Minutes of April 19, 1957

RESOLUTION

WHEREAS, the Three Mile Lane Secondary Highway is under the control and jurisdiction of the State Highway Commission; and

WHEREAS, it appears that drag races will be held at the McMinnville Airport adjoining said highway; and

WHEREAS, field investigation discloses that the proposed drag strip will be visible from the highway for a distance of approximately 0.8 mile; and

WHEREAS, it is anticipated that vehicles will be parked along the highway shoulders to view the races, thereby creating a hazard to the traveling public; and

WHEREAS, in the opinion of the Commission, public travel and public safety require that parking of vehicles should be prohibited on both shoulders of said highway within said section;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare, based upon recommendations by members of its staff, that the parking of vehicles on both shoulders of the Three Mile Lane Secondary Highway between the road to the McMinnville Airport (Engineer's Station 142+20) and a point 650 feet east of the county road to Amity (Engineer's Station 188+00) creates a hazard to the traveling public.

2. That, in the opinion of this Commission, the right of way of said highway along said section is not of sufficient width to permit parking of vehicles thereon and at the same time to provide the degree of safety and convenience which, in the opinion of the Commission, should be provided the motoring public.

3. That the Commission does further find and declare that the parking of vehicles on both shoulders of said Three Mile Lane Secondary Highway within said section should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect signs within said termini at such points as in his judgment are necessary to accomplish the purpose of this resolution and the action of the Commission as herein declared, on which signs shall be printed in plain letters the words, "NO PARKING ON HIGHWAY SHOULDERS."

EXHIBIT "E-3" (Cont)

5. That a certified copy of this resolution be sent to the Superintendent of the Department of State Police for his information.

6. That this "No Parking" Resolution No. 163 be entered in the minutes and records of the State Highway Commission as of the 19th day of April, 1957.

28256

EXHIBIT "F"

Minutes of April 19, 1957

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of The Dalles-Eightmile Creek Section of The Dalles-California Highway in Wasco County and in connection therewith to prepare a map showing the route and location of said section and to file said map, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said survey and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That the survey of The Dalles-Eightmile Creek Section of The Dalles-California Highway, beginning at Highway Engineer's Station 0+00 at a junction with the Columbia River Highway east of The Dalles and extending in a southerly direction to Highway Engineer's Station 362+50, a short distance south of Eightmile Creek, together with the map which for identification purposes bears Sketch Map File No. 1R-5-567 and the date of April 1957, (Right of Way Maps 7B-21-1 and 7B21-2), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That when said highway section is permanently constructed, the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That this approval and adoption of said survey constitutes and is deemed as instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction, or improvement of the highway along and over this survey. This approval and adoption shall also constitute authority for the Legal and Right of Way Department to proceed promptly with acquisition of the necessary right of way pursuant to the normal and approved method for construction of a limited access controlled highway.

4 That heretofore this Commission by resolution dated November 3, 1948, designated the said The Dalles-California Highway as a "Throughway"

EXHIBIT "F" (Cont.)

within the meaning and purpose of ORS 374.005 through ORS 374.095, commonly known as the "Throughway Law," and, for the reasons stated therein, it is hereby directed that the construction of the above mentioned section of highway shall be accomplished pursuant to and within the meaning and scope of said law and said resolution.

5. That this resolution be entered in the minutes and records of the Commission as of the 19th day of April, 1957, as Survey Resolution No. 165.

28258

EXHIBIT "G"

Minutes of April 19, 1957

RESOLUTION

WHEREAS, the Oregon State Highway Commission at its meeting of October 28, 1954, by Miscellaneous Resolution No. 128, designated a section of the Pacific Highway West, extending from the southwestern end of Barbur Boulevard in Portland, Oregon to the City of Newberg, Oregon, as the Herbert Hoover section of the Pacific Highway West; and

WHEREAS, it has come to the attention of the Oregon State Highway Commission that the above designation has caused confusion in residential and business mailing addresses, and it appearing to the Oregon State Highway Commission that the section of the Pacific Highway West from the Multnomah County line to the Tualatin River Bridge is generally known as Barbur Boulevard; and

WHEREAS, it is deemed to be in the public interest and necessity that the above-mentioned section be changed to Barbur Boulevard Section of the Pacific Highway West;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission that:

1. That Miscellaneous Resolution No. 128, adopted by the Oregon State Highway Commission at its regular meeting of October 28, 1954, be amended to read as follows:

That section of the Pacific Highway West between the Multnomah County line and the Tualatin River Bridge is hereby designated and shall hereafter be known as Barbur Boulevard Section of the Pacific Highway West and that section of the Pacific Highway West from the Tualatin River Bridge to the City of Newberg, Oregon, shall hereafter be known as formerly, the Herbert Hoover section of the Pacific Highway West.

2. This resolution be entered in the minutes and records of the Commission as of the 19th day of April, 1957, as Miscellaneous Resolution No. 128a, and a true copy thereof filed with the Secretary of State.

EXHIBIT "H"

Minutes of April 19, 1957

RESOLUTION

WHEREAS, the State Highway Commission, at its meeting of March 28 and 29, 1957, modified its policy of controlling access as to use by adopting substantially the following language for use in conveyances and judgments for the reservation of points of access when access is being controlled as to use:

1. Access for ordinary residential purposes only.

2. Access for production and transportation of agricultural products only.

3. Access for production and transportation of forest products only.

4. Access for production and transportation of mineral products only.

5. Operation of existing _____ activities only.

6. Operation of future _____ activities only.

7. Similar language as required in other specific cases.

WHEREAS, the State Highway Commission, at said March meeting, modified its access restriction enforcement policy by eliminating the requirement that a $1,000.00 bond be posted prior to the reopening of an access closed because of a violation and by adopting the following enforcement language to be used in conveyances and judgments:

> If, after written notice to desist, the grantors, or any person holding under them shall use any of said rights of access, including crossings, for any purpose not stated for that particular place, or shall permit or suffer any person to do so, such right of access shall automatically be suspended. The grantee shall thereupon have the right to close such place of access for all purposes. The suspension shall terminate when satisfactory assurance has been furnished the grantee that the place of access will be used only for the purpose hereinabove stated. The grantee's rights to close such place of access shall be continuing as to each succeeding use for a purpose not herein stated.

WHEREAS, there is now pending in various Oregon courts numerous condemnation cases in which the complaint contains the former access control as to use language and/or the $1,000.00 bond requirement for the

EXHIBIT "H" (Cont)

reopening of an access;and

WHEREAS, in certain cases amending the complaint to include the revised access control as to use language and/or the revised access restriction enforcement language would result in increasing the possibility of an amicable settlement or a more favorable verdict upon trial of the case;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED AND ORDERED by the State Highway Commission as follows:

1. That the Chief Counsel is authorized and directed to amend complaints filed in pending cases which contain the former access control as to use language and/or the $1,000.00 bond requirement for reopening of an access so that the complaints will include the appropriate language adopted by the Commission at its March 28 and 29, 1957 meeting, whenever the State Highway Engineer approves the proposed amendment and, in the opinion of the Chief Counsel, the amended complaint will result in bettering the possibility for an amicable settlement or a more favorable verdict upon trial of the case.

2. That this resolution shall be entered in the minutes and records of the Commission as of April 19, 1957

EXHIBIT "I-1"

Minutes of April 19, 1957

RESOLUTION

WHEREAS, on May 25, 1955 the State Highway Commission, by resolution, declared the necessity of acquiring a parcel of land in the Northwest quarter of the Southeast quarter ($NW\frac{1}{4}$ $SE\frac{1}{4}$) of Section 26, Township 23 South, Range 30 East, W.M., Harney County, Oregon, consisting of approximately 1.5 acres outside of existing right of way, and in addition certain access rights to the Central Oregon Highway, owned by John P. Fay (File R-21614), for the widening, improvement and maintenance of the Sage Hen Hill-Hines Section of the said Central Oregon Highway; and

WHEREAS, it has now been determined by the actual construction of the said Sage Hen Hill-Hines Section of the said Central Oregon Highway that said section can be completed without the necessity of acquiring the said parcel and said access rights from the said John P. Fay; and

WHEREAS, present highway construction plans do not contemplate using the said parcel or said access rights at this time or in the immediate future; and

WHEREAS, pursuant to the said resolution of May 25, 1955, the Legal Department of the State Highway Commission filed a condemnation proceeding to acquire the said parcel and access rights on April 11, 1956, which said proceeding is still pending in the Circuit Court of Harney County, Oregon, and being Harney County Circuit Court Case No. 4569; and

WHEREAS, the State Highway Commission has not taken physical possession of the said parcel described in said resolution of May 25, 1955, and which parcel is also described in the said condemnation proceeding.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That that certain resolution adopted by this Commission on May 25, 1955, and identified as Condemnation Resolution No. 772, declaring the necessity of acquiring the real property described above, is hereby cancelled and revoked.

2. That the Acting Chief Counsel for the State Highway Commission be and he hereby is authorized to move the Circuit Court of Harney County, Oregon for an order to dismiss, without prejudice, Harney County Circuit Court Case No. 4569, entitled State of Oregon, by and through its State Highway Commission, composed of Ben R. Chandler, Charles H. Reynolds, and M. K. McIver, vs. John P. Fay and Jane Doe Fay, husband and wife, if married.

EXHIBIT "I-1" (Cont)

3. That this resolution be entered in full in the minutes and records of the Commission this 19th day of April, 1957, as Resolution No. 772a.

EXHIBIT "I-2"

Minutes of April 19, 1957

RESOLUTION

WHEREAS, prior hereto and on, to wit, the 19th day of December, 1955, the State Highway Commission duly adopted a resolution, whereby it was found that certain interests or fee simple title to certain parcels of real property owned by Kernan Livestock Farm, Inc., an Oregon corporation, was needed and required for the construction, improvement, betterment, and maintenance of highways of the state highway system and the widening, construction, improvement, and maintenance of the said Pacific Highway West and the Denver Avenue-Union Avenue Intersection of the Pacific Highway West and the Pacific Highway East, together with all the rights of access of any nature of all of the contiguous real property of the said Kernan Livestock Farm, Inc., except as specifically reserved for the use of the contiguous property; and

WHEREAS, it was necessary for the Legal and Right of Way Department to institute an action in the Circuit Court of the State of Oregon for the County of Multnomah for the purpose of acquiring the said property for the reason that no satisfactory agreement could be reached with the owners of the said real property as to its value; and

WHEREAS, the project for the said construction and improvement was to be provided for with the assistance of federal aid funds and required the approval of the Bureau of Public Roads; and

WHEREAS, the Bureau of Public Roads has refused to approve the plans for the construction and improvement, as submitted by the Commission; and

WHEREAS, it will be necessary, in order to secure the approval of the Bureau of Public Roads, to make certain alterations and changes in the plans for said construction and improvement; and

WHEREAS, the Commission cannot, at this time definitely ascertain the exact interest or amount of property that it will be necessary to acquire in order to properly and adequately carry out said plans for the construction and improvement; and

WHEREAS, the Commission on the 28th day of March, 1957 duly entered an amended resolution correcting certain descriptions of the said property sought to be acquired, and pursuant thereto an amended complaint was filed; and

EXHIBIT "I-2" (Cont)

WHEREAS, it is now the judgment of the Commission that the said real properties therein sought to be acquired are no longer necessary or needed at this time for state highway purposes, and that therefor the action hereinbefore referred to should be dismissed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission, based on the foregoing, does hereby find and declare that certain interests in or fee simple title to certain parcels of real property owned by Kernan Livestock Farm, Inc., an Oregon corporation, are no longer needed or required at this time for the construction, improvement, betterment, and maintenance of the said Pacific Highway West and the Denver Avenue-Union Avenue Intersection of the Pacific Highway West and the Pacific Highway East, all of which are parts of the state highway system.

2. That the Chief Counsel is directed and authorized to dismiss the action previously instituted for acquiring such interests and title to said real property.

3. That this resolution be entered in full in the minutes and records of the Commission this 19th day of April, 1957 as Resolution No. 768a.

Portland, Oregon
May 16, 1957

The Oregon State Highway Commission met in regular session at 9:00 a.m. in the Queens Room of the Imperial Hotel. Present were:

Chas. H. Reynolds, Chairman
M. K. McIver, Commissioner
Robert B. Chessman, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway Engineer
W. W. Stiffler, Assistant State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
Leonard I. Lindas, Chief Counsel
Robert L. May, Jr., Assistant Counsel
E. F. Chidsey, Assistant Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

Prior to opening bids for highway construction, Chairman Reynolds announced to the contractors and others assembled that a bid opening will be held in the State Highway Building in Salem at 10:00 a.m. on June 6, 1957. Bids will be opened, he stated, and a tabulation of bids prepared but the award of contracts will be deferred until the next Commission meeting, which is scheduled for June 27 and 28 in Portland.

Bids as follows were then opened and read aloud by the Secretary who announced that the Commission would award contracts at 4:00 p.m. in the same room.

BAKER COUNTY
BAKER-OXMAN ROCK PRODUCTION PROJECT ON THE OLD OREGON TRAIL

C. E. Leseberg, Nyssa	$ 32,960.00
Richard Beshey, Parma, Idaho	33,269.00
Barney Helser Rock Production, Beaverton	36,050.00
Arthur Simonsen & Co., Baker	42,230.00
N. A. Toole Const. Co., Ontario	44,805.00

BENTON COUNTY
GRADING AND SURFACING ALSEA JCT.-BEAVER CREEK SCHOOL SECTION OF THE ALSEA HIGHWAY-GREENBERRY ROAD

Harbert Bros., Estacada	$112,266.00
Fodge & Collins, Waldport	123,110.50
John T. Conser & Austin Const. Co., Junction City	127,588.00

Grading and surfacing Alsea Jct. -Beaver Creek School Section of the Alsea Highway-Greenberry Road - Cont.

McNutt & Sons, Inc., Eugene	128,366.76
G. D. Dennis & Sons, Portland	132,099.00
C. J. Eldon, Portland	140,502.50
Keith Bros. Const. Co., Medford	142,065.00
Henry H. Miller Contractor, Inc., Roseburg	150,289.70
Glen Ousley Const. Co., Eugene	151,337.00
Hodges, Barger & Robert Kyle, The Dalles	155,959.00
Shannon Const. Co. and Joe A. Hall, Sweet Home	156,022.80
C. H. Strong Engr. & Const., Tacoma, Wn.	163,700.00
J. Bacaloff Co., Portland	189,774.00

CLACKAMAS, HOOD RIVER AND WASCO COUNTIES
MT. HOOD ROCK PRODUCTION PROJECT ON MT. HOOD AND WARM SPRINGS HIGHWAYS

Parker-Schram Co., Portland	$ 36,500.00
B &B Crushing Co., Mill City	39,450.00
Barney Helser Rock Production, Beaverton	47,580.00
Babler Bros., Inc., Portland	51,850.00
Lee F. Philpott, Salem	52,460.00
Dolan Construction Co., Tillamook	56,120.00

CLATSOP COUNTY
CONSTRUCTION OF NETELL, STAVEBOLT AND BIG CREEK BRIDGES ON LEWIS AND CLARK RIVER ROAD AND HILLCREST LOOP ROAD

Workman & Wilson, Canby	$119,867.00
Valley Construction Co., Portland	124,886.00
Palmberg Construction Co., Astoria	127,219.00
Johnson & Amens, McMinnville	134,225.00
White Bros. Const. Co., Inc., Walla Walla, Wn.*	135,929.40
P. S. Lord Mechanical Contractors, Portland	143,127.90

*Will accept only one project.

CROOK COUNTY
GRADING AND PAVING 10TH AND MAIN STREETS IN THE CITY OF PRINEVILLE

Babler Bros., Inc., Portland	$ 25,917.00
Oregon Asphaltic Paving Co., Portland	30,170.00

DOUGLAS COUNTY
FORDS BRIDGE-CANYONVILLE ILLUMINATION

Trowbridge Electric Co., Roseburg	$ 18,500.00
Steeck Electric Co., Medford	19,471.00
Rochat Electric, Portland	20,300.00
Olson Electric Co., Vancouver, Wn.	23,938.00

May 16, 1957

JACKSON COUNTY
CONSTRUCTION OF 12' x 5' CULVERT STATION 466+80, MEDFORD-COUNTY FARM SECTION OF THE PACIFIC HIGHWAY

R & M Construction Co., Central Point	$ 13,577.20
M. C. Lininger & Sons, Medford*	15,757.00

*Bidder will not accept award of contracts totaling more than $225,000.00 at this letting.

JEFFERSON COUNTY
MADRAS (4TH STREET) STONE BASE AND OILING PROJECT

Babler Bros., Inc., Portland	$ 21,905.00

JOSEPHINE COUNTY

GRADING AND PAVING N. GRANTS PASS INTERCHANGE-SAVAGE STREET SECTION OF THE PACIFIC HIGHWAY IN GRANTS PASS

M. C. Lininger & Son, Medford*	$141,857.00
F. L. Somers, Medford	150,401.00
Central Paving Co., Independence	159,148.70

*Bidder will not accept projects over $225,000 this letting.

LANE COUNTY
OAKRIDGE (FIRST STREET) STONE BASE AND PAVING PROJECT

Oakridge Excavators, Oakridge	$ 16,527.90

LANE COUNTY
CONSTRUCTION OF KNOWLES CREEK BRIDGES ON THE MAPLETON-RICHARDSON COUNTY ROAD

Tom Lillebo Construction Co., Reedsport	$136,990.00
Sig Andersson, North Bend	139,665.00
White Bros. Const. Co., Inc., Walla Walla, Wn.*	147,415.00
Glen Snook, Eugene	158,459.80
Valley Const. Co., Portland	159,790.00
Hamilton & Thoms, Eugene	164,430.00
P. S. Lord Mechanical Contractors, Portland	188,940.00
Schrader Construction Co., Portland	190,350.00

*Bidder will not accept award of more than one project.

28268

MULTNOMAH COUNTY
GRADING ON S. W. 14TH AVE. -WASHINGTON COUNTY LINE SECTION OF THE PORTLAND-SALEM EXPRESSWAY

G. D. Dennis & Sons, Portland	$617,994.50
Natt McDougall Co., Portland	649,386.40
Donald M. Drake Co., Portland	676,554.50
Parker-Schram Co., Portland	676,655.00
Babler Bros., Inc., Portland	717,912.50
Kuckenberg Construction Co., Portland	756,755.00
Fred H. Slate Co. & E. C. Hall Co., Portland	846,190.50
Gibbons & Reed Co., Portland	1,116,990.00

MULTNOMAH COUNTY
STONE BASE AND PAVING ON UNION AVE. -42ND AVE. SECTION OF THE T. H. BANFIELD EXPRESSWAY

Warren Northwest, Inc., Portland	$295,869.50
K. F. Jacobsen & Co., Inc., Portland	314,192.50
Parker-Schram Co., Portland	344,687.70

SHERMAN AND JEFFERSON COUNTIES
MORO-GRASS VALLEY AND S. UNIT, MADRAS-CULVER JCT. SHOULDER OILING PROJECT ON THE SHERMAN AND THE DALLES-CALIFORNIA HIGHWAYS

and

WASCO COUNTY
GRADING AND OILING ON THE SHANIKO-ANTELOPE SECTION OF THE SHANIKO-FOSSIL HIGHWAY

Bidder	Moro-Grass Valley & Madras-Culver Jct. Sections	Shaniko-Antelope Section	Total Combined Bid
Babler Bros., Inc.	$14,873.00	$ --	)$
McNutt & Sons, Inc., & Lee F. Philpott	---	$162,903.78	) 177,776.78
Calkins Crushing Co.	14,020.00*	174,079.50	188,099.50
M. C. Lininger & Sons	13,922.50*	174,735.00	188,657.50
Babler Bros., Inc.	14,873.00	174,386.00	189.259.00
Vernie Jarl	---	166,886.00	

*Bidder will not accept award of Moro-Grass Valley and Madras-Culver Jct. Project unless he is also awarded the Shaniko-Antelope Project.

May 16, 1957

WASCO COUNTY
INSTALL CULVERT AT ROCK CREEK; CONSTRUCT CONCRETE BRIDGE AT GATE CREEK; CONSTRUCT HIGHWAY ROADBED ON WAMIC ROAD

Hodges & Barger and Robert Kyle, The Dalles*	$ 54,265.00
Babler Bros., Inc., Portland	55,600.00
R. H. Jones, Hillsboro	60,982.50
James G. Robertson, Clackamas	63,821.00
Snook Bros., Corvallis	68,950.00
Pacific Concrete Co., Portland	71,675.00
A. H. Saxton & Son, Portland	72,980.00
Harold E. Ray & L. O. Fusby, Hermiston	78,850.00
Schrader Construction Co., Portland	83,250.00

*Bidder will not accept more than one project.

WASHINGTON COUNTY
INSTALLATION OF TRAFFIC SIGNALS AND HIGHWAY ILLUMINATION ON PACIFIC HIGHWAY WEST AT ITS INTERSECTION WITH GREENBERG ROAD

Rochat Electric, Portland	$ 9,800.00
Steeck Electric Co., Medford	9,858.00
W. R. Grasle, Portland	10,643.00
Trowbridge Electric Co., Roseburg	11,500.00

The Commission approved the minutes of the regular Commission meetings held in Portland on March 28 and 29, 1957 and on April 19, 1957; and the minutes of a special meeting that was held in Salem on April 18, 1957. (The minutes of the meeting held on March 28 and 29, 1957 were approved later by Mr. Ben R. Chandler, Chairman at that time, by letter.)

The Parks Superintendent reported on the following park matters:

1. Offer of Clatsop County Court to present to the State as a gift a strip of land 200 feet wide on each side of the Iredale Road at the entrance to Fort Stevens State Park: This area, the Parks Superintendent stated, will enable the State to control developments at the entrance to the park and will provide a place for a suitable entrance marker. Following his favorable recommendation, the Commission accepted the land.

2. Use of rock material from a quarry owned by Crown Zellerbach Corporation adjacent to Cape Lookout State Park: The Parks Superintendent explained that material from this quarry is needed in the development of this State Park; that the Corporation has no objection to the State's using material from the quarry, but has requested that the taking be covered by an agreement. The proposed agreement, he continued, allows the State to use the material needed without cost, and as it is the only source available at the present time he recommended that the agreement be approved. The Commission accepted his recommendation.

3. Petition from residents of Lincoln County requesting that Big Creek State Park be renamed Wakonda Beach State Park: The name, "Wakonda", the Parks Superintendent stated, is used for other purposes in this vicinity and if adopted as a name for the park, may lead to confusion. He recommended no change in the name of the park at this time but that he be authorized to make a further study to determine whether or not the suggested name would be proper. The recommendation was approved by the Commission and the Parks Superintendent was instructed to report at the next Commission meeting.

4. Report on request of W. F. Badley that the use of the word, "Lookout" be eliminated from the name of the new highway building at Depoe Bay: The Parks Superintendent recalled that he had been instructed to consider a name that would not interfere with other names in the area. He said that names of businesses along the highway were explored and compared with a number of suggested names. He recommended that the name of the state building at Depoe Bay be changed to "Depoe Bay State Park", and that the Commission adopt a resolution formally changing the area at Depoe Bay from a wayside to a state park. The Commission approved renaming of the building and the park as suggested by the Parks Superintendent and thereupon adopted the attached resolution relative thereto marked EXHIBIT "H", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

5. Suggestion of the U. S. Army Corps of Engineers that consideration be given to the development of new park areas in the vicinity of Celilo, Rufus, and Biggs Ferry Crossing on the Columbia River: The raising of The Dalles pool, the Parks Superintendent stated, has created some bays that are attractive from a boating standpoint and should be studied to determine their value for park purposes. He requested authority to make such a study including entrance road possibilities. The Commission granted the authority.

6. Request of Nehalem Bay Expansion Association that the name "Nehalem Sand Spit State Park" be changed to "Nehalem Bay State Park": The Parks Superintendent stated that there are no known names which will conflict with the use of the suggested name, and as it is somewhat more dignified than the present name, he recommended that the new name be approved. The Commission approved the name of "Nehalem Bay State Park" by adopting the attached resolution relative thereto, marked EXHIBIT "I", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

7. Proposed development of an overlook area as a state park, a short distance west from the town of John Day, as suggested by Mr. Herman Oliver: The proposed area, the Parks Superintendent commented, was carefully studied and as development of it would be mainly for local use, he recommended against acquisition and development of the area. The Commission accepted his recommendation.

8. Agreement with the Central Lincoln Utility District to furnish electric power for the overnight camping area extension at Honeyman State Park: It appears that to provide electricity for the new overnight camping facilities, it is necessary to extend the power line. The Utility District has agreed to make the installation on the condition that the State will agree to pay a minimum fee of $72.00 per year for a period of five years. It was the opinion of the Parks Superintendent that the actual power consumed will amount to considerably more than $72.00 per year; accordingly, he recommended such an agreement. The Commission approved the agreement as recommended.

The Assistant Right of Way Engineer presented for consideration options secured for acquisition of real property that is needed for state highway right of way, or for other purposes. After consideration, the Commission unanimously approved closing the options at the prices mentioned therein by adopting the attached resolution relative thereto, marked EXHIBIT "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Reports were presented by the Assistant Right of Way Engineer concerning Miscellaneous Properties sold and changes in the status of rental properties. The Commission accepted the reports. (For details see Miscellaneous Sales report dated May 16 - 17, 1957, and Supplemental Rental Report for the period March 14, 1957 to May 7, 1957, in the General Files).

Sale of several parcels of property was recommended by the Assistant Right of Way Engineer. He explained that these parcels are no longer needed for highway purposes and that the stipulated minimum price for each reflects the real value of the property. The Commission authorized sale of the following properties and thereupon adopted the attached resolutions relative thereto, marked EXHIBIT "B-1" through "B-3", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

a. 0.24 acre of former Coos County property, File No. 11501, on the Marshfield-Coquille Section of the Oregon Coast Highway in Coos County, at a minimum price of $150.

b. 0.12 acre of former Brannon property, File No. 18946, on the Chenoweth Park-Deady Section of the Pacific Highway in Douglas County, at a minimum price of $150.

c. 0.266 acre of the former Clink property, File No. 8864, on the 11th Avenue Connection at the NE corner of W. 7th Avenue and Garfield Street along the Pacific Highway in Eugene, at a minimum price of $5,793. (SEE EXHIBIT "B-1")

d. 880 sq. ft. of the former Adrian property in Lot 12, Block 4, West Moreland Addition to Eugene on the 7th Avenue Section of the Pacific Highway, File No. 8789, for a minimum price of $200.

e. 14.9 acres of the former Hillyer property, File No. 20900, near the Brooks Interchange on the Portland-Salem Expressway north of Salem, at a minimum price of $1,150. (SEE EXHIBIT "B-2")

f. 11.2 acres of the former Harris property, File No. 24147, on the Valley Jct. -Sheridan Section of the Salmon River Highway in Yamhill County, for a minimum price of $2,000. (SEE EXHIBIT "B-3")

"Indentures of Access" pertaining to connections to state highways from private properties were presented by the Assistant Right of Way Engineer and were approved by the Commission as follows:

a. Ernest W. and Georgia A. Barnum property, on the Pendleton-Pilot Rock Section of the Pendleton-John Day Highway in Umatilla County. He explained that the original deed allowed two 25 foot approaches, but the new agreement provides for only one 60 foot approach and the elimination of the two existing approaches.

b. Roy E. Shafer property on the Willowdale-Madras Section of The Dalles-California Highway in Jefferson County, involving only a change in location of access.

c. Detlefsen property on the Coquille-Rink Creek Section of the Coos Bay-Roseburg Highway involving elimination of two 25 foot points of access and the substitution of two 50 foot points of access unrestricted as to use. He explained that the present points of access were granted for commercial purposes. The 50 foot accesses are to allow easier access by trucks.

A Grant of Access was recommended by the Assistant Right of Way Engineer and approved by the Commission to the James I. and Ida L. Ahern property on the Deep Canyon Unit of the McKenzie Highway, File No. 24173. He explained that a clause granting three accesses was inadvertently omitted from the original deed, which omission left the Aherns without access to the highway. It was originally intended to grant them three access points.

The Assistant Right of Way Engineer also recommended that two Grants of Access be allowed Deschutes County on the Deep Canyon Unit of the McKenzie Highway, one on the northerly side of the highway at Engineer's Station 78+00, and one on the southerly side of the highway at Engineer's Station 70+50. He commented that because of an oversight, these points of access were omitted in the options and two 25 foot accesses should be allowed. The Commission granted the accesses as recommended.

Consideration was given to a request from Mr. John Sharp that he be allowed to construct a fence on state highway right of way on the Camp Creek-Paulina Section of the Paulina Secondary Highway in Crook County. The Assistant Right of Way Engineer explained that at this particular location on federal land, the highway right of way is 200 feet wide. Mr. Sharp wishes to construct a fence 50 feet from the highway center line and has agreed to pay the sum of $822.50 for the privilege. Upon his favorable recommendation, the Commission approved a permit to Mr. Sharp with the understanding that he will remove the fence later on at his expense if requested to do so.

The Commission considered payment of $450 to Mrs. Anna L Bennett because of an unsatisfactory access from her property to the Tidewater Section of the Alsea Highway in Lincoln County. The Assistant Right of Way Engineer stated that the existing access is steep and dangerous and that the cost to the State to fix it would be more than the $450 that Mrs. Bennett has agreed to accept. The Commission approved the payment upon condition that Mrs. Bennett will sign a complete release for all damages.

The Assistant Right of Way Engineer recommended that 0.09 acre of right of way on the Rogue River Loop Highway in Josephine County be deeded to Stanley M. and Henrietta H. Adcock. He explained that their old septic drainage field was destroyed by highway construction and they cannot drain sewage into the adjoining Rogue River. Their only alternative is to establish a drainage area on state property. As such drainage area will cause no harm to the State, he recommended that a parcel which lies at the lower portion of a fill slope, be deeded to them and that a slope easement be secured for future highway use. The Commission approved the recommendation.

Release of a slope easement and the granting of a quitclaim deed to J. C. Ditto on the Newport Section of the Oregon Coast Highway in Lincoln County, was considered. The Assistant Right of Way Engineer stated that inasmuch as the lots have been filled in, the slope easement is no longer needed and he recommended that it be released. The Commission approved the release and the deed quitclaiming the property to the Dittos.

The Commission gave attention to a form of agreement with the City of Albany concerning acquisition of 54.83 acres of the Albany Municipal Airport that are needed as right of way for the North Jefferson Jct. -Albany Section of the Pacific Highway. The Engineer explained that the matter resolves itself into a friendly suit to determine the value of the airport land. It appears that the City had appraisals made on the basis of subdivision for residential or business use and on that basis the land had been appraised at a value of nearly $2,000 per acre. If the land had been appraised as an airport, the value would have been about $1,000 per acre. The State is to move at its expense the Airport buildings and Gun Club building and the City and State agree to let a jury decide the value of the land to be acquired. The Commission approved the arrangement.

In discussing the Albany agreement, the Engineer observed that on an average, awards made by juries in condemnation cases are about 20 percent above appraised values. Commissioner McIver commented that attorneys' fees and interest payments raise the cost greatly. The Assistant Counsel remarked that settlements arranged out of Court average about 10 percent above appraised values.

Following the favorable recommendation of the Assistant Right of Way Engineer, the Commission approved payment of $500 to Claude J. Emmert for damages to his well caused by highway construction on the McMinnville Airport-Dayton Jct. Section of the Three Mile Lane Highway in Yamhill County. This payment is in lieu of furnishing Mr. Emmert a new well. Mr. Emmert is to pipe water from another source and is to be granted a permit to install a water pipe on state right of way and on a state highway bridge.

The Commission discussed with the Engineer a matter to be presented by a delegation from Klamath County on the following day concerning the Lake of the Woods Road and the northerly end of the Klamath Lake Secondary Highway. The Engineer stated that he had been advised that the Klamath County Court has now indicated a willingness to take over a section of the Klamath Lake Secondary Highway northerly from its junction with the Lake of the Woods Road to Fort Klamath, if the State will designate the Lake of the Woods Road a secondary state highway with the proviso that if and when traffic on the Klamath Lake Secondary Highway increases sufficiently the Commission will at that time consider reassuming jurisdiction over this road as a secondary state highway. He advised that the County Court will be present on the following day but wants to know in advance if the Commission looks with favor on their proposition. He was authorized to tell the County Court that the Highway Commission is interested in this offer (When the delegation appeared on May 17, 1957, the Klamath County Court agreed to take over as a county road the northerly end of the Klamath Lake Secondary Highway in return for which the State is to place the Lake of the Woods Road on the state secondary highway system from the Jackson County line to the junction with the Klamath Lake Secondary Highway, with the understanding that the State will also take steps to place the road on the forest highway system.)

The Chief Counsel requested authority to acquire by condemnation, if necessary, the following properties that are needed as right of way in connection with various highway improvements and for other purposes, and to tender offers for the same in conformity with instructions given him by the Commission's resolution, dated December 20, 1951.

Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway

R-26152 - Hugh H. Switzer and Betty J. Switzer
(Multnomah County)
Parcel No. 1: 0.37 acre for Right of Way
Parcel No. 2: 0.03 acre for Excess Taking

Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway - Cont.

R-22733 - Melanie A. Parke
Right of Way (Multnomah County)
41,280 square feet
Amended resolution to reduce area of taking

R-22741 - Portland Mortgage & Investment Co.
Right of Way (Multnomah County)
5,400 square feet

R-26183 - C. C. Hotelling
Right of Way (Multnomah County)
23,250 square feet

R-26184 - W. Wayne Mummey and Maurine V. Mummey
(Multnomah County)
Parcel No. 1: 9,100 square feet for Right of Way
Parcel No. 2: 5,030 square feet for Right of Way
Parcel No. 3: 14,500 square feet for Right of Way
Parcel No. 4: 14,685 square feet for Right of Way

R-26364 - L. E. Cornelius and Catherine M. Cornelius
Right of Way (Multnomah County)
8,555 square feet

R-25010 - Dudley Ratty and Evelyn Ratty
Right of Way (Multnomah County)
7,500 square feet

R-25020 - Michael Brandenburg
Right of Way (Multnomah County)
5,000 square feet

R-26423 - Bernhard S. Ochs and Elizabeth Ochs
Right of Way (Multnomah County)
7,500 square feet

R-26425 - George P. Grigsby and Freda Grigsby
Right of Way (Multnomah County)
14,848 square feet

R-26151 - Fred Orval Pliley
Right of Way (Multnomah County)
13,300 square feet

R-26153 - John A. Stone and Virginia A. Stone
Right of Way (Multnomah County)
0.25 acre

Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway - Cont.

R-25016 - Harold L. Jones and Alice G. Jones
Right of Way (Multnomah County)
7,500 square feet

R-26427 - Elizabeth Ann Borsch
Right of Way (Multnomah County)
11,250 square feet

R-26351 - Ella H. Kelley
Right of Way (Multnomah County)
6,000 square feet

R-26312 - Pearl Ackroyd
Right of Way (Multnomah County)
375 square feet

R-26415 - Carl Walachy and Katherine Walachy
Right of Way (Multnomah County)
1,875 square feet

R-26417 - Forrest Wayne Landers
Right of Way (Multnomah County)
5,000 square feet

R-26179 - Phyllis Craven Marsh and Henry McEwan
Right of Way (Multnomah County)
2,460 square feet

R-22738 - C. P. Muzzio and Anna D. Muzzio
(Multnomah County)
Parcel No. 1: 1,513 square feet for Right of Way
Parcel No. 2: 675 square feet for Right of Way

R-26371 - Jay H. Throne and Grace Throne
Right of Way (Multnomah County)
14,860 square feet

R-26350 - Joseph A. Evenson and Lena Z. Evenson
Right of Way (Multnomah County)
8,200 square feet

R-26352 - Julius V. Koenig
Right of Way (Multnomah County)
6,500 square feet

Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway - Cont.

R-26353 - P. J. Sabel
Right of Way (Multnomah County)
10,000 square feet

R-26477 - George Glynn
Right of Way (Multnomah County)
375 square feet

R-26365 - Frank L. Provost and Ellena M. Provost
Right of Way (Multnomah County)
4,820 square feet

R-26185 - J. T. McGregor and Nellie McGregor
Right of Way (Multnomah County)
15,625 square feet

R-26379 - Nial A. Dow and Alvina T. Dow
Right of Way (Multnomah County)
0.26 acre

R-26420 - Clarence J. Ira and Marcella V. Ira
Right of Way (Multnomah County)
8,250 square feet

R-26421 - Harry W. Werner and Emily O. Werner
Right of Way (Multnomah County)
7,500 square feet

R-26424 - William H. Boettcher and Sophie J. Boettcher
Right of Way (Multnomah County)
375 Square feet

R-26426 - Clair A. Van Riper and Gladys C. Van Riper
Right of Way (Multnomah County)
7,570 square feet

R-26428 - John B. Shand and Josephine Shand
Right of Way (Multnomah County)
5,000 square feet

R-26154 - West Portland Lumber and Hardware Company
(Multnomah County)
Parcel No. 1: 10,175 square feet for Right of Way
Parcel No. 2: 6,625 square feet for Excess Taking

R-26345 - C. Elizabeth Telecky, et al.
Right of Way (Multnomah County)
0.06 acre

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Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway - Cont.

R-25929 - Calvin E. McCurdy and Inez M. McCurdy
(Multnomah County)
Parcel No. 1: 3,150 square feet for Right of Way
Parcel No. 2: 0.04 acre for Slope Easement

R-26171 - Fred W. Larison and Jessie M. Larison
Right of Way (Multnomah County)
1,000 square feet

R-26172 - Albert F. Lewis
Right of Way (Multnomah County)
500 square feet

R-26304 - P. J. Maher and Mary K. Maher
(Multnomah County)
Parcel No. 1: 0.88 acre for Right of Way
Parcel No. 2: 825 square feet for Right of Way

R-26309 - Henry F. Walker and Irene M. Walker
Right of Way (Multnomah County)
375 square feet

R-26310 - Raymond Court and Evelyn M. Court
Right of Way (Multnomah County)
1,125 square feet

R-26313 - Gullima Naomi Sorensen
Right of Way (Multnomah County)
375 square feet

R-26413 - Mamie Toelkes
Right of Way (Multnomah County)
3,735 square feet

R-26414 - Gordon O. Gunderson and Helen H. Gunderson
Right of Way (Multnomah County)
6,667 square feet

R-26480 - Ella R. Diehl
Right of Way (Multnomah County)
240 square feet

R-26149 - Grace Johnson
Right of Way (Multnomah County)
10,600 square feet

Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway - Cont.

R-26150 - R. Walter Johnson and Anna M. Johnson
Right of Way (Multnomah County)
0.034 acre

R-26188 - Alexine Brosseau
Right of Way (Multnomah County)
75 square feet

R-26349 - William C. Dey and Laura Dey
Right of Way (Multnomah County)
750 square feet

R-26357 - Gladys A. Allen
Right of Way (Multnomah County)
2,200 square feet

R-26359 - Harry L. Edwards and Althabel Edwards
(Multnomah County)
Parcel No. 1: 3,330 square feet for Right of Way
Parcel No. 2: 3,650 square feet for Right of Way

R-26360 - Ben D. Bleich and Jo-Ann Ruvell
Right of Way (Multnomah County)
1,125 square feet

R-26361 - Robert Worman
Right of Way (Multnomah County)
375 square feet

R-26435 - Philip A. Tworoger and Betty Jean Tworoger
Right of Way (Multnomah County)
5,748 square feet

Sandy-Forest Boundary Section of the Mt. Hood Highway

R-25422 - Duffa B. Lauzon and Norma J. Lauzon
Right of Way (Clackamas County)
0.04 acre

R-25436 - Mike Mehaffey and Olive Mehaffey
Right of Way (Clackamas County)
0.70 acre

R-25439 - William J. Blake and Delight E. Blake
Right of Way (Clackamas County)
0.01 acre

Sandy-Forest Boundary Section of the Mt. Hood Highway - Cont.

R-25566 - Harry Hanson and Kathryn D. Hanson
Right of Way (Clackamas County)
0.20 acre

R-25576 - Albert L. Severeide and Ada Bernice Severiede
Right of Way (Clackamas County)
2.98 acres (net)

R-25686 - Bill Thorpe and Bessie Thorpe
(Clackamas County)
Parcel No. 1: 1.82 acres for Right of Way
Parcel No. 2: 1.55 acres for Excess Taking

R-25707 - William J. Miller
(Clackamas County)
Parcel No. 1: 0.97 acre for Right of Way
Parcel No. 2: 0.35 acre for Excess Taking
Amended resolution to include excess taking language in cover pages of said resolution

R-25544 - William McKee, et al.
Right of Way (Clackamas County)
0.14 acre (net)

R-25585 - Albert Caudell, et al.
Right of Way (Clackamas County)
0.88 acre

Grants Pass (6th & 7th Streets) Section of the Pacific Highway

R-23338 - Milo J. Davis and Ruby L. Davis
Right of Way (Josephine County)
0.12 acre

R-26120 - Wesley R. Brown and Darlene I. Brown
Right of Way (Josephine County)
0.96 acre

R-23344 - Lawrence Fahey and Florence Fahey
Right of Way (Josephine County)
0.06 acre

R-26121 - William P. Jantzer and Berniece J. Jantzer
(Josephine County)
Parcel No. 1: 0.82 acre for Right of Way
Parcel No. 2: 200 square feet for Slope Easement

Grants Pass (6th & 7th Streets) Section of the Pacific Highway - Cont.

R-26122 - Ora Condray and Beatrice Condray
(Josephine County)
Parcel No. 1: 0.41 acre for Right of Way
Parcel No. 2: 0.02 acre for Slope Easement

R-26126 - Lewellyn G. Graves and Catherine H. Graves
Right of Way (Josephine County)
0.26 acre

North Jefferson Junction-Albany Section of the Pacific Highway East

R-25089 - Ed McSorley
Right of Way (Linn County)
0.25 acre
Amended resolution to increase the area of taking from
0.21 acre to 0.25 acre

R-25465 - City of Albany
Right of Way (Linn County)
54.83 acres

Beaverton-Hillsdale Highway (Hillsdale to Barbur Boulevard)

R-23471 - Helen C. Tatum
Right of Way (Multnomah County)
2,164 square feet

Sunset Bay State Park

R-26355 - George J. Landrith
Park and Recreational Purposes (Coos County)
17 acres
Amended resolution to reduce area of taking

Jumpoff Joe Creek-Grants Pass Section of the Pacific Highway

R-26068 - Augustus W. Pitcairn and Lois Pitcairn
Right of Way (Josephine County)
2.01 acres (net)
Amended resolution to increase the area of the taking

Sandy-Forest Boundary Section of the Mt. Hood Highway

R-25440 - Cecelia Eggers, et al.
Right of Way (Clackamas County)
3.65 acres

Sandy-Forest Boundary Section of the Mt. Hood Highway - Cont.

R-25548 - Sandy Market, Inc.
Right of Way (Clackamas County)
0.17 acre

R-25551 - Marie E. Koennecke
Right of Way (Clackamas County)
3.72 acres

R-25553 - Koennecke Realty Corporation
Right of Way (Clackamas County)
3.65 acres

R-25573 - Robert H. Ray, et al.
Right of Way (Clackamas County)
0.63 acre (net)

Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway

R-26411 - Ira R. Lyon
Multnomah County
Parcel No. 1: 0.23 acre for Right of Way
Parcel No. 2: 0.4 acre for Excess Taking

North Jefferson Junction-Albany Section of the Pacific Highway East

R-25839 - Gladys S. Rich
Right of Way (Linn County)
0.23 acre

Davis Slough-Bandon Section of the Oregon Coast Highway

R-26098 - Heirs of E. E. Stillwell
(Coos County)
Parcel No. 1: 8.1 acres for Right of Way
Parcel No. 2: 4.4 acres for Excess Taking

Winchester-Shady Point Section of the Pacific Highway

R-22088 - Walter E. Mask and Jacomina Mask
Slide Correction (Douglas County)
2.5 acres

County Market Road No. II

R-26436 - Elmer Sohrweid and Edith Sohrweid
Material Site (Yamhill County)
16.38 acres

Columbia River Highway

R-24183 - Paul R. Martin, et ux.
Multnomah County
Parcel No. 1: 0.22 acre for Right of Way
Parcel No. 2: 1.4 acres for Right of Way
Amended Resolution to allow an additional access point.

Myrtle Creek-Canyonville Section of the Pacific Highway

R-26509 - Lois M. Clough, et al.
Right of Way (Douglas County)
2.0 acres
There is a condemnation action pending, Case No. 18424, to acquire property for this improvement from this owner.

Dolph Corner-Rickreall Section of the Willamina-Salem Highway

L-2421 - Elsie M. Monson, et al.
Right of Way (Polk County)
2.87 acres
Amended resolution to reduce the area of the taking

L-2425 - Anna Ryan, et al.
(Polk County)
Parcel No. 1: 2.41 acres for Right of Way
Parcel No. 2: 0.30 acre for Right of Way
Amended resolution to increase the area of the taking

L-2424 - Howard B. Fleming, et ux.
(Polk County)
Parcel No. 1: 4.06 acres for Right of Way
Parcel No. 2: 0.26 acre for Right of Way
Amended resolution to increase the area of the taking

North Jefferson Junction-Albany Section of Pacific Highway East

R-25604 - George K. Miller, et ux.
Right of Way (Linn County)
0.10 acre

Right-of-way maps, construction plans and other data were submitted to the Commission and the Engineer advised that acquisition of the properties listed is required in order to carry out plans for highway improvements and other projects heretofore authorized by the Commission. After considering the matter in the light of information and advice submitted, together with the general knowledge of the members of the Commission concerning the various projects and the properties involved, the Commission approved the Chief Counsel's request by adopting the attached resolutions relative thereto, marked EXHIBIT "G-1" through "G-17", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Chief Counsel presented and the Commission accepted a report on cases which have been tried in court, which cases are summarized as follows:

REPORT OF CONDEMNATION CASES TRIED - APRIL 16 to MAY 6, 1957

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
Hone R-22310	Coos	Cape Arago Secondary	Rocky Point-Tarheel Creek	$ 300	$ 500	$ 500
Goudy R-21508	Curry	Oregon Coast	Euchre Creek-Wedderburn	4,750	13,000	9,500
Goudy R-24728	Curry	Oregon Coast	Euchre Creek-Wedderburn	3,500	6,000	4,000
Holmes R-22712	Multnomah	Portland-Salem Expressway	Barbur Blvd.-Harbor Drive	770	1,500	1,000
Cadle R-18165	Polk	Willamina-Salem	Dolph Corner-Rickreall	1,425	In excess of 10,000	3,500
Harland R-18161 R-24506	Polk	Willamina-Salem	Dolph Corner-Rickreall	10,575	100,000	17,000
Simpson R-18155	Polk	Willamina-Salem	Dolph Corner-Rickreall	4,500	19,000	9,500

REPORT OF TRIAL OF OTHER CASES

Case	Plaintiff	Defendant	County	Cause of Action	Demands of Plaintiff	Verdict or Judgment
L-2484	Duncan McKay	State and City of Bend	Deschutes	Damage to real property	$17,158.81	Non-suit as to State
L-2728	State	B. L. Brewer	Lane	Damage to State vehicle	47.75	$ 47.75

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REPORT OF TRIAL OF OTHER CASES - Cont.

Case	Plaintiff	Defendant	County	Cause of Action	Demands of Plaintiff	Verdict or Judgment
L-2723	State	Dolores L. Knight	Multnomah	Damage to guardrail	$ 210.05	$ 210.05
L-2716	State	Pollans	Umatilla	Damage to sign	93.36	93.36

(For additional details, see copy of the Chief Counsel's letter of May 8, 1957, and the tabulation of condemnation cases tried during April 16 to May 6, 1957, in the General Files).

In connection with the report of cases tried, the Chief Counsel commented that the court has ruled against the State in the Sigfrid case, one of the suits brought on by the Mitchell flood. It was his feeling that the court erred in its decision and that the case should be appealed. The Commission granted authority to appeal the case.

He also mentioned briefly the Stumbo case involving right of way on the Pacific Highway in southern Oregon. The Stumbos, he stated, have demanded the sum of $250,000 for property for which the State has offered $100.00. They have subdivided the small parcel into two-inch squares which they are selling to the public.

The Commission accepted a report submitted by the Chief Counsel showing condemnation cases which have been settled since the last Commission meeting, summarized as follows:

REPORT OF CONDEMNATION CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
Holt R-24543	Linn	Pacific East	N. Jefferson Jct.-Albany	$ 4,500	$ 5,000
Neeley R-14578	Linn	Pacific East	N. Jefferson Jct.-Albany	11,750	11,750

In addition to these cases, the Chief Counsel also reported that the case with J. M. Housley, et ux. (R-17836), concerning property on the Pacific Highway near Roseburg, has been settled for the sum of $18,000. He recommended approval thereof. He recalled that this case has been in litigation for four years and that the defendants in the first instance asked

remuneration in the sum of $175,000. During the last few months, however, one of the attorneys for the defendants made overtures for a settlement starting in the neighborhood of $35,000, and the owners eventually accepted the sum of $18,000. He pointed out that if the case had been decided in court there would be additional payments to the defendants of four years' interest and possibly attorneys' fees and court costs. The Commission approved the settlement as recommended.

He also reported settlement of a case with Car Vue Theater, (L-2551) involving acquisition of 2.24 acres of land needed as right of way for the Forest Grove-Hillsboro Section of the Tualatin Valley Highway. He recalled that the settlement that was approved by the Commission at its meeting on January 22, 1957, was in the sum of $11,000, including $650 for moving a sign. It was also agreed at that time to pay interest at the rate of 6 percent from July 16, 1956, which was the date upon which the State took possession of the property; however, through an oversight the settlement as reported to the Commission did not set forth the obligation to pay the interest. He recommended in view thereof, that interest in the sum of $466.16 be allowed at this time as agreed. The Commission approved the payment.

The Chief Counsel stated that under authority of a resolution that was adopted by the Commission on December 20, 1951, offers for acquisition of certain parcels of real property have been tendered to the owners prior to the institution of condemnation proceedings, as follows:

Sandy-Forest Boundary Section of the Mt. Hood Highway

R-25419 - Cecelia H. Eggers, et al. 6.88 acres for right of way purposes. Offer of $11,700.00 approved by Mr. Reynolds April 30, 1957.

R-25710 - Glendale Holte, et al. 0.04 acre for right of way purposes. Offer of $150.00 approved by Mr. Reynolds April 30, 1957.

North Jefferson Junction-Albany Section of the Pacific Highway East

R-24543 - Frances L. Holt, et al. 11.01 acres for right of way purposes Offer of $4,500.00 approved by Mr. Reynolds April 30, 1957.

Black Bridge-Richland Section of the Baker-Homestead Highway

R-26017 - Lanta M. Burnside, et al. 4.1 acres for right of way purposes and 0.29 acre for easements to reconstruct irrigation ditches. Offer of $1,730.00 approved by Mr. Reynolds April 30, 1957.

Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway

R-22723 - Ray Parker, et al. 1.72 acres for right of way purposes and 0.22 acre for excess takings. Offer of $6,250.00 approved by Mr. Reynolds April 30, 1957.

Siletz-Newport Section of the Oregon Coast Highway

R-4251 - F. R. Salway. 4.70 acres for right of way purposes. Offer of $2,500.00 approved by Mr. Reynolds April 30, 1957.

Newberg-Gerin Corner Section of the Hillsboro-Silverton Highway

L-2677 - Walter Adolf, et al. 12.86 (12.42 net) acres for right of way purposes. Offer of $8,500.00 approved by Mr. Reynolds April 30, 1957. (Increase from $6,475.00 because of the acquisition of 2.42 additional acres)

The Commission approved the offers as reported.

A report was presented by the Chief Counsel concerning orders that have been issued by the Public Utilities Commissioner relative to proceedings in which the State has been made a party, summarized as follows:

PUX 169: Blanket petition of Union Pacific Railroad Company for an order requiring motor vehicles transporting logs, poles or pilings to stop at a multitude of crossings on its main line and branch lines in Eastern Oregon. The order denied the petition with respect to a few crossings but on the whole the petition of Union Pacific Railroad Company was granted. The Railroad Company is to install truck stop signs on its cross-buck signs and the State is to provide advance warning signs on the highway.

PUX 216: Application of Marion County for authority to construct a crossing at grade of the tracks of Southern Pacific Company on an extension of South 25th Street in Salem. The order provides that the entire cost thereof shall be borne by the County.

PUX 218: Application of Edward Hines Lumber Company for authority to use a private road crossing on the Central Oregon Highway near Hines in Harney County. The purpose of the proceeding is to legalize a crossing that was allowed by the Highway Commission prior to the enactment of legislation placing jurisdiction over such crossings in the Public Utilities Commissioner. All vehicles on the private road are required to stop before proceeding across the highway.

The Chief Counsel recommended a change in the policy of the Commission concerning the use of staff appraisers and outside professional appraisers for determining settlements for right-of-way acquisition, including condemnation cases. He pointed out that in condemnation cases it has been the practice to employ at least two outside professional appraisers and at times the State has been placed in the awkward position of paying the outside appraisers a sum in fees which sometimes is in excess of that offered

the land owners. He recommended adoption of the following procedure for use hereafter:

1. That in all cases involving a taking of less than $1,000 only staff appraisals be used, either as a basis of settlement or of trial.

2. That in all condemnation cases involving a taking of $1,000 or less, only staff appraisers be used in the subsequent trial.

3. In all other condemnation cases, a staff appraiser be used, supported by the use of one or two professional appraisers, depending upon the particular case and the problems presented.

He also commented that in testifying before juries there is virtue in having the people appear as witnesses who originally negotiated with the property owners. It was his feeling that these right-of-way agents by and large are as well qualified as professional appraisers and their appearance in court would tend to establish better public relations. He also observed that the procedure recommended is followed in a number of other states and particularly in California whose procedures in acquiring right of way are considered very good. The Commission approved the policy changes as recommended.

The Chief Counsel recommended and the Commission approved an increase in salary for the Assistant Counsel, Robert L. May, Jr., from $694.00 per month to $716.00 per month, effective May 1, 1957.

The Commission considered the matter of instituting eviction proceedings against Elizabeth L. Mansfield, who occupies state highway property located in the 3200 block of S. W. Hood Street in Portland. The Chief Counsel explained that the property was purchased from Miss Mansfield in 1953 for the sum of $14,000 and she had agreed to pay rental for the four houses at the rate of $85.00 per month. In July, 1956, the Portland Bureau of Health served notice on Miss Mansfield that she was maintaining living quarters in a building posted as unfit for human occupancy. She has paid no rent since January, 1956, and has refused to vacate the premises. He recommended and the Commission granted authority to take proceedings as are necessary to evict the tenant.

Consideration was given to payment of the premium for the renewal of liability insurance provided for in the agreement with the Medford Irrigation District covering construction of the Medford County Farm Section of the Pacific Highway. In the relocation of the irrigation facilities, the Chief Counsel reported, it was agreed that because of possible increased liability which would be imposed upon the Irrigation District by reason of the relocation of its facilities, the State would pay the premium for additional liability insurance for a period of ten years, or would obtain the same type of insurance coverage elsewhere at State expense. Since the date of the

original agreement of January 22, 1953, the State has paid the premium for the additional insurance. A renewal certificate for the period from May 20, 1957 to May, 1958, with a statement for premium in the amount of $186.66, has been received, and he recommended that it be paid. The Commission approved the payment.

The Commission accepted and approved a report presented by the Chief Counsel concerning claims against others which have been abandoned as uncollectible and which are summarized as follows:

CAO-57-16, Lyons: On January 10, 1957 a State Highway Department sedan collided with a sedan owned and operated by Mr. Frank Lyons, causing damages to the State vehicle in the amount of $16.50. Further investigation disclosed that the State vehicle made an improper turning movement and that there was no legal liability on the part of Mr. Lyons.

CAO-55-32, Archie W. Yandell, L-2600: On December 11, 1954 a sedan owned and operated by Mr. Yandell collided with the Isthmus Slough Bridge on the Coos River Highway causing damages to the bridge in the amount of $457.72. Mr. Yandell has not replied to any letters and the Commissiion, in June, 1956, authorized institution of legal proceedings to collect the claim. A summons was served on Mr. Yandell's brother. Judge King held that the service was defective and that the case should be dismissed, and on April 16, 1957 the judge did dismiss the action. Further investigation revealed that the defendant now resides in New York State and that he has no property in the State of Oregon.

The Chief Counsel reported that the Phoenix Sand & Gravel Company has filed suit against the State for services and materials furnished for an embankment repair job at Torrent Creek on the Pacific Highway in Jackson County, under Contract No. 4763. The contract, he stated, provided for an estimated 16,000 cubic yards general excavation, whereas only 9,924.1 cubic yards were actually removed. The plaintiff contends that the calculations of the State are in error and that a total of 16,322 cubic yards of material was excavated, for which they are entitled to compensation at their bid price of 64.5 cents per cubic yard. The Commission authorized defense of the case.

Approval of the appointment of Mr. Glen V. Sorensen, Salem, as an assistant attorney, was requested by the Chief Counsel. He explained that Mr. Robert P. Amacher, who has been employed as an attorney since October, 1955, has accepted a commission in the Judge Advocate General's Office of the United States Air Force, and it is contemplated that Mr. Sorensen will assume Mr. Amacher's duties. The appointment, he continued, has been approved by the Attorney General, at a salary of $513.00 per month, effective immediately following adjournment of the current Legislative Assembly. The Commission approved the hiring of Mr. Sorensen as reported.

The Assistant Counsel presented a report on the status of legislation that is being considered by the 1957 Legislative Assembly pertaining to state highways. He mentioned briefly that of thirteen bills that were sponsored by the Commission, seven have passed, five are "dead", and one has passed the House of Representatives. The Commission accepted the report. (For details see the Chief Counsel's letter concerning status of legislation, dated May 10, 1957, in the General Files.)

Mr. Howard Maple, Manager of the Coos County Chamber of Commerce, appeared before the Commission concerning improvements to the Coos Bay-Roseburg Highway, Route No. 42. He was accompanied by Mr. George Burr, Mayor of the City of Coquille and Chairman of the Highway Committee of the Coos County Chamber of Commerce. He advised that he represents not only the Coos County Chamber of Commerce, but also the President's Council which is composed of the presidents of seven Chambers of Commerce in the County. It is the considered opinion of the Council, he said, that the most important highway project in Coos County for 1957 is the improvement of Highway 42. He urged the immediate improvement of this highway. He also urged the Commission to acquire additional land at Sunset Bay State Park which is needed to develop overnight camping facilities. He expressed hope that an agreement can be reached between the State and Cottrell Bros., owners of the property who, he said, may now be willing to sell the property for $15,000. He gave as his feeling that the State will have to pay more for it later on. Mr. Burr endorsed Mr. Maple's remarks and asked the Commission to consider the improvement of Highway 42 from the standpoint of relieving the unemployment situation in Coos County. He advised that because of the slack in the lumber and logging industries, many people are out of work and that any new highway or park project that can be started in Coos County will tend to relieve the unemployment situation. He expressed hope that Sunset Park can be developed at an early date.

The meeting recessed at 12:00 noon and reconvened at 1:30 p.m. in the same room with the same persons present and participating.

The Engineer reported that under authority previously granted him by the Commission he has awarded contracts referred to him as follows, the conditions of the awards having been satisfied:

(1) Grading and stone base on West Unit, Airlie-Suver Section of Burns Corner-Suver Road in Polk County. Bids received March 29, 1957. Conditions of award satisfied April 23, 1957. D. F. McKenzie, Salem, low bidder.

(2) Crabtree Junction-Brewster and Oak Creek School-Lebanon Paving Project, Linn County. Bids received April 19, 1957. Conditions of award satisfied April 23, 1957. Morse Bros., Lebanon, Low bidder.

(3) Grading and paving on Gregory Road-Central Point Junction and Table Rock Road-Crater Lake Junction on Table Rock Road and Crater Lake Highway-Jacksonville Road, Jackson County. Bids received April 19, 1957. Conditions of award satisfied April 25, 1957. Hughes & Dodd Company, and Tru-Mix Equipment Company, Medford, low bidder.

(4) Grading and paving West City Limits-Main Street (Beaverton) on Farmington Highway, Washington County. Bids received April 19, 1957. Conditions of award satisfied April 26, 1957. Porter W. Yett, Portland, low bidder.

(5) Construction of Pacific Highway Overcrossing of S. P. Railroad at Jefferson Junction, Linn County. Bids received March 28, 1957. Conditions of award satisfied April 26, 1957. Johnston & Bryant, Newberg, low bidder.

(6) Grading and paving the Gold Beach-Hunter Creek Section of Oregon Coast Highway, Curry County. Bids received March 29, 1957. Conditions of award satisfied April 26, 1957. The Central Heating Co., Ore. Ltd., Eugene, low bidder.

(7) Elgin-Union Rock Production Project on Wallowa Lake and Cove Highways, Union County. Bids received April 19, 1957. Conditions of award satisfied May 6, 1957. E. H. Itschner Company, Molalla, low bidder.

(8) Grading and paving on Hopmere Road-McNary Wye Section of Wheatland Road, Marion County. Bids received April 19, 1957. Conditions of award satisfied May 9, 1957. Central Paving Company, Independence, low bidder.

(9) Grading the North Jefferson Junction-S. P. Railroad Overcrossing Section of the Pacific Highway, Marion and Linn Counties. Bids received March 29, 1957. Conditions of award satisfied May 9, 1957. Roy L. Houck & Sons, Salem, low bidder.

(10) Grading the S. Unit, Newberg-Gearin Corner Sec. of Hillsboro-Silverton Highway, Marion and Yamhill Counties. Bids received April 19, 1957. Conditions of award satisfied May 10, 1957. John Havlik, Jr., Scappoose, low bidder.

Placement of reduced load limits, allowing 11,000 pounds gross on any single axle and 20,000 pounds gross on any pair of tandem axles, was reported by the Engineer on the following highways:

1. Crater Lake-North Highway No. 232, M.P. 0.0 to M.P. 3.81.

2. West Diamond Lake Highway No. 233, from M.P. 8.0, two miles east of the Jackson County-Douglas County line, to M.P. 23.89, at its junction with Crater Lake-North Highway.

3. East Diamond Lake Highway No. 425, over its entire length.

All three of these load limits, the Engineer stated, were made effective at 9:00 a.m., May 10, 1957, because of wet and weak oil surfacing caused by removal of snow and thawing conditions. The Commission confirmed placement of the reduced load limits as reported.

The Engineer also reported that under authority previously granted by the Commission he has removed reduced load limits on certain sections of state highways, as these sections are now able to carry legal loads without undue damage to the roadbed. Removal of the load limits was confirmed by the Commission on the following sections of state highways:

1. John Day-Burns Highway, from M.P. 10.23, at Joaquin Miller State Park, to M.P. 30.19, five miles south of Seneca, effective 5:00 p.m., April 25, 1957.

2. Medical Springs Secondary Highway, from M.P. 0.5, 0.17 mile south of the city limits of Union, to M.P. 33.22, two miles south of Salt Creek, effective 5:00 p.m., April 30, 1957.

3. Crane-Scotts Butte Secondary Highway from M.P. 56.0, approximately five miles northwest of the Harney County-Malheur County line, to M.P. 66.0, southeast of the junction with the county road to Folly Farm, effective 5:00 p.m., May 6, 1957.

4. Burns-Crane Highway from M.P. 16.74, at Lawen, to M.P. 28.23, junction with Crane-Scotts Butte Secondary Highway, effective 5:00 p.m., May 6, 1957.

Chairman Reynolds inquired of the Engineer as to the relative value of Portland cement and asphalt in surfacing of state highways. The Engineer explained that on a four-lane section Portland cement will cost about $36,000 more per mile than an asphalt surface. However, maintenance of a concrete surface is practically nil until the latter years of the life of the pavement, whereas, maintenance of asphalt surfaces has a tendency to decrease during the years. He pointed out that there are certain advantages in using Portland cement in urban areas where the traffic is very heavy and where it would be an advantage in keeping maintenance crews off the highway as much as possible. He also pointed out that many of the older Portland cement pavements have been resurfaced with asphalt, which is more economically maintained than the other type. Chairman Reynolds inquired as to why the Commission should use Portland cement if an asphalt surfacing is satisfactory and more economical. The Engineer replied that one of the reasons would be in keeping maintenance forces off heavily traveled urban sections. Commissioner McIver suggested that it might be advisable to

"try-out" some concrete pavement outside of urban areas. He mentioned US99 in the vicinity of Albany and Salem. After some further discussion regarding the merits of the two types of surfacing, the Commission instructed the Engineer to make a careful study of the matter and present a report.

Chairman Reynolds stated that there should be some statement in the minutes outlining the Commission's understanding as to the intent of the Legislature as to where the $12,600,000 which it authorized should be spent. The Engineer stated that it has been clearly understood throughout the legislative hearings on this bill that the money is to be used in reconstructing the Oregon Coast Highway between Gold Beach and Brookings in Curry County. As construction costs have risen considerably since the estimate was made to complete the highway through the county, he suggested that the construction of the section from Pistol River to Brookings be considered by the Commission as the No. 1 project in expenditure of this bond money. He explained that the section north of Pistol River can be constructed in stages so that the highway can be used as the several segments are constructed, whereas, south of Pistol River the entire section must be completed before any part of it can be used. He estimated the cost to construct the section from Pistol River to Brookings at $11,000,000 and he gave as his thought that grading can be started this year and be completed in about three years. He pointed out that the new construction will save about eight miles in distance. The Commission instructed the Chief Counsel and the Engineer to prepare a statement for inclusion in the minutes of the next following meeting, explaining definitely why the Commission is spending this money in Curry County, and outlining a definite program for expenditure of the money so the information will be a matter of record for future highway Commissions.

The Commission confirmed the Engineer's action in reclassifying from a Group II status to a Group I status the following state highway sections:

1. Eddyville-Blodgett Secondary Highway No. 180, between M.P. 11.72 and M.P. 19.29.

2. Scholl's Secondary Highway No. 143, from Progress, at M.P. 9.60, to a junction with the Beaverton-Hillsdale Highway at M.P. 12.40.

The Engineer explained that in each case test runs were made with vehicles having a combined over-all length of 60 feet, and it was found that such vehicles can negotiate the sections of highway without encroaching upon the opposing traffic lane.

The Engineer submitted a report on a previous request made by the Department of Services for the Blind to install and operate a coffee shop in the basement of the State Highway Building in Salem. Conferences, he stated, have been held with the parties concerned and installation of the facilities has been approved by the Secretary of State. He recommended

that this installation be authorized; also an expenditure estimated at $985.00 be approved to pay for installation of a partition, asphaltic tile on the floor, a window ventilator, plumbing to connect with the sink and other miscellaneous items. The Commission approved the recommendation and the expenditure.

The Commission accepted a report submitted by the Engineer showing statistics on the Weighmaster operations for a three-month period from January through March for the years 1953 to 1957, inclusive.

Consideration was given to a resolution from Pomona Grange No. 23, Grant County, requesting improvements to the John Day Highway to accommodate 55-foot truck and semitrailer combinations. The Engineer reported that test runs made in 1954 with 55-foot semitrailers revealed some deficiencies between Dixie Summit and Unity, between Unity and Brogan, between Baker and Unity and between Canyon City and Seneca on the John Day-Burns Highway. It was his thought that these deficiencies have been overcome by minor betterment work and by reconstruction performed by the Forest Service. The next move is to find someone in the trucking industry who is willing to furnish a 55-foot truck and semitrailer combination to conduct a test run, and he recommended that the Grange be so informed. The Commission accepted his recommendation.

A report was submitted by the Engineer on the previous request of the North Albany-Corvallis All-weather Highway Association for improvement of the existing Albany-Corvallis Highway by raising the grade sufficiently to permit travel during flood periods. The Engineer advised that an investigation was made and it was found that to perform a satisfactory improvement will cost approximately $876,000. It was his feeling that a makeshift job should not be performed and that no large amount of money should be expended on the existing road. He pointed out that to acquire right of way along the existing highway to provide for raising the road will cost approximately $300,000. He recommended that the people who are interested be informed that the project cannot be considered at this time due to lack of funds to finance it. The Commission accepted the recommendation.

The Engineer presented a written report including a map, on the re-evaluation of the proposed interstate system of highways within the Portland urban area. The Commission accepted the report and authorized the Engineer to continue the studies.

A report was presented by the Engineer concerning the renaming of a section of the Pacific Highway West in the Tigard area. He recalled that, in response to a petition signed by approximately 95 percent of the businessmen of Tigard and vicinity, concurred in by the Washington County Court, the Commission on April 19, 1957, named a section of this highway from the Multnomah County line to the Tualatin River Bridge, Barbur Boulevard. However, when inquiries were made by Mr. W. O. Widdows, in charge of signing, to secure approval from the City of Portland and Multnomah County for uniform signing from 13th Avenue to the Tualatin River Bridge, he found that postal authorities, the City and the County insisted that the

section be named Southwest Pacific Highway. The Washington County Planning Commission which is now engaged in numbering businesses and residences along this section also recommends that the section be named Southwest Pacific Highway. The Washington County Court and the Tigard Chamber of Commerce, upon being contacted, admitted that they did not coordinate their original request with the City of Portland, the postal authorities, or Multnomah County. However, they indicated that their second choice for a name would be Southwest Pacific Highway. The Engineer recommended that the Commission rescind its action taken April 19, 1957, and designate that section of US 99W, between 35th Avenue in Portland and the Washington-Yamhill County line at Rex Hill, "Southwest Pacific Highway" for the principal purpose of clarifying mailing addresses. The Commission approved the recommendation by adopting the attached resolution relative thereto, marked EXHIBIT "F", which resolution by this reference is made a part hereof, with like effect as though extended in full herein; however, stating specifically that the section from Rex Hill into the City of Newberg shall still be known as "Herbert Hoover Boulevard".

The Commission gave attention to the following items of unfinished business appearing on the Secretary's summary, dated April 19, 1957:

1. Offer of City of Delake to donate property for park development: The Parks Superintendent stated that his report on this subject is not yet complete. The item is to remain on the list of unfinished business.

2. Request of North Albany-Corvallis All-weather Highway Association for improvement of the Albany-Corvallis Highway along the existing route to eliminate curves and flooding conditions: This item was ordered deleted from the list of unfinished business as a report on the subject was submitted by the Engineer earlier in the day.

3. Objection of Mr. Badley of Otter Crest to the use of the word "Lookout" in the name of the state park building at Depoe Bay: This item was ordered deleted from the list as a report was submitted by the Parks Superintendent earlier in the day.

4. Duties of City and County Relations Engineer: Mr. Clarence G. Swenson, City and County Relations Engineer, gave an oral report on the organization and functions of his Division, including duties in detail, procedures followed and historical background. The item was ordered deleted from the list.

The Commission gave attention to a request from the Siletz Highway Improvement Association for additional improvements on the Siletz Secondary Highway between Siletz and Kernville. The Engineer pointed out that funds which were tentatively allotted to this highway sometime ago had to be used to finance a new bridge across the Siletz River as a replacement for one that was destroyed by a truck. Although some highway improvement has been performed within the last few years, there still remains about 10 miles which is in need of improvement. He recommended that the Association be advised that the Commission is cognizant

of the need for further improvement but as no funds are now available it will be necessary to postpone improvement until a future date, but consideration will be given to an additional project when the next construction program is formulated.

The Engineer requested authority to widen the Salem By-pass Section of the Pacific Highway East to four traffic lanes. He pointed out that since this by-pass has been constructed, four-lane sections have been completed to the north and to the south of Salem. Traffic on the four-lane sections moves at a high rate of speed and apparently some drivers become confused when they enter the intervening two-lane section and as a result numerous accidents have occurred resulting in three fatalities. He recommended that the by-pass be four-laned at the earliest possible date and to finance the work he suggested that the by-pass improvement be advanced into the present two-year program. This action, he stated, will in no way delay the over-all improvement of the Pacific Highway between Salem and Eugene, but will permit contracting in line with funds available, as the Salem By-pass is ready for contracting at any time. The Commission approved the recommendation.

The Engineer also called to the Commission's attention that it may be necessary to go outside of the division limits in allocating funds for construction of the interstate system only in order to take advantage of funds that are available. The fact that 42 percent of the interstate program is in Division I, which includes Portland, further complicates contracting strictly by division limits. The Commission approved financing beyond division limits as may be necessary to accomplish the project.

Revision of Willamette Highway alignment around Lookout Point Reservoir in Lane County was discussed. The Engineer explained that a bad slide condition has developed which has not particularly affected the highway but is a serious menace to the Southern Pacific Railroad. The U. S. Army Engineers propose to rebuild the highway and the railroad through the slide area at government expense. As the highway is involved, it is necessary that the Commission approve the project even though no expenditure of State funds is involved. Upon the Engineer's favorable recommendation the Commission approved the proposed highway revision and authorized the Engineer to sign an agreement with the Army Engineers relative thereto.

Consideration was given to a request from the City of Newport for widening the Oregon Coast Highway to full width, including gutters and curbs, in the northern part of this city. The Engineer reported that an investigation revealed that a section about 3,700 feet in length in the northerly part of the city is involved. Cost of the project has been estimated at $166,000. As there are no funds available for work of this type, he recommended that the City be so advised that the work cannot be undertaken at this time but consideration will be given to it when funds become available and if the City will contribute 25 percent of the costs. The Commission accepted his recommendation.

The Engineer presented requests from Deschutes and Marion Counties for additions to the county FAS system. These extensions, he said, conform to requirements for the county system and have been requested by the County Courts. Upon his favorable recommendation the Commission approved the following additions:

DESCHUTES COUNTY - FAS 779, 1 Mile: This addition extends from the present southerly terminus of FAS 779 northeast of Terrebonne, westerly and southerly to FAS 322, east of Terrebonne.

MARION COUNTY - FAS 737, 1.8 Miles: This extension begins at the Salem By-pass and extends westerly into the City of Salem.

The Commission considered requests from Baker, Clackamas, Columbia, Deschutes, Grant, Jackson and Lincoln Counties for approval of additional 1958-1959 Federal-aid county road secondary projects. These projects, the Engineer stated, have all been requested by the various county courts and he recommended that they be approved as follows:

County	FAS Hwy. No.	Section and Description	Programmed Amount	FAS Fund
Baker	506	Wingville Section, 3.6 miles. G., S., & O.	$ 129,000	'59
Clackamas	680, 681)	Boones Ferry Road-Oswego Section, 2 miles. Right of way	$ 175,000	'58
Columbia	609	N. Fork Scappoose Creek Bridges (2) and Cedar Creek Drainage Structure. Structures only.	$ 50,000	'58
Deschutes	779	Austin Road Section (Extension), 1 mile. Oiling	$ 6,000	'58
Grant	453	South Fork John Day River Section, 8.5 miles. Grading.	$ 122,000	'59
Jackson	274	Jacksonville-North Section. Additional funds for project approved 11/8/56.	$ 54,000	'58
Lincoln	585	Yaquina Bay Section, Drainage Structures.	$ 50,000	'58
		Subtotal, Additional Projects	$ 586,000	

SUMMARY BY FISCAL YEARS

	1957 & 1958	1959	Total
Available September, 1956	$ 4,443,000	$3,800,000	$8,243,000
Previously Approved	3,839,000	1,593,000	5,432,000
Unprogrammed Balance	$ 604,000	$2,207,000	$2,811,000
Proposed Projects 4/29/57	$ 335,000	251,000	586,000
Unprogrammed Balance	$ 269,000	$1,956,000	$2,225,000

The Commission approved the projects as recommended.

The Commission discussed a proposed agreement with the State of Idaho covering construction of a new four-lane bridge across the Snake River on US 30 near Ontario. The Engineer explained that among other things the agreement provides that Oregon shall design and build the bridge, with the cost to be shared equally by the two states; also, that each state will construct its own approach to the bridge and after completion of the structure Oregon will maintain the structure, with one-half the cost to be reimbursed by the State of Idaho. Following his favorable recommendation the Commission approved the agreement.

The Commission approved a request from the Engineer for authority to spend $121,000 of Interstate funds to construct a standard double-faced guardrail in the center of the concrete median island on a 3.8-mile section of the Portland-Salem Expressway between Barbur Boulevard and the Tualatin River. This section, he stated, was constructed with a 3.5-foot wide concrete barrier, six inches high, between opposing traffic lanes but such barrier has not prevented head-on collisions caused by cars going out of control and catapulting across the barrier. As a result of such accidents three fatalities have occurred. It was his opinion that construction of the double-faced guardrail will prevent such accidents.

The Engineer requested authority to increase the project authorization on Contract No. 4776 for grading and paving the Josephine County Line-Rogue River Road Section of the Pacific Highway in Jackson County in the amount of $22,000. This overrun, he stated, was caused by unanticipated shrinkage of borrow material in place and an increase in the amount of asphaltic mixture necessary because the aggregate was unusually heavy. The Commission approved the increase.

Attention was given to a request from Krebs Brothers, Heppner, that the State burn a fireguard along portions of US 30 between the John Day River and Boardman; along a six-mile section on ORE 19 south of Arlington; and along a fifteen-mile section of ORE 74 between Heppner Junction and Cecil. The Engineer advised that for the past two years the State has performed similar services in cooperation with owners of adjoining ranches and the Bureau of Land Management, the burning operations being conducted under the supervision of the Landscape Engineer.

He recommended that the State again cooperate in the same manner as in the past two years. The Commission approved the recommendation. The Engineer also suggested that the ranchers be advised that for future years it appears that it will be more economical to use a soil sterilant which will prevent the growth of weeds and grass which could cause fires. The estimated cost of applying a suitable sterilant, he stated, is approximately $16.00 per mile, approximately 50 percent of the cost of burning. He also suggested that the ranchers should cooperate to some extent in the chemical treatment but details could be worked out by the Landscape Engineer at a future date. The Commission approved the suggestions.

Correction of drainage conditions on certain Multnomah County roads caused by construction of the Banfield Expressway was discussed. The Engineer advised that the Multnomah County Roadmaster requested an investigation of drainage conditions on county roads, including 148th Avenue, 162nd Avenue and 202nd Avenue. An investigation was made by State and County officials and both parties agreed that the Banfield Expressway construction is not responsible for additional surface drainage at 148th Avenue, and in the opinion of the State Engineers, the Banfield Expressway at 202nd Avenue is not causing the County any particular trouble. However, there is a problem at 162nd Avenue, the correction of which will require installation of approximately one-half mile of 18-inch storm sewer pipe. It was his opinion that the cost of such improvement should be borne 40 percent by the State and 60 percent by the County. Applying these percentages to the estimated cost of the work would mean that the State would contribute a flat sum of $4,400. He recommended that the work be performed by the County on this basis, the details to be covered by an appropriate agreement. The Commission approved the project.

The Engineer reported that a problem exists in getting school children across US 99W at the Lincoln School, south of Corvallis. An investigation reveals that the condition can be improved by mounting a flashing light on the school crossing sign, which light would be manually operated and would be in operation only when school children are crossing the highway. He recommended that such a light be installed at an estimated cost of $700, with the understanding that the School District shall bear the cost of the electrical energy to operate the light. The Commission approved the installation.

Attention was given to a request from the Hermiston Chamber of Commerce for installation of traffic signals at the intersection of First and Gladys Avenues in the City of Hermiston. This intersection, the Engineer stated, forms the junction between the Old Oregon Trail and the Hermiston Highway. He recalled that this intersection was investigated in 1952 and a request made at that time for traffic signals was denied. A further investigation was made in April, 1957, and it was found that traffic volumes, both vehicular and pedestrian, are below those required by the standard warrants for signalization. In view of these findings, he recommended that the request be denied. The Commission approved his recommendation.

The Commission also considered a petition from residents of School District No. 106 for the installation of school crossing signals at the intersection of the Beaverton-Tualatin Highway and Locust Drive in the community of Metzger. The Engineer reported that an investigation revealed that whereas, volume of children that cross the highway at this point is sufficient to warrant installation of school crossing signals, the vehicular volume is approximately one-half of that required by standard warrants. It was his opinion that the existing protection coupled with the schoolboy patrol is adequate, and he recommended that the request be denied. The recommendation was approved.

A request was considered from the City Manager of Toledo for installation of traffic signals at the intersections of the Corvallis-Newport Highway with Main Street and "A" Street in this City. The Engineer reported that a traffic engineering investigation was made and it was found that conditions at the intersections meet the standard warrants for installation of traffic signals. However, because of the alignment of the Corvallis-Newport Highway, traffic signals at these intersections will act as a surprise element and will probably increase the hazard. There is also a short downgrade at the Main Street intersection which would prove very hazardous. He estimated that installation of signals will cost $7,500 at each intersection. In view of the physical conditions and the cost, it was his opinion that installation of traffic signals cannot be justified at this time and he recommended that the request be denied. He also recommended that, in lieu of the traffic signals, flashing beacons be installed at the intersections at a total estimated cost of $1,400. The Commission approved both recommendations.

The Engineer requested authority for the expenditure of $900 to install a flashing beacon at the intersection of the Pacific Highway with Clover Road in the City of Talent. He explained that the location involved is a five-way channelized intersection with left-turn refuges and there have been a considerable number of accidents at this point. The Commission approved the installation.

The Engineer reported that under authority previously granted him by the Commission, he has completed surveys for reconstruction of portions of two state highways. The routes of both of these sections, he stated, have been carefully studied so that when they are constructed they will provide the greatest good to the traveling public commensurate with the cost of construction. He recommended that the Commission adopt the following surveys:

1. Portland International Airport-N.E. Alberta Street Section of the Airport Road and Cascade Highway in Multnomah County. (SEE EXHIBIT "E-1" and EXHIBIT "E-2")

2. Forest Frove-Cornelius Unit, Forest Grove-Hillsboro Section of the Tualatin Valley Highway in Washington County. (SEE EXHIBIT "E-3")

In connection with the Forest Grove-Cornelius Unit, he recommended that this project, which will cost approximately $425,000, be advanced into the present two-year program, to be financed with funds from an item in the two-year program in Division I, known as the Washington County Line-S. W. 14th Street Section of the Sunset Highway. The money thus used, he said, would be replaced from an item in the proposed three-year budget in Division I, known as the Reedville-Hillsboro Section on the Tualatin Valley Highway, for which a tentative amount of $1,200,000 is listed. He pointed out that recent traffic studies indicate that the Forest Grove Section should be constructed ahead of the Reedville-Hillsboro Section.

The Commission approved both surveys and thereupon adopted the attached resolutions relative thereto, marked EXHIBITS "E-1" and "E-2", which resolutions by this reference are made a part hereof with like effect as though extended in full herein. The Commission also approved advancement of the Forest Grove-Cornelius project as recommended by the Engineer. In this connection the Engineer reported that there have been many requests for construction of an interchange at the intersection of Murray Road with Sunset Highway at M.P. 67.12. An engineering study has indicated the need for an interchange at this point. Construction of the interchange was contemplated in the 1960-62 program, but there has developed a definite need for immediate construction. He proposed that this be done by deferring improvement on the Washington County Line-S. W. 14th Avenue Section of the Sunset Highway in Multnomah County, as it is very doubtful if this project could be constructed in the existing two-year program. He outlined the transfer of funds as follows:

Transfers from Two-year Program:

From	To	
Washington County Line-S. W. 14th Avenue Section	Forest Grove Project	$425,000
	Murray Road Overcrossing	455,000
	Total	$880,000

These amounts to be considered for replacement in future program by deleting from the following items in the proposed 1960-61-62 budget:

Sunset Highway - three interchanges (North Plains, Cornelius Pass and Cornell Road)	$1,020,000	(reduce $455,000)
Tualatin Highway, Reedville-Hillsboro Section	$1,200,000	(reduce $425,000)

The Commission approved the Murray Road Interchange and the transfer of funds as recommended by the Engineer.

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The Commission granted the Engineer's request for authority to spend approximately $4,300 to microfilm records in the Bridge Division and to spend an additional sum of $1,600 for readers and film cabinets needed for the microfilms. The Engineer commented that the State Archivist provided the estimate of cost and is to do the microfilming work. The Commission also gave authority to destroy old records if approved by the State Board of Control as is required by law.

The Commission considered and upon recommendation of the Engineer granted the following requests for extensions of time within which to complete state highway contracts. Reimbursement for engineering expense and other extra expenses incurred by the State in connection with the work during the period of these extensions was waived by the Commission.

1. Barney B. Helser, Contract No. 4726, for rock production on the Klamath Agency Section of The Dalles-California Highway in Klamath County, requested an extension of time from August 15, 1956 to April 30, 1957. Approved to April 27, 1957, the actual date of completion.

2. Erick Enquist, Contract No. 4699, for construction of the North Fork Scappoose Creek Bridges on the Pittsburg-Scappoose County Road in Columbia County, requested a second extension of time from April 1 to July 1, 1957. Approved as requested.

3. J. J. Walton, Contract No. 4636, for highway illumination on the Goshen-Anlauf Section of the Pacific Highway in Lane County, requested an extension of time from October 31, 1956, to Setpember 30, 1957. Approved as requested.

4. Tom Lillebo, Contract No. 4626, for construction of a bridge over the West Fork, Illinois River on the Redwood Highway in Josephine County, requested an extension of time from December 31, 1956 to March 31, 1957. Approved as requested.

5. Tom Lillebo, Contract No. 4630, for bridge construction on the Sublimity Gun Club-Stout Creek Section of the North Santiam Secondary Highway in Marion County, requested a second extension of time from January 31, 1957 to March 1, 1957. Approved as requested.

6. Rogers Construction Company, Contract No. 4541, for grading, paving and a structure at the Banks Interchange Section of the Nehalem Secondary Highway in Washington County, requested an extension of time from July 15, 1956 to June 30, 1957. Approved to May 10, 1957, the actual completion of the contract.

FOOTNOTE: The action taken by the State Highway Commission upon the extensions of time within which to complete the highway contracts listed above was based upon the recommendation of the Engineer and his reports, which considered but did not necessarily adopt either or any of the reasons given by the contractors in their requests for such extensions of time. For

details regarding these extensions of time, see copies of the contractors' requests and the Engineer's recommendations on file in the respective contracts in the Secretary's office .

The Commission also considered and upon recommendation of the Engineer, denied the request of Trowbridge Electric Company for an increase of seven work days in which to complete contract No. 4817 for highway illumination on the N. E. 42nd Avenue-Troutdale Section of the T. H. Banfield Expressway in Multnomah County. The Commission denied the request as not being justified under the terms of the contract and ordered collection of fixed and liquidated damages as specified in the contract. (For details, see copies of the contractor's request and the Engineer's recommendation on file in contract No. 4817 in the Secretary's office.)

The Engineer reported that Contract numbers 4527, 4541, 4626, 4630, 4672, 4779, 4787, 4790, 4806, 4817, 4840, 4848, 4852, 4865, 4870, 4873, 4875, and 4876 for highway construction have been completed according to the requirements of the contracts or modifications thereof and that said contracts are now ready for acceptance by the Commission. After due consideration, the Commission accepted said contracts by adopting the attached resolution relative thereto marked EXHIBIT "C", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The Secretary requested authority for an expenditure of $2,500 to purchase a new No. 1250 multilith machine to be used in the State Highway Building in Salem. He explained that three machines are being used at the present time, one of which is a small machine borrowed from the Department of Finance & Administration. They have now requested that the machine be returned to them. The volume of work is such that three machines are necessary. The Commission approved the requested purchase.

The Commission considered the matter of reimbursing Mr. J. W. Stewart, owner of the Bear Creek Motel, situate on US 99 south of Medford, for damage to his property caused by flooding. The Engineer stated that for sometime past, an investigation has been underway concerning flooding conditions on the Pacific Highway at this point and it appears that an arch-type culvert heretofore constructed by the State is inadequate, so bids are being received at this meeting to install an additional culvert to correct the situation which has become chronic. Mr. Stewart, he continued, has shown a very reasonable attitude and has sought to secure only the actual damages to which he has been subjected. He recommended that Mr. Stewart be paid the sum of $250 for damages sustained, with the understanding that he will give a full release for all damages. The Commission approved the payment.

The status of Highway Contract No. 4648, wherein Jack Robinson Contractor, Inc., is the contractor, was discussed and considered by the Commission. The Engineer advised that the contractor has not been able to make payment for material, labor and other expenses, and that the surety upon the contractor's bond has been forced to pay the bills incurred by the contractor in working on the project. Upon the recommendation of the Engineer, the Commission unanimously decided to terminate the employment of the contractor, and to hold the surety liable for any additional costs and expenses resulting from the necessity of having the project completed by other means. The Secretary was directed to notify the contractor and his surety of the action of the Commission, and to give the contractor seven days' written notice of the termination of his employment. The Engineer and the Chief Counsel were instructed to take all necessary action to assure that the project is completed and that the surety for the contractor reimburses the State for all additional costs and expenses resulting from failure of Jack Robinson Contractor, Inc., to complete the project.

The Engineer requested authority to spend $800 to widen the pavement and install a traffic island at the intersection of Riverwood Road with Pacific Highway West at M.P. 29.90 in Yamhill County. He explained that this intersection is at a bad angle and a large number of logging trucks have difficulty entering and leaving the highway. Studies, he stated, have indicated that widening of the pavement and installation of a traffic island will considerably improve the condition. The Commission approved the expenditure.

The Commission discussed a letter from the City of Reedsport calling attention to a drainage condition on the Oregon Coast Highway which is affecting Clear Lake, the City's water supply. This lake, the Engineer stated, serves as a water supply for the City of Reedsport and an investigation has revealed that the presently constructed highway drainage system is not functioning properly and additional drain sumps and pipe are necessary to prevent surface water from draining into the lake. It appears that approximately $13,000 will be required to correct the situation and he recommended that the Commission authorize expenditure of such amount. The Commission approved the recommendation.

The Commission considered and upon favorable recommendation by the Engineer approved an agreement among the State of Oregon, the U. S. Bureau of Land Management, Frank D. and Emma A. Baird, and the Idaho Power Company, whereby the Power Company is granted authority to use a ten-acre tract of land five miles southeast of Baker for installing and operating a microwave radio station.

The Commission considered and took under advisement a letter from the Recreational and Natural Resources Committee of the Portland Chamber of Commerce suggesting the appointment of a Committee of Citizens to advise the Commission on the administration of state parks.

Upon the Engineer's favorable recommendation, the Commission approved out-of-state travel expense for the following Highway personnel:

P. M. Stephenson, Bridge Engineer, and Ivan Merchant, Assistant Bridge Engineer, to attend the Annual Regional Meeting of the Bridge Committee of AASHO at Salt Lake City, Utah, June 21, 1957, at an estimated cost of $122.00 each.

G. S. Paxson, Assistant State Highway Engineer, to conduct Annual Regional Meetings of the Bridge Committee of AASHO in Salt Lake City, Utah; Birmingham, Alabama; Chicago, Illinois; and in Boston, Massachusetts; during June, 1957. The Engineer explained that Mr. Paxson is National Chairman of this Committee and that his expenses, other than an estimated amount of $55.00 while at Salt Lake City, will be paid by AASHO.

R. L. Porter, Right of Way Engineer, to attend a meeting of Right of Way Administrators with Bureau of Public Roads officials in Chicago, Illinois during May 15 and 16, 1957, at an estimated cost of $257.00. (This is confirmation of telephone approval heretofore given.)

The Engineer recommended and the Commission approved renewal of a lease agreement with Carl O. and Edith M. Nelson, providing for the State's use as a section maintenance headquarters certain buildings and grounds belonging to the Nelsons at Milo on the Tiller-Trail Secondary Highway. The Engineer explained that the lease provides that the State shall pay the sum of $25.00 per month as rental and that the lease is effective for a period of three years, beginning August 16, 1957 and ending August 15, 1960. It also provides that the State may purchase the property within the period of the agreement for the sum of $4,500.

The Engineer brought up for discussion the erection of additional historical markers along the Old Oregon Trail between the Idaho border and Portland. He explained that an extensive study of such markers revealed that fifteen or sixteen should be erected. The matter was brought to the attention of the Memorials Committee of the Oregon Historical Society which recommended that four markers be erected at once at the following locations: Rowena, Celilo Falls, Deschutes River and at Willow Creek Rest Area, west of Boardman. The Committee also approved certain wording to be placed upon the markers. The Engineer estimated the cost to furnish and erect the markers at $400 each and he recommended approval of the expenditure and of the wording suggested by the Memorials Committee. The Commission approved the recommendation and the wording for the markers as follows, and authorized the Engineer to proceed with the installations.

28306

HISTORIC OREGON TRAIL
ROWENA

BEFORE THE 1846 OPENING OF THE BARLOW ROAD OVER THE SOUTH FLANK OF MT. HOOD, THE ROWENA BLUFFS MARKED THE END OF THE OREGON TRAIL ROUTE. HERE THE PIONEERS CAMPED THEIR COVERED WAGON TRAINS AND BUILT CRUDE RAFTS FOR THE PERILOUS DOWN RIVER PASSAGE. OCCASIONALLY THE PIONEERS WERE MET BY FLATBOATS FROM THE SETTLEMENTS. AFTER MANY LOSSES CATTLE WERE DRIVEN OVERLAND ON THE NORTH SIDE OF MOUNT HOOD. OF NECESSITY POSSESSIONS WERE OFTEN ABANDONED AT THIS POINT FOR WANT OF TRANSPORT.

OREGON HISTORY
CELILO FALLS

FROM TIME IMMEMORIAL THIS REGION COMPRISED THE FISHING GROUNDS OF ALL INDIAN TRIBES OF THE MIDDLE COLUMBIA RIVER AREA. HERE THE RIVER CASCADED OVER CELILO FALLS AND THROUGH DEEP BASALT CHANNELS. THE EARLY INDIANS SPEARED THE HUGE SALMON AND THEIR DESCENDANTS BUILT PLATFORMS OVER THE RUSHING WATERS FROM WHICH THEY GATHERED THE FISH IN LONG HANDLED NETS. THESE FISHING GROUNDS WERE RESERVED BY TREATY WHICH RIGHT THE FEDERAL GOVERNMENT PURCHASED WHEN THE FALLS WERE FLOODED BY THE STORAGE BASIN OF THE DALLES DAM. AN ANCIENT CIVILIZATION WAS COVERED BY THIS INUNDATION.

HISTORIC OREGON TRAIL
DESCHUTES RIVER CROSSING

THE OREGON TRAIL CROSSED THE HAZARDOUS DESCHUTES RIVER AT THIS POINT BY FLOATING THE PRAIRIE SCHOONERS AND SWIMMING THE LIVESTOCK. AN ISLAND AT THE RIVER MOUTH WAS OFTEN UTILIZED WHEN THE WATER WAS HIGH AND THE FORD DANGEROUS. PIONEER WOMEN AND CHILDREN WERE FREQUENTLY FERRIED ACROSS THE STREAM BY NATIVE CANOE MEN WHO MADE THE PASSAGE IN EXCHANGE FOR BRIGHT COLORED SHIRTS AND OTHER TRADE GOODS.

(Columbia River Highway
Install on East Bank of Deschutes
on widened fill)

May 16, 1957

HISTORIC OREGON TRAIL
EARLY MIGRATION

AMERICAN SETTLEMENT OF THE PACIFIC NORTHWEST BY WAY OF THE OLD OREGON TRAIL IS ONE OF THE GREAT MIGRATIONS OF HISTORY. FROM 1843 TO 1880 THOUSANDS OF FAMILIES, SOMETIMES WITH NO PREVIOUS EXPERIENCE, UNDERTOOK AN EXPEDITION OF 2000 MILES OVER PLAINS, DEEP RIVERS AND LOFTY MOUNTAINS--OFTEN BESET BY HOSTILE SAVAGES. THE JOURNEY LASTED FROM EARLY SPRING UNTIL LATE FALL FOR MOST OF THE WAGONS WERE DRAWN BY SLOW-MOVING OXEN AND LOOSE CATTLE ACCOMPANIED THE TRAINS. THE NUMBER OF IMMIGRANTS CROSSING TO THE OREGON COUNTRY IS ESTIMATED AS FOLLOWS:

1842	105-137	1847	4000-5000
1843	875-1000	1848	400
1844	700	1849	2000
1845	3000	1850	1500
1846	1350	1851	2500

(Columbia River Highway
Willow Creek Roadside Rest Area
West of Boardman)

Transfer to Baker County of a five-acre tract near Wingville, about four miles west of the Old Oregon Trail in Baker County, was discussed. The Engineer advised that the property was acquired twenty-seven years ago as a source for borrow material and gravel, but has been used very little, in fact, investigation discloses that it is of no further value to the Highway Department. He recommended in view thereof, that it be conveyed to Baker County without cost. The Commission approved the transfer to the County.

Attention was given to a letter from U. S. Senator Wayne Morse concerning construction of an access road and rest area at Norwood Road on the R. H. Baldock Freeway. The Engineer stated that the Senator's letter was instigated by Mr. Willard L. Archer, Sherwood, who has appeared before the Commission previously concerning access at this point. He stated that there has been no change in conditions at this location since the previous investigation, at which time the request for access was denied. He recommended that the Commission confirm its previous decision. The Commission deferred action pending appearance of a delegation scheduled for the following day. (The Commission advised Mr. Archer on May 17, 1957 that traffic conditions at Norwood Road will be re-examined and new counts taken to clarify uncertainties in Mr. Archer's mind.)

May 16, 1957

The Commission approved the Secretary's report on papers signed by him in behalf of the Commission during the period of April 16 to May 13, 1957.

The Commission discussed a date for its next regular meeting and confirmed Thursday and Friday, June 27 and 28, 1957, as the date for such meeting, which is to be held in Portland. The Commission tentatively set Thursday and Friday, August 8 and 9, 1957, as the date for its next following meeting, which also is to be held in Portland. The Secretary was instructed to make the usual arrangements for use of the Queen's Room in the Imperial Hotel for this purpose. The Commission also confirmed Thursday, June 6, 1957, as the date for a special bid opening to be held in Salem under the direction of the State Highway Engineer and the Secretary. The bids are to be opened at 10:00 a.m. and are to be referred to the Commission at the meeting scheduled for June 27, when contracts will be awarded.

A letter from the Mayor of Roseburg, Hon. Arlo M. Jacklin, requesting a hearing in Roseburg concerning the proposed establishment of a Pacific Highway one-way couplet section on Rose and Stevens Streets was discussed. The Engineer explained that under the law, a hearing must be held if requested, but in this instance the Commissioners need not attend unless they wish to do so. The Commission authorized the Engineer to set a date for the hearing and to conduct it. (The Engineer later set 10:00 a.m. on June 20, 1957 as the date for the hearing.)

Attention was given to a request from Roy L. Davidson, Justice of the Peace of Forest Grove, that some means be devised to protect school children who cross the Nehalem Highway in the vicinity of Willamina Avenue, north of Forest Grove. The Engineer stated that an investigation was made and, based on the facts that were disclosed, it is his recommendation that the intersection at Willamina Avenue, approximately one-third mile north of the north city limits of Forest Grove, be signed as a school crossing, and that the speed zone that was established on September 22, 1952, be rescinded and a new 40 mile-per-hour speed zone be established in lieu thereof, on the Nehalem Highway from the north city lim its of Forest Grove, at M.P. 88.18, to a point 0.54 mile north of the north city limits of Forest Grove, at M.P. 87.64, except that between M.P. 87.74, north of Willamina Avenue, and M.P. 87.90, south of Willamina Avenue, the indicated speed shall be 20 miles per hour during the hours of school crossings. The Commission approved his recommendation and thereupon adopted the attached resolution relative thereto marked EXHIBIT "D-1", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Consideration was given to a request from G. V. Rempel, Polk County Commissioner, for an investigation of traffic hazards on the Dolph Corner-Dallas Highway in the vicinity of Reed Lane, north of Dallas. An investigation was conducted by the Traffic Engineer, the Engineer stated, and based on the facts disclosed, it is his recommendation that a 45 mile-per-hour speed zone be established between a point 250 feet north of Reed

Lane, at M.P. 2.29, and the north city limits of Dallas, at M.P. 2.78, except that between a point 0.15 mile south of Reed Lane, at M.P. 2.48, and a point 100 feet south of Third Street, at M.P. 2.66, the indicated speed shall be 20 miles per hour during the hours of school crossings. The Commission approved such speed zone designation by adopting the attached resolution relative thereto, marked EXHIBIT "D-2", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The Commission discussed with the Engineer and the Director of the Travel Information Division renewal of the existing contract with the advertising agency of Cole & Weber, Portland. The Director of the Travel Division stated that the present contract expires on June 30, 1957, and that it is the recommendation of the Travel Advisory Committee that the contract be renewed for one year because the company is providing satisfactory service. The Commission approved renewal of the contract for one year beginning July 1, 1957 and ending June 30, 1958.

The Commission discussed with the Engineer bids for highway construction that were received at the morning session and at 4:00 p.m. Commissioner McIver announced awards of contracts as follows:

"Rock production on the Baker-Oxman Section of the Old Oregon Trail in Baker County. The Commission awarded the contract to the low bidder, C. E. Leseberg, Nyssa, at $32,960.00.

"Grading and surfacing on the Alsea Junction-Beaver Creek School Section of the Alsea Highway-Greenberry Road in Benton County. The Commission elects to accept the bid of Harbert Bros., Estacada, who submitted the low bid in the sum of $112,266.00, and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Benton County is received and the sum of $25,250.00 is deposited by the County.

"Rock production project on the Mt. Hood and Warm Springs Highways, near Government Camp in Clackamas, Hood River and Wasco Counties. The Commission awarded the contract to the low bidder, Parker-Schram Co., Portland, at $36,500.00.

"Construct Netell, Stavebolt and Big Creek Bridges on Lewis and Clark River Road and on Hillcrest Loop Road in Clatsop County. The Commission elects to accept the low bid of Workman & Wilson, Canby, in the sum of $119,867.00 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Clatsop County is received and the sum of $26,950.00 is deposited by the County.

"Grading and paving on 10th and Main Streets in the City of Prineville in Crook County. The Commission elects to accept the low bid of Babler Bros., Inc., Portland, in the sum of $25,917.00 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of the City of Prineville is received and the sum of $10,400.00 is deposited by the City.

"Install highway illumination at four interchanges on the Fords Bridge-Canyonville Section of the Pacific Highway in Douglas County. The Commission has awarded the contract to the low bidder, Trowbridge Electric Co., Roseburg, at $18,500.00.

"Construct culvert on the Medford-County Farm Section of the Pacific Highway in Jackson County. The Commission elects to accept the low bid of R & M Construction Co., Central Point, in the sum of $13,577.20, and directs the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired.

"Stone base and oiling project on 4th Street in Madras, Jefferson County. The Commission elects to accept the bid of Babler Bros., Inc., Portland, the low bidder, in the sum of $21,905.00, and directs the State Highway Engineer to award the contract to said bidder as soon as approval of the City of Madras is received and the sum of $5,000.00 is deposited by the City.

"Grading and paving on the North Grants Pass Interchange-Savage Street Section of the Pacific Highway in Grants Pass, Josephine County. The Commission elects to accept the low bid of M. C. Lininger & Son, Medford, in the sum of $141,857.00 and directs the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Stone base and paving project on First Street in Oakridge, Lane County. The Commission has awarded the contract to the low bidder, Oakridge Excavators, Oakridge, at $16,527.90.

"Construct three bridges over Knowles Creek on the Mapleton-Richardson County Road in Lane County. The Commission elects to accept the low bid of Tom Lillebo Construction Co., Reedsport, in the sum of $136,990.00 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Lane County is received and the sum of $30,800.00 is deposited by the County.

"Grading on the S. W. 14th Avenue-Washington County Line Section of the Portland-Salem Expressway in Multnomah County. The Commission elects to accept the low bid of G. D. Dennis & Sons, Portland, in the sum of $617,994.50 and directs the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Stone base and paving on the Union Avenue-42nd Avenue Section of the T. H. Banfield Expressway, in Multnomah County. The Commission has awarded the contract to the low bidder, Warren Northwest, Inc., Portland, at $295,869.50.

"Shoulder oiling on the Moro-Grass Valley and on the South Unit, Madras-Culver Junction Sections of the Sherman and The Dalles-California Highways in Sherman and Jefferson Counties. The Commission has awarded the contract to Babler Bros., Inc., Portland, at their bid price of

$14,873.00, as the two lower bidders, Calkins Crushing Co., at $14,020.00, and M. C. Lininger & Sons, at $13,922.50, qualified their bids by stating that they would not accept award of this project unless they were also awarded the Shaniko-Antelope project. Their combined bids were too high.

"Grading and oiling on the Shaniko-Antelope Section of the Shaniko-Fossil Highway in Wasco County. The Commission has awarded the contract to the low bidder, McNutt & Sons, Inc., and Lee F. Philpott, Salem, at $162,903.78.

"Install metal culvert at Rock Creek, construct a concrete bridge at Gate Creek, and construct 0.48 mile of highway roadbed on Wamic Road in Wasco County. The Commission elects to accept the low bid of Hodges & Barger and Robert Kyle, The Dalles, in the sum of $54,265.00 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Wasco County is received and the sum of $12,200.00 is deposited by the County.

"Install traffic signals and highway illumination at the intersection of US 99W and Greenberg Road in Tigard, Washington County. The Commission awarded the contract to the low bidder, Rochat Electric, Portland, at $9,800.00.

The Engineer stated that indications are that the Albany Timber Carnival group will again ask permission to use Waverly Lake in Albany in conjunction with its annual Timber Carnival during July 2, 3 and 4, 1957. He recommended that the Commission authorize use of the lake and bordering State grounds under the same terms and conditions that were the basis of the permit that was granted in 1956. The Commission approved the recommendation.

The Engineer reported that a Mr. Howard Martin wishes to conduct logging operations on the Alsea Highway between Cedar Creek and Rock Creek. The timber lies on a steep hillside above the road. During his logging operations some boulders and perhaps logs will probably roll onto the highway. He recommended that Mr. Martin be given a permit to conduct his operations under the condition that he provide liability insurance in the amounts of $100,000/$200,000/$50,000 for protection to the public, and a bond in the amount of $1,000 to cover any damage to highway facilities, in addition to other terms to be included in the permit. The Commission authorized the granting of the permit on such basis.

The Chief Counsel called attention to the second supplemental list of condemnations submitted to the Commission at this meeting. He stated that he had been advised that because of changes in plans, descriptions for some of these parcels of property had been changed and he requested authority to change the complaints accordingly. The Commission granted the authority.

Matters to be brought up by delegations on the following day were discussed with the Engineer but the Commission deferred action pending appearance of the delegations.

The Engineer reported that the documentary film on construction of the R. H. Baldock Freeway between Portland and Salem is now completed and will be shown to those who wish to see it. The Commission decided to view the film at 1:30 p.m., on the following day, May 17, 1957, in the Queens Room of the Imperial Hotel.

Commissioner McIver inquired as to what progress is being made in preparing pictures of highway activities to show to various communities, particularly in the Astoria area. The Personnel and Public Relations Director replied that material is being assembled as previously ordered by the Commission.

Chairman Reynolds inquired as to the status of plans for repairing or replacing the Malheur River Bridge which was recently damaged by flood waters. The Engineer replied that a decision will be made as to whether the bridge should be repaired or a new bridge constructed, as soon as all of the cost estimates are completed.

Chairman Reynolds also inquired as to road conditions near Madras in relation to a flash flood which occurred recently. The Engineer replied that the highway was washed out and was closed for one day while a new 72-inch culvert was being installed.

The Engineer reported that a meeting is planned within the next two weeks with the Washington State authorities regarding plans for the Astoria Bridge, the design for which the 1957 Legislature appropriated $100,000. At this meeting, he stated, it is also planned to discuss with the Washington people plans for revising the existing bridge across the Columbia River between Portland and Vancouver, Washington, the selling of bonds, and other details. He stated that he would investigate the feasibility of using interstate funds for revision of the existing bridge. Commissioner McIver observed that if interstate funds are used to revise this bridge it would mean simply that monies available for highway construction will be reduced by that amount.

The meeting adjourned at 4:35 p.m., to reconvene at 9:00 a.m. on the following day.

Portland, Oregon
May 17, 1957

The meeting of the Oregon State Highway Commission reconvened at 9:00 a.m. in the Queens Room of the Imperial Hotel. The following people were present:

(See following page)

Chas. H. Reynolds, Chairman
M. K. McIver, Commissioner
Robert B. Chessman, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway Engineer
W. W. Stiffler, Assistant State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
Leonard I. Lindas, Chief Counsel
Robert L. May, Jr., Assistant Counsel
R. L. Porter, Right of Way Engineer
E. F. Chidsey, Assistant Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

Bids as follows for highway construction projects were opened and read aloud by the Secretary who announced that the Commission would award contracts in the same room at 3:30 p.m.

BENTON COUNTY
MONROE OILING PROJECT

J. C. Compton Co., McMinnville	$ 32,378.50
The Central Heating Co., Eugene	33,388.50
Morse Bros., Harrisburg	33,640.00
Horton Construction Co, Portland	35,600.00
Central Paving Co., Independence	36,141.00

CURRY COUNTY
OAK ST.-CHETCO RIVER (BROOKINGS) SECTION OF THE OREGON COAST HIGHWAY

The Central Heating Co., Ore. Ltd., Eugene	$ 28,793.20
Pelican Bay Const. Services, Inc., Smith River, Calif.	29,098.50

GRANT COUNTY
CONSTRUCTION OF SENECA SAND SHED ON JOHN DAY-BURNS HIGHWAY

C. R. Bennett and Wm. Hickey, Burns	$ 11,531.00
Bechtel Bros., La Grande	11,562.00
Baughman & Son, Coos Bay	12,095.00
A. E. FitzGerald, Klamath Falls	12,784.00
R. H. Jones, Hillsboro	12,816.00
H. G. Wirtz, Grants Pass	13,689.00

JEFFERSON COUNTY
CONSTRUCTION OF HAY CREEK BRIDGE ON THE WILLOWDALE-LYLE GAP SECTION OF THE DALLES-CALIFORNIA HIGHWAY

R. H. Jones, Hillsboro	$ 38,462.00
Hamilton & Thoms, Eugene	40,648.00

Construction of Hay Creek Bridge on the Willowdale-Lyle Gap Section of The Dalles-California Highway - Cont.

S. & D Const. Co. and John B. McLeod Const. Co. Portland	$ 41,196.40
C. P. Patterson, Redmond	41,444.00
Johnson & Amen s, McMinnville	41,729.00
Teeples & Thatcher, Portland	42,080.00
Snook Bros., Corvallis	42,154.00
Harold E. Ray and L. O. Fusby, Hermiston	42,763.00
Babler Bros., Inc., Portland	43,055.00
Rogers Construction, Inc., Portland	43,462.00
A. H. Saxton & Son, Portland	44,382.00
Orlando C. Bennard, Portland	47,551.00
Schrader Construction Co., Portland	53,515.00
Pettijohn Engineering Co., Portland	55,083.00

KLAMATH COUNTY
CONSTRUCTION OF CHILOQUIN SAND SHED ON THE DALLES-CALIFORNIA HIGHWAY

H. G. Wirtz, Grants Pass	$ 9,847.00
Baugham & Sons, Coos Bay	9,875.00
R. H. Jones, Hillsboro	10,684.00
A. E. FitzGerald, Klamath Falls	10,704.00

LANE COUNTY
LOW PASS SUMMIT GUARDRAIL PROJECT ON THE SIUSLAW HIGHWAY

George C. Stubbert, Empire	$ 3,856.00

LANE COUNTY
WALTON-VENETA ROCK PRODUCTION PROJECT ON THE RICHARDSON-EUGENE HIGHWAY

E. C. Swaggart Co., Eugene	$ 27,675.00
Calkins Crushing Co., Oceanlake	38,500.00
Dolan Construction Co., Tillamook	39,897.00

MARION COUNTY
FOUR CORNERS-GEER STATION SECTION OF THE GEER ROAD (E. STATE STREET EXTENSION)

Warren Northwest, Inc., Portland	$223,481.00
Central Paving Co., Independence	228,681.50
Babler Bros., Inc., Portland	248,926.00

MARION COUNTY
CONSTRUCTION OF SIGN DEPARTMENT OFFICE BUILDING ON AIRPORT ROAD

C. A. Lantz, Salem	$ 35,840.00

May 17, 1957

Construction of Sign Department Office building on Airport Road - Cont.

T. J. Patzer, Salem	$ 36,105.00
Hampton C. Platt, General Contractor, Salem	36,300.00
R. L. Forster & Son, Salem	36,646.00
Erwin E. Batterman, Salem	37,632.00
L. H. Meloy, Salem	38,270.00
Mills Construction Co., Salem	38,360.00
Decatur & Maerz, Salem	39,040.00
R. I. Randolph Construction Co., Salem	39,887.00

MARION AND LINN COUNTIES
SANTIAM RIVER BRIDGE

Donald M. Drake Co., Portland	$703,505.00
Peter Kiewit Sons Co., Medford	777,200.00
Valley Construction Co. and Tower Sales & Erecting Co., Portland	784,250.00
Hamilton & Thoms, Eugene	825,440.00
C. J. Eldon and West Coast Steel Works, Portland	834,438.00
General Construction Co., Portland	843,085.00
Tom Lillebo Construction Co. and Tom Lillebo, Reedsport	845,542.00
Lee Hoffman, Beaverton	916,200.00
Judson Pacific-Murphy Corp., Emeryville, Calif.	917,325.20

UMATILLA COUNTY
PILOT ROCK-GRANT COUNTY LINE ROCK PRODUCTION PROJECT ON THE PENDLETON-JOHN DAY HIGHWAY

Barney Helser Rock Production, Beaverton	$ 49,640.00
Calkins Crushing Co., Oceanlake	53,835.00
E. H. Itschner Co., Molalla	57,670.00

UMATILLA COUNTY
SAND STATION-WASHINGTON STATE LINE SHOULDER OILING PROJECT

J. C. Compton Co., McMinnville	$ 14,744.25
Leslie Harris, Pendleton	15,565.50
Russell Olson Construction Co., Inc., Pendleton	16,837.50

UMATILLA AND UNION COUNTIES
GRADING ON THE MEACHAM-GLOVER SECTION OF THE OLD OREGON TRAIL HIGHWAY

Rogers Construction, Inc., Portland	$492,328.00
Natt McDougall Co., Portland	492,905.10
Donald M. Drake Co., Portland	558,995.00
Earl L. McNutt Co., Eugene	652,176.60
Henry H. Miller Contrs., Inc., Portland	672,095.90

UNION COUNTY
COVE (FRENCH AND HILL STREETS) GRADING AND PAVING PROJECT

Leslie Harris, Pendleton	$ 15,868.00
H. J. & H. W. Miller, Baker	15,913.00
Cartwright Construction Co., Durkee	17,729.00

UNION COUNTY
ELGIN (DIVISION STREET & S. 7TH AVENUE) STONE BASE AND PAVING PROJECT

H. J. & H. W. Miller, Baker	$ 10,452.50
Leslie Harris, Pendleton	10,832.00
Cartwright Construction Co., Durkee	11,999.00

UNION COUNTY
NORTH POWDER ("G" STREET) GRADING AND PAVING PROJECT

Leslie Harris, Pendleton	$ 14,010.00
Cartwright Construction Co., Durkee	18,687.50
H. J. & H. W. Miller, Baker	18,886.00

WALLOWA COUNTY
CONSTRUCTION OF WALLOWA LAKE STATE PARK LATRINE

Bechtel Bros., La Grande	$ 7,864.00
Walt M. Young and John Horner, Hermiston	8,538.00
Baughman & Son, Coos Bay	9,752.00

WASHINGTON COUNTY
TUALATIN (1ST AVENUE SOUTH) GRADING AND PAVING PROJECT

Oregon Asphaltic Paving Co., Portland	$ 12,914.50
K. F. Jacobsen & Co., Inc., Portland	13,687.10
Portland Road & Driveway Co., Portland	14,507.50
Dolan Construction Co., Tillamook	17,095.00

The Chief Counsel brought up for discussion the matter of "special benefits" as they relate to the acquisition of property for right of way or for other purposes, either by negotiation or condemnation. He advised that the law in the State of Oregon, as it is now written, provides that "special benefits" may be offset against the value of the land taken, as well as against the damages to the remainder of a condemnee's land caused by the taking. As a result of the discussion the Commission adopted the following as the policy to be followed hereafter in negotiating property acquisitions:

1. In all cases where "special benefits" are present they shall be considered when negotiating for property for right

of way or for other purposes. When the value of the land being sought and the damages to the remaining land caused by the taking is more than the "special benefits" that will inure to the remaining land as a result of the building of the proposed highway improvement, negotiations for the property shall be conducted on the basis of the difference between the two amounts.

2. In cases where the value of the land taken and the damages to the remaining land caused by the taking is less than the value of the "special benefits" that inure to the remaining land as a result of the building of the highway improvement, then negotiations for acquisition of the property shall be conducted on the basis of no compensation, the same having been offset by the value of the "special benefits".

The Right of Way Engineer reported briefly concerning his trip to Chicago, from which he returned on the previous day. The purpose of the meeting, he stated, was to determine requirements of the Bureau of Public Roads in acquiring right of way for the interstate highway system. It appears that the Bureau of Public Roads will require careful appraisals of the parcels of property to be acquired and that it may be increasingly difficult to obtain approval of cases settled out of court where the settlement is above the appraised value. The Bureau of Public Roads, he continued, has indicated that it will require good reasons for making such settlements. He pointed out that the present manner of acquiring right of way in Oregon appears to be in line with the requirements as outlined by the Bureau of Public Roads and he did not anticipate that it would be necessary in this State to make any radical revisions in methods now being employed.

Chairman Reynolds reported receipt of complaints concerning the use of outboard motorboats on Coffenberry Lake in Fort Stevens State Park, and he inquired if the Commission has authority to prohibit the use of motorboats on this lake. The Assistant Counsel replied that the Commission does have such authority if a hazard is being created and if the rules that are set up are reasonable. Commissioner Chessman inquired if any similar situation has arisen previously The Parks Superintendent recalled that a similar condition developed at Wallowa Lake and at Waverly Lake in Albany, where restrictions now are enforced. Commissioner Chessman remarked that the situation at Coffenberry Lake is bad and he suggested an investigation of conditions to determine the need for prohibiting motorboat operation thereon before someone is badly injured or killed. As a result of the discussion, the Commission instructed the Parks Superintendent to erect signs prohibiting operation of motorboats on Coffenberry Lake, and to conduct an investigation regarding operation of motorboats at other park locations and to submit a report at the next Commission meeting. The Chief Counsel was instructed to prepare a form of resolution regarding the matter for adoption by the Commission at such meeting.

The Engineer called to the Commission's attention that the Parks Superintendent, Mr. C. H. Armstrong, has reached age sixty-five and that he wishes to be retained in Highway Department service until he reaches compulsory retirement age. He recommended that he be authorized to arrange for the extension. The Commission granted the authority.

A delegation representing the Junction City Lions Club and the Junction City Chamber of Commerce came before the Commission concerning proposed rerouting of the Siuslaw Highway around Triangle Lake. The following people were present: Frank Knox and Lee Murphy, Lions Club; Ford Hand, Chamber of Commerce. Mr. Knox, who acted as spokesman, commented that their request to reroute the highway on the southerly side of Triangle Lake is not new and had been promoted by the late State Senator Angus Gibson. Following the appearance of a previous delegation, he recalled that the Commission authorized a survey of the proposed route and that Mr Hult had offered to donate right of way through his property. If the section is reconstructed, he said, it will save approximately 3.8 miles in distance and will be a much better aligned road than the existing highway. He asked that construction be started at an early date as the Siuslaw Highway is the main east-west artery in this area. Mr. Murphy remarked that the increasing number of logging and other trucks that operate over this highway make it increasingly hazardous to operate school busses thereover because of the existing narrow, crooked roadbed. He called attention to a school bus which was sideswiped recently. In addition to the better alignment which could be provided by the relocation, he pointed out that the proposed route would open up a very good park area. Mr. Hand stated that the businessmen of Junction City are very much in favor of the development. Mr. Knox left with the Commission a folder containing a petition and several letters requesting early development of the proposed route The Engineer stated that the project is very desirable and that it carries a benefit quotient of 3.8 but the cost of construction is quite high (approximately $1,000,000) and no funds are available at this time. It was his opinion that the project is eligible for forest highway funds. Chairman Reynolds stated that the project is unquestionably worth while but the Commission does not have funds to construct it now; however, it will be given consideration in the formulation of the next Forest Highway Program, but no definite commitment can be made at this time.

Mr. Glen R. Jack, Attorney, Oregon City, came before the Commission in behalf of Mr. and Mrs. R. W. Piper and Mr. and Mrs. F. O. Kruschke, who seek private access to the newly constructed Clackamas Overcrossing section of the Clackamas Secondary Highway He pointed out that these people need access to the newly constructed section in order to fully utilize their property. It was his feeling that there is not sufficient traffic on the highway to justify restriction of access. The Engineer commented that the right of way at this point was acquired by condemnation and the price paid for the property as well as the matter of access had been decided by the court Chairman Reynolds stated that the Commission will take the matter under advisement but it appears that the answer will be NO because these people now have other accesses to the highway.

Laurence A. Cushing, City Attorney; James Holten, Councilman; Carrol Banks, Mayor; and Robert Ford, Planning Commission, all from the town of Cave Junction on the Redwood Highway in Josephine County, appeared before the Commission to request widening of the Redwood Highway through the town of Cave Junction. Mr. Cushing, who acted as spokesman, introduced the other members of the delegation and presented a resolution adopted by the City Council requesting widening of the highway through the City to 80 feet, and construction of curbs and walks. The existing roadway section, he stated, which is two lanes wide, is plagued with broken shoulders and pot holes and is not wide enough for four lanes of traffic. Plans, he stated, are being considered in California for improvement of the highway in that state which will tend to increase the traffic volume. Cave Junction, he continued, has a population of approximately 300 people and does not have money to cooperate in the widening project. Mayor Banks called attention to the fact that the City, although small, does serve as a shopping area for a considerable population in the valley. He urged early action. Chairman Reynolds advised that the Commission in the past has followed a policy of requiring the cities to cooperate for approximately 25 percent in projects such as this but at the present time the Commission itself does not have funds to apply to this project. He said consideration will be given to it when the next construction program is formulated and in the meantime action will be taken to see that the pot holes and broken shoulders are repaired.

A delegation from Astoria and Warrenton appeared before the Commission concerning the Smith Point project between Astoria and Seaside, and other matters pertaining to the Oregon Coast Highway. The following people were present: Charles DeFoe, Manager, Chamber of Commerce, and R. J. Bettendorf, Manager, Port of Astoria, both from Astoria; E. R. Baldwin, City Manager; George Stuckrath, City Commissioner; John Sheppard and Clair Wade, Chamber of Commerce; all from Warrenton. Mr. Bettendorf, who headed the group, introduced the other members of the delegation and expressed appreciation for the help the Highway Department had provided in securing legislation authorizing the design of the bridge across the Columbia River at Astoria. It was his feeling that construction of the bridge will follow in due course and he advised that as much cooperation will be given as the communities can provide.

Mr. DeFoe inquired concerning construction of the Smith Point Bridge. It was his recollection that at a previous meeting with the Commission it had been indicated that actual work could be started in 1959. The delegation today, he continued, wishes to confirm this date or determine if an earlier start can be made. Chairman Reynolds replied that the project is in the Commission's five-year program and there is a possibility that bids can be received in late 1958, provided necessary Federal Funds are made available. He pointed out that this is a large project requiring a great amount of money and because of its nature will have to be performed at one time.

Mr. Baldwin called attention to existing hazards at an intersection south of Warrenton on the Oregon Coast Highway. He said that two deaths

have occurred at this location recently and there have been eighteen accidents in the last four years. He requested early improvement of this highway section, including elimination of a curve south of Warrenton even though the highway will probably be realigned within the next five years. Chairman Reynolds replied that the Commission is aware of the hazard at this location. He then commended the delegation on the very efficient manner in which they carried on negotiations with the Legislature pertaining to the Columbia River Bridge.

The Commission discussed with the Engineer and the Right of Way Engineer the status of plans and right of way for projects on which bids are to be received on June 6, 1957, in Salem, and at later lettings.

The Commission signed the following agreements and other papers:

"Indentures of Access" on following properties:

a. Barnum property on Pendleton-Pilot Rock Section of Pendleton-John Day Highway, Umatilla County.

b. Shafer property on Willowdale-Madras Section of The Dalles-California Highway, Jefferson County.

c. Detlefsen property on Coquille-Rink Creek Section of Coos Bay-Roseburg Highway, Coos County.

"Bargain and Sale Deed" to Stanley M. and Henrietta H. Adcock .09 acre of right of way on Rogue River Loop Highway, Josephine County, for use as a drainage field. State to reserve a permanent slope easement over area deeded.

"Agreement" with the State of Idaho covering construction of a new four-lane bridge across the Snake River near Ontario on US 30 Interstate. Oregon to design and build bridge with cost to be shared equally between the two states. Each state to construct its own approaches to the bridge. After completion, Oregon will maintain bridge with half the cost reimbursed by Idaho.

"Permit Agreement" between the State, the United States Department of the Interior, Bureau of Land Management; Frank D. and Emma A. Baird of Baker; and Idaho Power Company granting the Power Company authority to use a 10-acre tract of land, leased from the Bairds 5 miles southeast of Baker, for installation and operation of a microwave radio station. Power Company to bear its proportionate cost of electrical energy consumed.

"Agreement" with Carl O. and Edith M. Nelson covering the renewal of a similar agreement expiring April 30, 1957 for the State's use and occupancy of a section maintenance headquarters building and grounds located at Milo on Tiller-Trail Secondary Highway. Agreement covers 3-year period

with a rental rate of $25 per month. Lessors grant to the State an option to purchase property within agreement period for $4,500.

"Agreement" with City of Albany covering acquisition of 54.83 acres of the Albany Municipal Airport needed for right of way of the North Jefferson Junction-Albany Section of the Pacific Highway, Linn County.

"Agreement" with City of Prineville covering the Special City Allotment project on Tenth and Main Streets in Prineville. (Authorized 12-17-56)

"Agreement" with City of Tualatin covering the Special City Allotment project on First Avenue south in Tualatin. (Authorized 12-17-56)

"Finance & Maintenance Agreement" with Lane County covering the Knowles Creek Bridges project on FAS 238 in Lane County. (Authorized 9-27-56)

"Finance & Maintenance Agreement" with Wasco County covering the Rock Creek and Gate Creek Sections of FAS 311 in Wasco County. (Authorized 11-8-56)

"Agreement" with City of Milton-Freewater covering the Special City Allotment project on Poplar Street in Milton-Freewater. (Authorized 12-17-56)

"Lease & Sale of Road Materials Agreement" with Floyd Lengacher for a parcel of land on the Hinsdale Slough-Luder Creek Section of the Umpqua Highway in Douglas County.

"Finance & Maintenance Agreement" with Clatsop County covering the Big Creek, Netell and Stavebolt Bridges on FAS 608 and 756 in Clatsop County.

"Finance and Maintenance Agreement" with Benton County covering the Alsea Junction-Beaver Creek School Section of FAS 206 in Benton County.

"Quitclaim Deed" for release of a slope easement on property situate on Newport Section of Oregon Coast Highway, Lincoln County. Slope easement no longer required.

"Permit" to John Sharp granting permission to construct a fence on right of way of Camp Creek-Paulina Section of Paulina Highway in Crook County.

"Throughway Agreement" with Multnomah County covering the S. W. 14th Avenue-Washington County Line Section of the Portland-Salem Expressway in Multnomah County. (Bids to be received May 16, 1957)

"Agreement" with Josephine County covering work on one-way couplet on the N. Grants Pass Interchange-Savage Street Section of the Pacific Highway in Josephine County. (Bids to be received May 16, 1957)

"Finance & Maintenance Agreement" with Marion County covering the Four Corners-Geer Station Section of FAS 739, Marion County. (Authorized 11-8-56)

"Grant of Access" to Deschutes County to property on the McKenzie Highway at Engineer's Station 78+00 and Engineer's Station 70+50.

"Bargain & Sale Deed" to Karl B. Oeser for a parcel of land on the N. Bound Route in Ashland on the Pacific Highway, Jackson County. (Authorized 3-28-57)

"Bargain & Sale Deed" to Henry Metz for a parcel of land on the N. Bound Route in Ashland on the Pacific Highway, Jackson County. (Authorized 3-28-57)

"Bargain & Sale Deed" to E. R. Latham for two parcels of land lying in Section 31, Township 1 North, Range 2 East, W. M., Multnomah County. (Authorized 3-28-57)

"Agreement" with Cole & Weber covering certain services and work in connection with Highway Commission's Travel Bureau.

"Agreement" with the Longview, Portland and Northern Railway Company covering relocation of railroad on the Wallace Bridge-Valley Junction Section in Polk County.

"Permit Agreement" to Howard Martin covering logging operations on the Alsea Highway between Cedar Creek, M.P. 22.93 and Rock Creek, M.P. 24.79.

"Grant of Access" to James I. Ahern to property lying in Section 9, Township 15 South, Range 11 East, W. M., Deschutes County.

"Electric Power Transmission Line Permit" with Bonneville Power Administrator covering the erection of electric power transmission lines over and across Cove Palisades State Park in Jefferson County.

"Agreement" with Crown Zellerbach Corporation granting the State permission to remove approx. 1,000 cu yds. pit-run rock from the rock pit of the Corporation located adjacent to the Cape Lookout Highway in Tillamook County.

The meeting recessed at 11:45 a.m. and reconvened at 1:30 p.m. in the same room with the same persons present and participating.

The business meeting was resumed at 2:00 p.m. following showing of the film "I'll Take the Freeway", depicting construction of the R. H. Baldock Freeway between Portland and Salem.

A delegation from Baker County came before the Commission concerning rerouting of the Baker-Homestead Highway in the vicinity of Pine. The following people were present: Hon. Lloyd Rea, Baker County Judge, Baker; Frank McDowell, Tom Smith, J. M. Brockway, and M. D. Stilwell, businessmen; Harry Alexander and W. A. Gorhan, merchants; M. C. Jones, contractor; R. E. Gale and Fred McCormack, Idaho Power Company, all from Halfway; R. M. Phipp, County Commissioner, Huntington; Babe Alexander, Independent Telephone, Richland; and Gill Wright, County Court, Newbridge. Judge Rea introduced the members of the delegation and presented a petition signed by numerous residents of Baker County requesting installation of a blinker light or a divider at the intersection of U.S. Highway 30 and Pocahontas Market Road in Baker County for the safety and welfare of the traveling public. The petition was referred to the Engineer for investigation. Concerning the proposed route of the Baker-Homestead Highway near Pine, Judge Rea stated that property owners east and north of Pine are disturbed about a proposed realignment which would extend northeasterly from Pine, as such a route would cut diagonally across a large number of valuable farms. He presented a petition expressing a preference for the route south from Halfway and east from Halfway along Pine Creek Secondary Highway. He then inquired if it is planned to place an asphalt surface on the section to be constructed between Richland and Halfway. The Engineer replied in the affirmative and explained that the new section will be surfaced because the old route bore a similar type of surface; however, the section between Halfway and Brownlee will not be oiled. Mr. Tom Smith presented a petition signed by over 400 people requesting that the route be relocated from Road Gulch south and west of Pine, northerly past Junior Gover's, past the Fairgrounds near Halfway to a connection with the present highway a short distance east of Halfway. He exhibited a map attached to the petition showing the proposed route. Mr. Gale of the Idaho Power Company stated that his company is opposed to the route south of Halfway, but will support either route into Pine that goes close to Halfway. He pointed out that the route suggested by Mr. Smith does cut up good farm land south of Pine. Mr. McCormack, also of the Idaho Power Company, stated that the Company would prefer to use the existing road east of Halfway. He objected to use of the projected line northeasterly from Pine as it cuts up too many farms. He suggested two alternate routes located south and east of Pine and which would extend northerly to a connection with the Pine Creek Secondary Highway No. 414, a short distance east of Halfway. The Engineer commented that no matter what route is selected, there would be some protests, but in selecting the final route, very careful consideration will be given so that the route which is selected will provide the greatest good for the largest number of people without disrupting the economy of the valley, and is the most feasible to build. He also commented that the proposed line extending in a northeasterly direction from Pine is out of consideration. Mr. Gale observed that there is no great difference of opinion in the route suggested by the delegation and the ones suggested by the Idaho Power Company. It was Mr. Smith's opinion that the people who had signed the petition favoring the route which he had just presented would not have any serious objection to one of the routes as proposed by the Idaho Power Company. Judge Rea asked the Commission to give the matter careful consideration, and he then congratulated

Commissioner Chessman upon his appointment as a member of the Highway Commission, and Mr. Reynolds upon his election as Chairman. Chairman Reynolds stated that the Commission will give careful consideration to the economy of the areas in the vicinity of Halfway and Pine, the cost of construction, and the benefit to the traveling public in any route which may be adopted. The Engineer was instructed to make further study of the routing of the highway in the Halfway district.

A delegation from Mt. Angel appeared before the Commission concerning improvement of the Hillsboro-Silverton Secondary Highway between Mt. Angel and Silverton and particularly at Henjum's Corner. The following people were present: Jacob Berchtold, Mayor; Carl Mucken, Chairman, Road Committee; Bernard H. Kirsch, President Businessmen's Club; Joseph Berchtold, Ira Herriford, Joe M. Wagner, Peter S. Meissner, Andrew F. Schmidt, P. J. May, all of the Businessmen's Club; and E. B. Stolle, Editor of "Mt. Angel News", all of Mt. Angel. Jacob Berchtold headed the group and thanked the Commission for improvements that have been performed in or near Mt. Angel in the past few years and urged further improvements at Henjum's Corner to reduce the traffic accidents which occur at that location. Mr. Mucken called attention to the old 16-foot pavement with which this highway is surfaced and the faulty condition of the adjoining shoulders. Of the many accidents which have occurred between Silverton and Mt. Angel, he stated, most of them have been caused by people running off the road. He also pointed out that the road is used quite heavily on weekends by fishermen who are bound for Detroit Reservoir and points east. He urged improvement of the entire highway section. Joseph Berchtold commented on the increased amount of industry that has developed in the Mt. Angel area and the consequent increased traffic over the highway. Mr. Kirsch, speaking for businessmen and farmers in the Mt. Angel vicinity, called attention to a hospital located in Silverton which serves people in Mt. Angel. Silverton also has a large cannery and poultry plant which, with the creamery in Mt. Angel, generates considerable industrial traffic. Commissioner Reynolds advised the delegation that the need for improvement is recognized by the Commission but secondary funds for improvement of the highway are not presently available; however, consideration will be given to this project in formulating the next construction program.

Harney County Judge C. W. Craddock, Lee Williams and Jack Drinkwater, Harney County Commissioners, came before the Commission concerning the oiling of the Frenchglen State Secondary Highway between Burns and The Narrows. Judge Craddock, who acted as spokesman, stated that the County has accumulated approximately $100,000 in FAS money which it will apply toward surfacing of the highway between Burns and The Narrows, if the State will assume payment of the remaining expense. The section, he continued, is about twenty-two miles long and from figures secured from the Highway Department, he estimated that the total cost would be approximately $970,000. Chairman Reynolds pointed out that the Commission is short of funds for secondary highways and if the project requested were approved, it would take all of the secondary monies that are alloted to their district. He questioned the advisability

of diverting secondary funds from other highways within Division V. However, he stated, the Commission will carefully consider the matter, although no encouragement can be given at this time. Commissioner McIver commented that it would take several years for the State to accumulate enough secondary funds to finance this project and it was his thought that careful investigation should be conducted before any commitments are made. Judge Craddock replied that the County would like to know as soon as possible so that they would not lose any FAS money. Chairman Reynolds remarked that the County's offer is appreciated but $100,000 is not much of a contribution to a million dollar project; however, an Engineering report on the subject will be obtained so the Commission can advise the County Court by July 1, 1957 as to what it can expect.

A delegation from Klamath Falls and Medford appeared before the Commission concerning designation of Lake of The Woods Road as a State Secondary Highway. The following persons were present: C. H. Mack, Klamath County Judge; Jerry Rajnuw and Ed Gowen, Klamath County Commissioners; Bill Canton, Klamath County Engineer; and Frank Tucker and Bob Veatch, members of the Chamber of Commerce, all of Klamath Falls; Rodney Keating, Jackson County Judge; Paul B. Rynning, Jackson County Engineer; Glen Jackson, Don McNeil and M. Huggins, members of the Chamber of Commerce, all of Medford. Judge Mack headed the group and introduced the Klamath County delegation. Judge Keating introduced the people from Jackson County. Judge Mack requested the Commission to ask for improvement of the Lake of the Woods Road with forest highway funds. Chairman Reynolds recalled that when designation of this road as a secondary highway was discussed some time ago, the Commission at that time stated that it would consider taking it over as a State Secondary Highway if Klamath County would take over as a county road the segment of the Klamath Lake Secondary Highway northerly from the junction with Lake of the Woods Road to Ft. Klamath. Judge Mack then inquired that if the County agreed to take over this piece of highway, would the State make a right-of-way survey so that the County would have a record of the road they would be taking over. The Engineer called attention to the fact that the US Forest Service had constructed a new road which roughly parallels the road from Fort Klamath to the junction with Lake of the Woods Road, but the old road that is being maintained by the State is in the same location as it was when it was taken over from the County as a secondary highway. He said that to the best of his knowledge, the old road has never been surveyed and there are no known maps of it in existence. Mr. Canton said that the County would like to know the right-of-way width, as it could not be improved unless this width is known. The Engineer replied that to the best of his knowledge the old right of way is forty feet wide and that the original records would still be valid in this case, as no change has been made by the State. Judge Mack then inquired if the State will give the County assistance in securing forest highway money for this road when it is needed. Chairman Reynolds replied that the Commission has always made it a practice to aid the Counties in this respect. Judge Mack then stated that Klamath County will accept the section of Klamath Lake State Secondary Highway from its junction with Lake of the Woods Road northerly to Ft. Klamath and will maintain it as a County

road if the State will take over and maintain as a State secondary Highway and as a Forest Highway, the section of the Lake of the Woods Road from the Jackson County line to its junction with the Klamath Lake Secondary Highway, with the understanding that the Commission will consider taking back that section of the Klamath Lake Secondary Highway north of Lake of the Woods junction when traffic warrants it. Judge Keating stated that the Jackson County Court also approves this project on such basis. Judge Mack also pointed out that in previous negotiations, the Commission indicated that it would request Forest Highway funds to improve the Lake of the Woods Road in Klamath County. Chairman Reynolds stated that action would be taken to place the road on the Forest Highway system and that an appropriate agreement would be prepared for signatures of the two County Courts and the State Highway Commission.

Judge Mack presented a petition from taxpayers in Klamath County for removal of guard fence and posts at the "Y" connection of Oregon 66 and Oregon 39, five miles east of Klamath Falls. The Commission referred the petition to the Engineer for investigation and report.

Willard L. Archer, Sherwood, appeared before the Commission concerning access to the Portland-Salem Expressway at Norwood Road. Also present were Fritz Meger and Howard Ellman, both from the Norwood Community. Mr. Archer asked the Commission to re-evaluate a survey made about two years ago concerning the amount of traffic that would use an interchange at Norwood Road were one provided. It was his feeling that there may have been some typographical errors in the summary, as according to his understanding of the matter the field sheets as prepared by those who took the count did not agree with the summary. He said that the Norwood Community is growing, but its growth is being retarded by lack of access to the Expressway. He called attention to construction of interchange facilities at Hopmere, north of Salem, during the summer of 1956, in substantiation of his contention that access should be granted at Norwood Road. Chairman Reynolds stated that the Engineer would be requested to recheck the traffic count at this location to clarify any misunderstandings that might exist, and to make new counts if that is considered necessary. The Engineer was then so instructed.

Mr. Verne Ayers, Manager of the Oregon Coast Association who was present, asked the Commission whether or not it would be possible to start construction of the Oregon Coast Highway in Curry County this year with funds recently authorized by the 1957 Legislative Assembly. Chairman Reynolds advised him that survey work has already been started at both ends of the project and there will be no avoidable delay in getting the work underway when the money becomes available. The Engineer stated that there are possibilities that some work can be contracted this fall.

The Commission discussed with the Engineer bids received at the morning session and at 3:30 p.m. Commissioner McIver announced awards of contracts as follows:

(See following page)

"Oiling on two county roads near Monroe in Benton County. All bids have been referred to Benton County for their handling as this is a county job.

"Stone base and paving on the Oak Street-Chetco River Section of the Oregon Coast Highway in Brookings in Curry County. The Commission has awarded the contract to the low bidder, The Central Heating Company, Ore. Ltd., Eugene, at $28,793.20.

"Construction of Seneca Sand Shed on the John Day-Burns Highway, approximately 25 miles south of John Day, in Grant County. The Commission has awarded the contract to the low bidders, C. R. Bennett and Wm. Hickey, Burns, at $11,531.00.

"Construct Hay Creek Bridge on the Willowdale-Lyle Gap Section of The Dalles-California Highway in Jefferson County. The Commission has awarded the contract to the low bidder, R. H. Jones, Hillsboro, at $38,462.00.

"Construct Chiloquin Sand Shed on The Dalles-California Highway, approximately 27 miles north of Klamath Falls, in Klamath County. The Commission has awarded the contract to the low bidder, H. G. Wirtz, Grants Pass, at $9,847.00.

"Low Pass Summit Guardrail Project on the Siuslaw Highway, about 22 miles west of Junction City in Lane County. The Commission has awarded the contract to the only bidder, George C. Stubbert, Empire, at $3,856.00.

"Rock production project on the Walton-Veneta Section of the Richardson-Eugene Highway in Lane County. The Commission has awarded the contract to the low bidder, E. C. Swaggart Co., Eugene, at $27,675.00.

"Grading and paving on the Four Corners-Geer Station Section of the Geer Road (East State Street extension), in Marion County. The Commission elects to accept the bid of the low bidder, Warren Northwest, Inc., Portland, in the sum of $223,481.00 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Marion County is received and the sum of $50,700.00 is deposited by the County.

"Construct Sign Department Office on Airport Road near Highway Shops, east of Salem in Marion County. The Commission has awarded the contract to the low bidder, C. A. Lantz, Salem, at $35,840.00.

"Construct bridge over Santiam River on Pacific Highway, 9 miles north of Albany, in Marion and Linn Counties. The Commission has awarded the contract to the low bidder, Donald M. Drake Co., Portland, at $703,505.00.

"Rock production project on the Pilot Rock-Grant County Line Section of the Pendleton-John Day Highway, south of Pilot Rock. The Commission has awarded the contract to the low bidder, Barney Helser Rock Production, Beaverton, at $49,640.00.

"Shoulder oiling on the Sand Station-Washington State Line Section, east of Umatilla, in Umatilla County. The Commission has awarded the contract to the low bidder, J. C. Compton Co., McMinnville, at $14,744.25.

"Grading on the Meacham-Glover Section of the Old Oregon Trail Highway, near Meacham, in Umatilla and Union Counties. The Commission elects to accept the bid of the low bidder, Rogers Construction, Inc., Portland, in the sum of $492,328.00 and directs the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Grading and paving on French and Hill Streets in Cove, Union County. The Commission has awarded the contract to the low bidder, Leslie Harris, Pendleton, at $15,868.00.

"Stone base and paving on Division Street and South 7th Avenue in Elgin, Union County. The Commission has awarded the contract to the low bidders, H. J. & H. W. Miller, Baker, at $10,452.50.

"Grading and paving on "G" Street in North Powder, in Union County. The Commission has awarded the contract to the low bidder, Leslie Harris, Pendleton, at $14,010.00.

"Construct latrine at Wallowa Lake State Park in Wallowa County. The Commission has awarded the contract to the low bidder, Bechtel Bros., La Grande, at $7,864.00.

"Grading and paving First Avenue South in Tualatin, Washington County. The Commission has awarded the contract to the low bidder, Oregon Asphaltic Paving Co., Portland, at $12,914.50.

The Commission authorized expenditure of approximately $270.00 to produce two extra copies of the film, "I'll Take the Freeway", a documentary film concerning construction of the Portland-Salem Expressway (R. H. Baldock Freeway), shown at 1:30 today. One of the films is to be furnished the AASHO Library in Washington, D. C.

Mr. Frank Andrews, Regional Engineer, Bureau of Public Roads, was present and thanked the Commission for its efforts in attempting to extend his services with the Bureau of Public Roads. However, as he has reached compulsory retirement age under the Bureau's standards, the request was denied by the Washington Office of the Bureau. He expressed warm appreciation for the cooperation that he had received from the Commission and from the Commission's staff in construction of highways in Oregon during his incumbency. Chairman Reynolds, speaking for the Commission and its staff, wished him many happy years in his retirement.

There being no further business to consider, the meeting was declared adjourned by Chairman Reynolds at 3:45 p. m.

State Highway Engineer

Chairman

Commissioner

Secretary

Commissioner

May 17, 1957

EXHIBITS "A" through "I"

MINUTES

of the

OREGON STATE HIGHWAY COMMISSION MEETING

held on

May 16 and 17, 1957

EXHIBIT "A"

Minutes of May 16 and 17, 1957

RESOLUTION

WHEREAS, in connection with the future improvement of the highway herein designated, and for the convenience and benefit of the public, it is and has been necessary to acquire property for rights of way, quarry sites, gravel or other material sites, sites for the storage of materials, and properties for other purposes authorized by statute as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the following described properties are hereby declared to be necessary for the State highway, park, and other uses under the jurisdiction of the Commission, and that the several options or bases of settlement hereinafter enumerated be, and the same hereby are approved and accepted and that the attorney for the Commission be, and he hereby is, instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon, by and through its State Highway Commission. The said properties hereby ordered and authorized to be acquired are as follows:

HARBOR DRIVE-BARBUR BOULEVARD SECTION-PORTLAND-SALEM EXPRESSWAY

26422 Norman, Daisy E. (Smith)
Right of Way
Option expires October 23, 1957

7,500 sq. ft. at $0.17+ per sq. ft.	$1,280.00
House	5,320.00
Yard improvements	700.00

Amount to be paid owner - chrg to Right of Way $7,300.00

Grantor to vacate 5 days after payment or 30 days after notice.

Entire taking -

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND-SALEM EXPRESSWAY (CONT)

26423 Ochs, Bernhard S. (Smith)
Right of Way
Option expires October 28, 1957

7,500 sq. ft.	$1,600.00
House and garage	7,300.00
Tax proration	50.00

Amount to be paid owner - chrg to Right of Way $8,950.00

Grantor to vacate 5 days after payment or 30 days after notice.

Entire taking -

FLAVEL-GLENCOE ROAD UNIT, FLAVEL ST. - S.P. OVERCROSSING SECTION - CASCADE HIGHWAY

Foot Path and/or Sidewalk easement (SE 82nd Avenue) as listed below

File No.	Name	Width	Square foot area
25219	Bernice B. Hansen	4'	400 Gratis
25276	Leonard R. Dix et ux	4'	260 Gratis

WEST UNIT, SANDY-FOREST BOUNDARY SECTION - MT HOOD HIGHWAY

25423 Markwart, Lydia E. (Grant)
Right of Way
Option expires October 14, 1957

1.10 acre	$ 550.00
Damage	1,200.00

Amount to be paid owner - chrg to Right of Way $1,750.00

Access: 71+00, 73+00, 75+60 and 77+00, Southerly, residential.

Access controlled -

25690 Buckley, George A. and M. Edith (Black)
Right of Way
Option expires October 4, 1957

EXHIBIT "A" (Cont)

WEST UNIT, SANDY-FOREST BOUNDARY SECTION - MT. HOOD HIGHWAY (Cont)

25690 Buckley, George A. and M. Edith (Cont)

5.96 acres at $300 per acre	$1,788.00	
House, 857 sq.ft. at $7 per sq. ft.	5,999.00	
Woodshed and cooler, 388 sq. ft. at $1.50 per sq. ft.	582.00	
Machine shop, 392 sq. ft. at $2.50 per sq. ft.	980.00	
37 rods fencing at $4 per rod	148.00	
Allow. for moving machinery	500.00	
Severance damage	1,246.00	
Amount to be paid owners - chrg to Right of Way		$11,243.00

Grantors have 70 day reservation of timber and certain vegetation.

THINGS TO BE DONE BY THE STATE

Construct and pave one approach on S. side of hwy. at 395+45 and one approach on N. side, both 15' wide at r/w line.
Access: 390+70, S., residential, timber and agricultural; 395+45, S., residential, agricultural, timber, fish propagation and machine shop activity; 394+25, N., residential.

Access controlled -

25410 Coon, Edna et al (Smith)
Right of Way
Option expires September 19, 1957

1.00 acre at $1,500 per acre (.77 acre excess)	$1,500.00	
House	3,800.00	
Driveway, lawn, trees, and shrubs	200.00	
Amount to be paid owners - chrg to Right of Way		$5,500.00

Grantors to vacate 5 days after payment, or 60 days from date of option.

Entire taking -

EXHIBIT "A" (Cont)

WEST UNIT, SANDY-FOREST BOUNDARY SECTION - MT. HOOD HIGHWAY (Cont)

25556 Ebeling, Walter and Treva (Stuntz)
Right of Way
Option expires October 29, 1957

1.0 acre at $1,000 per acre	$1,000.00	
0.61 acre at $150-per acre	90.00	
Allow. for moving shrubs & flowers	350.00	
Timber	90.00	
Encroachment damage and loss of land	1,100.00	
Amount to be paid owners - chrg to Right of Way		$2,630.00

THINGS TO BE DONE BY THE STATE

Construct approach roads at Stas. 215+50 and 218+06.

Access: 215+50 and 218+06, N., residential, timber, agricultural, and operation of motel.

Access controlled -

HIGHLANDS INTERCHANGE SECTION - SUNSET HIGHWAY

25884 The Racquet Club (Grant)
Right of Way
Option expires October 29, 1957

21,344 sq. ft. at $0.12½+ per sq. ft.	$2,670.00	
Amount to be paid owner - chrg to Right of Way		$2,670.00

Complete restriction of access -

ADAMS STREET-MCMINNVILLE SECTION - PACIFIC HIGHWAY WEST

22193 Steinbruck, Allie O. and Fred V. CORRECTION REPORT (Benner)
Right of Way
Warranty Deed signed April 17, 1957

13,300 sq. ft. at $0.13½+ per sq. ft. (4,710 sq.ft. Excess)	$1,800.00	
Correction in area of 245 sq. ft. at $0.15+ per sq. ft.	37.00	
Amount to be paid owners - chrg to Right of Way		$1,837.00

EXHIBIT "A" (Cont)

ADAMS STREET-MCMINNVILLE SECTION - PACIFIC HIGHWAY WEST(Cont)

22193 Steinbruck, Allie O. and Fred V. (Cont)

This supersedes and cancels previous 11-8-9, 1956 approval of 13,300 sq. ft. for $1,800.00.

Access controlled -

MARION COUNTY LINE-ALBANY UNIT, N. JEFFERSON JCT -ALBANY SECTION - PACIFIC HIGHWAY

26366,
25101-02 Erntson, Verland and Ruth L. (Friess)
Property Exchange
Warranty Deed signed April 16, 1957

0.16 acre deeded from Erntson to State in exchange for 0.31 acre deeded from State to Erntson $1.00

Amount to be paid owners - chrg to Right of Way $1.00

Also even exchange of 12' easements for driveway purposes.

THINGS TO BE DONE BY THE STATE

Convey to Grantors 0.31 acre as an exchange part of the settlement upon the grounds and for the reason that the said property, in the opinion of the commission, is no longer needed, required, or useful for highway purposes, and the value of the property to be acquired by the State is not less than the value of the property to be relinquished by the State, and the cash to be paid by the State.

Complete restriction of access - except to frontage road -

26169 Wrightman, A. Joe et al (Gemmell)
Right of Way
Option expires October 21, 1957

7.25 acres at $500 per acre	$3,625.00
Damage	6,375.00

Amount to be paid owners - chrg to Right of Way $10,000.00

THINGS TO BE DONE BY THE STATE

Fence right of way.

28335

EXHIBIT "A" (Cont)

MARION COUNTY LINE-ALBANY UNIT, N. JEFFERSON JCT.-ALBANY SECTION - PACIFIC HIGHWAY (Cont)

26169 Wrightman, A. Joe et al (Cont)

Access: Interchange leg at 873+50, W., 60' wide, unrestricted, designed and constructed by Grantor, according to State's specifications.

Access controlled -

25466 Motley, John W. and Ermine A. (Friess)
Right of Way
Option expires October 31, 1957

1.2A., $5,500; 1.52 A., $1,500, lump sum $7,000.00

Amount to be paid owners - chrg to Right of Way $7,000.00

Entire taking -

26005 Kaake, William L. and Pauline T. (Hart)
Right of Way
Option expires October 28, 1957

0.15 acre at $2,500 per acre	$375.00
Moving advertising sign	125.00
Replacing driveway	200.00

Amount to be paid owners - chrg to Right of Way $700.00

Grantors to vacate by May 31, 1957 or 5 days after payment.

Access: Via Old Pacific Highway, to serve as frontage road.

Complete restriction of access -

SOUTH ALBANY SECTION - PACIFIC HIGHWAY EAST

24849 Pacific Power and Light Company (Benner)
Exchange of Easements
Easement signed April 10, 1957

Grantor conveys drainage easement to State, 1,895.2+ sq. ft. Gratis

State conveys canal easement to Grantor, 7,875+ sq. ft. Gratis
They deeded hwy. right of way and forgot to reserve an easement.

EXHIBIT "A" (Cont)

DIVIDE-RICE HILL SECTION - PACIFIC HIGHWAY

19958 Long, G. C. and Myrtle (Saling)
Lease for Stockpile Site
Extension lease easement expires July 1, 1958

Extension of lease for one year on 9.3 acre stockpile site	$144.00	
Amount to be paid owners - chrg to Stockpile Site		$144.00

GRANTS PASS (6th & 7th Sts.) SECTION - PACIFIC HIGHWAY

26135 Brehm, Robert et al (Allen)
Right of Way
Option expires October 14, 1957

0.055 acre	$ 750.00	
Encroachment damage	2,500.00	
Amount to be paid owners - chrg to Right of Way		$3,250.00

Grantors may remove shrubs before construction.

Access not controlled -

26136 Wood, Kenneth M. and Martha L. (Allen)
Right of Way
Option expires October 14, 1957

0.045 acre	$250.00	
Encroachment damage	300.00	
Amount to be paid owners - chrg to Right of Way		$550.00

Access not controlled -

26137 McFarland, Thomas et al (Allen)
Right of Way
Option expires October 14, 1957

0.03 acre	$ 250.00	
Allow. to revamp garage	200.00	
Encroachment damage	1,250.00	
Amount to be paid owners - chrg to Right of Way		$1,700.00

Access not controlled -

28337

EXHIBIT "A" (Cont)

GRANTS PASS (6th & 7th Sts.) SECTION - PACIFIC HIGHWAY (Cont)

26138 Sherlock, G. C. et al (Allen)
Right of Way
Option expires October 21, 1957

0.02 acre	$200.00
Encroachment damage	300.00
Amount to be paid owners - chrg to Right of Way	$500.00

Access not controlled -

26125 Voorhies, Earle E. and Evelyn E. (Riley)
Right of Way
Option expires October 22, 1957

Land	$1.00
Amount to be paid owners - chrg to Right of Way	$1.00

THINGS TO BE DONE BY THE STATE

Construct road approach.

Access: Sta. 1245+40, E., unrestricted.

Access controlled -

23336 Lackey, Joe et al (Riley)
Right of Way
Option expires October 1, 1957

1,229 sq. ft. at $0.10 per sq. ft.	$122.90
Amount to be paid owners - chrg to Right of Way	$122.90

THINGS TO BE DONE BY THE STATE

Reconstruct driveway.

Access not controlled -

26119 Patterson, Garth L. and Alice (Riley)
Right of Way
Option expires October 16, 1957

0.90 acre at $1,300 per acre	$1,170.00
Barn and lean-to, 1704 sq. ft. at $0.88+ per sq. ft.	1,500.00
26+ rods fencing at $4+ per rod	105.00

EXHIBIT "A" (Cont)

GRANTS PASS (6th & 7th Sts.) SECTION - PACIFIC HIGHWAY (Cont)

26119 **Patterson, Garth L. and Alice (Cont)**

Amount to be paid owners - chrg to Right of Way $2,775.00

Access: Stas. 1220+25 and 1222+50, E. and W. sides, unrestricted.

Access controlled -

26124 **Duckworth, Earl and Myrtle** (Riley)
Right of Way
Option expires October 21, 1957

0.83 acre at $1,300 per acre	$1,079.00
22+ rods fencing at $4 per rod	90.00

Amount to be paid owners - chrg to Right of Way $1,169.00

THINGS TO BE DONE BY THE STATE

Construct road approach at Sta. 1236+50, W. side.
Access: Stas. 1236+50 and 1238+45, W.; 1237+40 and 1238+90, E., all unrestricted.

Access controlled -

26125 **Duckworth, Earl and Myrtle** (Riley)
Right of Way
Option expires October 21, 1957

1.1 acre at $1,300 per acre	$1,430.00
30 rods - fencing at $4 per rod	119.44

Amount to be paid owners - chrg to Right of Way $1,549.44

THINGS TO BE DONE BY THE STATE

Construct approach at Sta. 1244+20, E. side.
Access: Stas. 1240+70, 1242+67, 1243+60, 1245+10, W., 1240+40, 1241+95, 1244+20 and 1245+10, E., all unrestricted.

Access controlled -

EXHIBIT "A" (Cont)

GRANTS PASS (6th & 7th Sts.) SECTION - PACIFIC HIGHWAY (Cont)

26123 Tanke, Conrad T. and Margaret E. (Riley)
Right of Way and Perm. Ditch Easement
Option expires November 1, 1957

.33 acre at $1,500 per acre	$ 495.00
0.04 acre, easement	15.00
Damage	2,000.00

Amount to be paid owners - chrg to Right of Way $2,510.00

Access: Stas. 1234+85, W. and 1235+60, E., unrestricted.

Access controlled -

26127 Laue, Leo Donald and Rosemary (Allen)
Right of Way
Option expires October 29, 1957

.09 acre	$200.00

Amount to be paid owners - chrg to Right of Way $200.00

Access: Stas. 1245+75 and 1247+00, 25' wide, to 7th St. Hwy.

Access controlled -

23335 Jantzer, William P and Berniece J. (Riley)
Right of Way
Option expires November 2, 1957

784 sq. ft. at $0.10- per sq. ft.	$750.00
Relocate 400' fencing at $1 per foot	400.00
Damage	350.00

Amount to be paid owners - chrg to Right of Way $1,500.00

THINGS TO BE DONE BY THE STATE

Reconstruct driveways, and drain field if disturbed.

Access not controlled

EXHIBIT "A" (Cont)

GRANTS PASS (6th & 7th Sts.) SECTION - PACIFIC HIGHWAY (Cont)

26143 Tardy, Eugene H. et al (Allen)
Right of Way
Option expires October 30, 1957

75' at $200 per foot	$15,000.00	
75' at $50 per foot	3,750.00	
House, 960 sq. ft. at $4 per sq. ft.	3,840.00	
Garage	160.00	
Amount to be paid owners - chrg to Right of Way		$22,750.00

Entire taking -

26129 Riddell, Laurence L. (Allen)
Right of Way
Option expires October 15, 1957

1320 sq. ft.	$250.00	
Amount to be paid owners - chrg to Right of Way		$250.00

STATE to re-establish driveway at Sta. 1252+65.

Access controlled -

ENEGREN FERRY-ALLEGANY SECTION - COOS RIVER HIGHWAY

25739 Weyerhaeuser Timber Co. (Morgan)
Right of Way
Letter of April 11, 1957

2.05 acres at $100 per acre	$205.00	
Timber	501.40	
Amount to be paid owners - chrg to Right of Way		$706.40

Access not controlled -

CONNERS CREEK SECTION - OREGON COAST HIGHWAY

26248 Baker, Vernon T. (Morgan)
Right of Way
Option expires October 21, 1957

0.61 acre at $100 per acre	$61.00	
Amount to be paid owner - chrg to Right of Way		$61.00

Access: Sta. 471+05, E., residential, timber and agricultural.

Access controlled -

EXHIBIT "A" (Cont)

BEAVER LOOKOUT-BULLARDS BRIDGE UNIT, DAVIS SLOUGH-BANDON SECTION - OREGON COAST HIGHWAY

26094 Woomer, C. S. et al (Curfman)
Right of Way
Option expire s October 14, 1957

1.1 acre	$25.00
Amount to be paid owners - chrg to Right of Way	$25.00

THINGS TO BE DONE BY THE STATE

Fence S. side of r/w and provide gate at access point.
Access: At any point between Stas. 816+00 and 812+50, at State's option, S. side, for residential, timber and agricultural purposes.

Access controlled -

26101 Hultin, Teddy I. and Leola M. (Curfman)
Right of Way
Option expires October 14, 1957

6 acres at $25 per acre	$150.00
1 acre at $150 per acre	150.00
Excess: 9 acres at $25/ and 1.45 acres at $90/ acre	350.00
Amount to be paid owners - chrg to Right of Way	$650.00

Complete restriction of access -

26096 Shook, Luke (Curfman)
Right of Way
Option expires October 18, 1957

2 5 acres at $100 per acre	$ 250.00
3 acres at $50 per acre	150.00
4.1 acres at $25- per acre	100.00
125 rods fencing at $4 per rod	500.00
Amount to be paid owner - chrg to Right of Way	$1,000.00

Grantor to have right to use 7 mile creek culvert as cattle underpass.
Access: Sta. 903+00, N., residential and agricultural.

Access controlled -

EXHIBIT "A" (Cont)

BEAVER LOOKOUT-BULLARDS BRIDGE UNIT, DAVIS SLOUGH-BANDON SECTION - OREGON COAST HIGHWAY (Cont)

26107 Bullard, J. Chester et al (Curfman)
Right of Way
Option expires October 28, 1957

4 acres ± (0.6 acre Excess) $100.00

Amount to be paid owners - chrg to Right of Way $100.00

Access: Sta. 1051+50, E., residential, timber and mineral.

Access controlled -

26105 Clausen, Martin (Morgan)
Right of Way
Option expires October 17, 1957

9.6 acres at $100 per acre $960.00

Amount to be paid owner - chrg to Right of Way $960.00

Grantor may remove salvage timber before construction.

THINGS TO BE DONE BY THE STATE

Provide W. frontage road.

Complete restriction of access - except to frontage road and county road.

26106 Hull, Howard H. and Carol E. (Morgan)
Right of Way
Option expires October 17, 1957

7.8 acres at $100 per acre $780.00
40 rods fencing at $4 per rod 160.00

Amount to be paid owners - chrg to Right of Way $940.00

Grantors may remove timber by September 1, 1957.

THINGS TO BE DONE BY THE STATE

Reconnect Grantors' roadway.
Access: Sta. 1026+10, E., residential, timber and agricultural.

Access controlled -

EXHIBIT "A" (Cont)

BEAVER LOOKOUT-BULLARDS BRIDGE UNIT, DAVIS SLOUGH-BANDON SECTION - OREGON COAST HIGHWAY (Cont)

26108 Fahy, Charles G. et al (Curfman)
Right of Way
Option expires October 18, 1957

6 acres at $50 per acre	$300.00
4.07 acres at $25- per acre (3.97 A. Excess)	100.00

Amount to be paid owners - chrg to Right of Way $400.00

Complete restriction of access -

26110 Fahy, Robert S. et al (Curfman)
Right of Way
Option expires October 17, 1957

12.9 acres at $47- per acre	$600.00

Amount to be paid owners - chrg to Right of Way $600.00

Access: Sta. 1074+00, W., residential, timber and agricultural.

Access controlled -

26093 Coos County (Morgan)
Right of Way
Option expires November 2, 1957

37.95 acres at $15 per acre	$ 569.25
Timber	1,061.20

Amount to be paid owner - chrg to Right of Way $1,630.45

Access: 775+00, W., and 785+00 and 810+00, E., for production and transportation of timber products, only. It is mutually agreed that the location, but not the number, may be adjusted at time of construction.

Access controlled -

GOLD BEACH-CAPE SEBASTIAN SECTION - OREGON COAST HIGHWAY

25507 Shell Oil Company (Porter)
Permanent Slope Easement
Easement signed April 25, 1957

EXHIBIT "A" (Cont)

GOLD BEACH-CAPE SEBASTIAN SECTION - OREGON COAST HIGHWAY(Cont)

25507 Shell Oil Company (Cont)

2,500 sq. ft., slope easement $50.00

Amount to be paid owner - chrg to Right of Way $50.00

Access: 45+60, 46+70, and 47+85, Easterly, unrestricted.

Access controlled -

ROWENA-THE DALLES UNIT, MOSIER-THE DALLES SECTION - COLUMBIA RIVER HIGHWAY

26072 Estate of W. A. Hollyfield (Bucknum)
Right of Way
Option expires October 22, 1957

0.34 acre at $1,500 per acre	$510.00
Damage	210.00

Amount to be paid owner - chrg to Right of Way $720.00

Access controlled - none allowed -

BUTTE CREEK SUMMIT SECTION - JOHN DAY HIGHWAY

26077 Steiwer, W. H. et al (Bucknum)
Right of Way
Option expires October 17, 1957

0.4 acre at $50 per acre	$ 20.00
7.8 acres at $10+ per acre	80.00

Amount to be paid owners - chrg to Right of Way $100.00

THINGS TO BE DONE BY THE STATE

Deck on Grantors' remaining land merchantable timber in path of construction for Kinzua Pine Mills and Kinzua Pine Mills may remove remaining timber when adjacent lands are logged.

Access: Sta. 749+75, E., unrestricted.

Access controlled -

28345

EXHIBIT "A" (Cont)

LA GRANDE-ELGIN SECTION - WALLOWA LAKE HIGHWAY

26195 Lee, Robert B. (Brainerd)
Easement for Haul Road
Option expires October 10, 1957

0.35 acre easement	$50.00
Amount to be paid owner - chrg to Quarry Site	$50.00

26192 Hibberd, Dick and Laurose (Brainerd)
Materials Source
Option expires October 24, 1957

4.90 acres at $102+ per acre	$500.00
Minus value of 4.5 acres conveyed to owner (Parcel 3, File 26194)	- 250.00
Amount to be paid owners - chrg to Quarry Site	$250.00

THINGS TO BE DONE BY THE STATE

Fence quarry site, 101 rods at $4 per rod Estimated cost	$404.00
TOTAL ESTIMATED COST	654.00

Convey to Grantors 4.5 acres as an exchange part of the settlement upon the grounds and for the reason that the said property, in the opinion of the commission, is no longer needed, required, or useful for highway purposes, and the value of the property to be acquired by the State is not less than the value of the property to be relinquished by the State, and the cash to be paid by the State.

26194 Schwebke, Mary I. (Brainerd)
Materials Source and Easement for Haul Road
Option expires October 21, 1957

4.48 acres at $111+ per acre	$500.00
1.03 acres, Haul Road Easement	Gratis
4.5 acres at $55+ per acre	250.00
Amount to be paid owners - chrg to Right of Way	$750.00

EXHIBIT "A" (Cont)

LA GRANDE -ELGIN SECTION - WALLOWA LAKE HIGHWAY (Cont)

26194 Schwebke, Mary I. (Cont)

THINGS TO BE DONE BY THE STATE

Fence quarry site and E. Side of Haul road and install gate, Estimated cost, 134 rods fencing at $4 per rod	Est.	$536.00
TOTAL ESTIMATED COST		$1,286.00

26193 Hibberd, Reid and Neva (Brainerd)
Materials Source
Option expires October 28, 1957

1.04 acres	$100.00	
Amount to be paid owners - chrg to Quarry Site		$100.00

THINGS TO BE DONE BY THE STATE

Fence quarry site, est. 26 rods fencing at $4 per rod	Est. cost	$104.00
TOTAL ESTIMATED COST		$204.00

ONTARIO-SNAKE RIVER SECTION - OLD OREGON TRAIL HIGHWAY

23941 Ray, Hilary and Nellie (Brainerd)
Right of Way
Option expires October 15, 1957

1.00 acre at $1,500 per acre	$1,500.00	
0.21 acre at $100 per acre	21.00	
House, 617 sq. ft. at $5.50 per sq. ft.	3,393.50	
House, 338 sq. ft. at $4 per sq. ft.	1,352.00	
Lean-to, 105 sq. ft. and barn, 440 sq. ft. at $1/ sq. ft.	545.00	
2 wells, 2 pumps and pipe line	300.00	
5 outbuildings at $20 each	100.00	
Lawn, shrubs, trees and pasture fences	88.50	
Amount to be paid owners - chrg to Right of Way		$7,300.00

Grantors retain right to yard fence and various shrubs. State to have possession 15 days after payment.

Entire taking -

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND - SALEM EXPRESSWAY

26312 Ackroyd, Mrs. Pearl (Black)
Right of Way
Option expires October 31, 1957

375 sq. ft. at $0.10 per sq. ft. $37.50

Amount to be paid owner - chrg to Right of Way $37.50

Complete restriction of access -

26187 Fritz, Chester and Alice (Grant)
Right of Way
Option expires November 5, 1957

150 sq. ft. and damage $150.00

Amount to be paid owners - chrg to Right of Way $150.00

Fence, shrubs and plants shall be removed from r/w by June 1, 1957 or they become property of State.

Access controlled -

26311 Knipstrom, Karl E. and Lora M. (Black)
Right of Way
Option expires November 2, 1957

375 sq. ft at $0.10 per sq. ft. $37.50
Damage 32.50

Amount to be paid owners - chrg to Right of Way $70.00

Access controlled -

26418 Riley, Maggie J. (Smith)
Right of Way
Option expires November 1, 1957

4,875 sq. ft. and damage $700.00

Amount to be paid owner - chrg to Right of Way $700.00

Complete restriction of access

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND-SALEM EXPRESSWAY (Cont)

26439 Renner, Alvin B. and Louise A. (Smith)
Slope Easement
Option expires November 6, 1957

Easement, 2,125 sq. ft. $25.00

Amount to be paid owners - chrg to Right of Way $25.00

Grantors may extend drainage pipe by specifications of State.

THINGS TO BE DONE BY THE STATE

May remove and dispose of any trees.

Complete restriction of access -

NEWBERG-GEARIN CORNER SECTION - HILLSBORO-SILVERTON HIGHWAY

26164 Gearin, Walter J. and Alice M. CORRECTION REPORT (Gemmell)
Right of Way and Borrow Area
Option expires November 5, 1957

0.14 acre at $400+ per acre	$ 60.00
1.44 acres at $500+ per acre (Borrow Area)	740.00

Amount to be paid owners - chrg to Right of Way $800.00

Lease on 1.44 acres borrow area to expire on or before July 1, 1959, or when project completed, whichever occurs first.

THINGS TO BE DONE BY THE STATE

Fence off area of borrow area so as to enclose Grantors' field. At end of lease period, State to remove said fence and refence existing property line between portions of borrow area. Lease area not be lowered less than adjacent hwy.

Access: 180+80, W., farming and residential.

This supersedes and cancels 4-19-57 approval for $500.

Access controlled -

28349

EXHIBIT "A" (Cont)

ONTARIO-SNAKE RIVER SECTION - OLD OREGON TRAIL HIGHWAY

23951 Lewis, O. G. and Mina E. SUPPLEMENTAL REPORT (Brainerd)
Right of Way
Option expires October 29, 1957

Concrete pump house, pipeline and water rights $500.00

Amount to be paid owners - chrg to Right of Way $500.00

Quitclaim Deed, only.

Entire taking -

23953 Christensen, Leo and Dorotha CORRECTION REPORT (Brainerd)
Right of Way
Option expires October 31, 1957

0.06 acre $250.00

Amount to be paid owners - chrg to Right of Way $250.00

Supersedes and cancels Jan. 22-23, 1957 $250 approval on 0.11 acre.

Entire taking -

25856 Blower, Majel and Lester G. (Chatwood)
Right of Way
Option expires November 2, 1957

2.42 acres at $300 per acre $726.00

Amount to be paid owners - chrg to Right of Way $726.00

Complete restruction of access -

GRANTS PASS (6th & 7th Sts.) SECTION - PACIFIC HIGHWAY

26121 Jantzer, William P. and Berniece J. (Riley)
Right of Way and Perm. Slope Easement
Option expires October 13, 1957

0.82 acre at $1,300 per acre	$1,066.00
200 sq. ft. slope easement	20.00
50 rods fencing at $4 per rod	200.00

Amount to be paid owners - chrg to Right of Way $1,286.00

EXHIBIT "A" (Cont)

GRANTS PASS (6th & 7th Sts.) SECTION - PACIFIC HIGHWAY (Cont)

26121 Jantzer, William P. and Berniece J. (Cont)

THINGS TO BE DONE BY THE STATE

Permit required access for streets up to 60' wide at Stas. 1230+25 E. and W., if and when approved by board having jurisdiction.

Access: 1228+45, 1230+25 and 1232+05, E. and W., unrestricted.

Access controlled -

26128 Jordan, Henry D. and Sadie F. (Allen)
Right of Way
Option expires October 28, 1957

1.01 acre	$1,500.00
0.08 acre	500.00
Damage	300.00

Amount to be paid owners - chrg to Right of Way $2,300.00

THINGS TO BE DONE BY THE STATE

Construct driveways E. and W. sides of hwy. at Sta. 1249+70.

Access to 7th St. hwy.: 1247+70, 1248+70, 1250+70 and 1251+70, E. and W.

Access not controlled -

BEAVER LOOKOUT-BULLARDS BRIDGE UNIT, DAVIS SLOUGH-BANDON SECTION - OREGON COAST HIGHWAY

26104 Blanton, James L. and June A. (Morgan)
Right of Way
Option expires October 23, 1957

2.22 acres (0.02 acre Excess)	$222.00
Spring	100.00
Clearing building site	178.00

Amount to be paid owners - chrg to Right of Way $500.00

Complete restriction of access -

EXHIBIT "A" (Cont)

ALBANY-LANE COUNTY LINE UNIT, ALBANY JUDKINS POINT SECTION - PACIFIC HIGHWAY

25382 Elder, Charles E. and Mary Margaret (Friess)
Right of Way
Option expires November 2, 1957

0.26 acre	$50.00
Amount to be paid owners - chrg to Right of Way	$50.00

Complete restriction of access -

25384 Watson, W. A. and Bertha (Friess)
Right of Way and Borrow Area
Option expires November 2, 1957

5.8 acres at $250 per acre	$1,450.00
23.15 acres at $125 per acre	2,893.75
Timber	1,406.25
Amount to be paid owners - chrg to Right of Way	$5,750.00

THINGS TO BE DONE BY THE STATE

Fence right of way.

Complete restriction of access -

SWEET HOME SECTION - SANTIAM HIGHWAY

24885 Randolph, R. R. and Betty (Friess)
Maintenance Site
Option expires November 5, 1957

0.28 acre	$650.00
Amount to be paid owners - chrg to Maintenance Site	$650.00

THINGS TO BE DONE BY THE STATE

Construct woven wire fence at property line. Landscape inside fence with screening type shrubbery.

Approval subject to rezoning.

EXHIBIT "A" (Cont)

SWEET HOME SECTION - SANTIAM HIGHWAY (Cont)

24886 Wells, Irene E. (Friess)
Maintenance Site
Option expires November 7, 1957

0.28 acre	$650.00
Removing clothes pole and flower beds	25.00

Amount to be paid owners - chrg to Maintenance Site $675.00

Grantor to remove shrubs, etc. by July 15 or 15 days after payment, whichever comes later.

THINGS TO BE DONE BY THE STATE

Fence property line and plant screening type shrubs along fence.

Approval subject to rezoning.

24887 Keenon, Kenneth H. and Mildred L. (Friess)
Maintenance Site
Option expires November 7, 1957

0.28 acre	$1,050.00

Amount to be paid owners - chrg to Maintenance Site $1,050.00

THINGS TO BE DONE BY THE STATE

Fence property line and plant screening type shrubs along inside of fence.

Approval subject to rezoning.

B.P.R. PROJECT

UPPER BEACH CREEK-FOREST BOUNDARY SECTION - PENDLETON - JOHN DAY HIGHWAY

26227 Sproul, R. E. and Violet (English)
Right of Way
Option expires November 3, 1957

1.2 acres at $160 per acre	$ 192.00
2.8 acres at $150 per acre	420.00
2.82 acres at $50 per acre	141.00

EXHIBIT "A" (Cont)

B.P.R. PROJECT (Cont)

UPPER BEACH CREEK-FOREST BOUNDARY SECTION - PENDLETON - JOHN DAY HIGHWAY (Cont)

26227 Sproul, R. E. and Violet (Cont)

1.2 acres at $25 per acre	$ 30.00	
Barn, 2000 sq. ft. at $0.75 per sq. ft.	1,500.00	
Corral fencing, chute, 2 sheds, ch. hse., ch. wire fence	1,057.50	
Re-establish 550 rods fencing at $3 per rod	1,650.00	
Amount to be paid owners - chrg to Right of Way		$4,990.50

Title to be approved by Hwy. attorneys before this acceptance is valid.

THINGS TO BE DONE BY THE STATE

Abandon present hwy. between Stas. 89+00 and 95+00 to County. Grantor to be permitted to place fence between creek and hwy. for stock water supply. Grantor to retain timber rights. Merchantable timber in path of construction to be cut and cold decked, with 30 day notice to be given prior to cutting, parcel 1, and ten days parcel 2.

Access: 90+20, W., 97+46, 113+00, 125+50, E. and W., and 117+40, E., all unrestricted. Grantors may remove improvements within 30 days of notice to remove same.

Access controlled -

26228 Blue Mountain Mills (English)
Right of Way
Option expires November 3, 1957

2.5 acres at $25 per acre	$ 62.50	
Allow. for add. logging cost, 75 MBF at $5/MBF	375.00	
Amount to be paid owner - chrg to Right of Way		$437.50

THINGS TO BE DONE BY THE STATE
Grantor to retain timber rights. Merchantable timber to be cut and cold decked for Grantor to pick up, with Grantor to be notified at least ten days in advance.
Re-establish fencing.
Access: 22+10, W., unrestricted.

Access controlled -

EXHIBIT "A" (Cont)

ONTARIO-SNAKE RIVER SECTION - OLD OREGON TRAIL HIGHWAY

23952 Hollars, Ronald and Gladys (Brainerd)
Right of Way
Option expires October 29, 1957

1.0 acre at $1,250 per acre	$1,250.00	
4.25 acres at $1,000 per acre	4,250.00	
5.75 acres at $200 per acre (11.45 A. Excess or Borr.)	1,150.00	
4.85 acres (quit claim deed only)	- - -	
House, 780 sq. ft. at $10 per sq. ft.	7,800.00	
Cellar, 1,172 sq. ft. at $3.50 per sqft.	4,102.00	
2-30' retaining walls at $150 each	300.00	
Cold storage bldg., 336 sq. ft. at $6+ per sq. ft.	2,018.00	
Refrig. equip.	1,800.00	
Tenant house, 336 sq. ft. at $3 per sq. ft.	1,008.00	
Barn, 640 sq. ft. at $1.25- per sq. ft.	791.00	
Hot beds	200.00	
Feeding and milking shed, 240 sq. ft. at $2/sq. ft.	480.00	
2 misc. sheds at $75 each	150.00	
Irr. system	1,300.00	
15 trees at $30 each	450.00	
Gas and storage hse.	75.00	
Lawn, shade trees, walks, curbs, etc.	150.00	
Wire and wooden panel fences	370.00	
Amount to be paid owners - chrg to Right of Way		$27,650.00

Grantors to vacate 15 days after payment. If Grantors wish to rent arrangements will be made.

Entire taking -

25855 Rhinehart, Wilmer D. and Georgetta G. (Chatwood)
Right of Way
Option expires October 31, 1957

0.044 acre	$100.00	
Allow for moving trees, hedge, fence etc.	100.00	
Damage	500.00	
Amount to be paid owners - chrg to Right of Way		$700.00

Access controlled - none allowed -

EXHIBIT "A" (Cont)

WILDERVILLE-JEROME PRAIRIE UNIT, HAYES HILL-GRANTS PASS SECTION - REDWOOD HIGHWAY

23987 Arnold, Stanley T. et al (Holt)
Right of Way
Option expires November 5, 1957

1 acre at $1,000 per acre	(0.7 Acre	$1,000.00
2.5 acres at $750 per acre	Excess)	1,875.00
House, 608 sq. ft. at $5 per sq. ft.		3,040.00
Shed, well, pump and pressure tank		435.00
44 rods fencing at $4 per rod		176.00
Amount to be paid owners - chrg to Right of Way		$6,526.00

Grantors to vacate 60 days after acceptance or sign rental agreement.

THINGS TO BE DONE BY THE STATE

Reconstruct irrigation ditches on N. and S. sides of r/w line. Conduct irrigation pipe at approx. 557+10 beneath new hwy.

Complete restriction of access -

NORTH CORVALLIS SECTION - PACIFIC HIGHWAY WEST

25932 Gallagher, James A. et al (Reeder)
Right of Way
Option expires November 2, 1957

2 lots at $1,450 each (Probable 3,100 sq. ft.) $2,900.00

Amount to be paid owners - chrg to Right of Way $2,900.00

Entire taking -

CHENOWITH CREEK-THE DALLES SECTION - COLUMBIA RIVER HIGHWAY

26231 Patton, Paul L. and Margaret K. (Bucknum)
Right of Way
Option expires November 5, 1957

434 sq. ft. at $0.10 per sq. ft.		$ 43.40
873 sq. ft. at $0.40 per sq. ft.		349.20
Damage		107.40
Amount to be paid owners - chrg to Right of Way		$500.00

Access controlled - none allowed -
Confirmation of phone approval by Mr. Reynolds, May 3, 1957.

EXHIBIT "A" (Cont)

CHENOWITH CREEK-THE DALLES SECTION - COLUMBIA RIVER HIGHWAY (Cont)

26232 Kargl, F. J. et al (Bucknum)
Right of Way
Option expires November 5, 1957

436 sq. ft. at $0.50 per sq. ft.	$218.00	
Damage	782.00	
Amount to be paid owners - chrg to Right of Way		$1,000.00

Access controlled - none allowed -

Confirmation of phone approval by Mr. Reynolds, May 3, 1957.

HIGHLANDS INTERCHANGE SECTION - SUNSET HIGHWAY

25886 Hein, Homer H. and Inez M. (Grant)
Right of Way
Option expires November 2, 1957

0.31 acre (0.2 acre Excess)	$1,750.00	
Amount to be paid owners - chrg to Right of Way		$1,750.00

Grantors to remove flowers and shrubs by June 1, 1957 or they become property of State.

Entire taking -

BEAVER LOOKOUT-BULLARDS BRIDGE UNIT, DAVIS SLOUGH-BANDON SECTION - OREGON COAST HIGHWAY

26102 McMurtry, S. A. (Morgan)
Right of Way
Option expires November 7, 1957

0.01 acre	$20.00	
Amount to be paid owner - chrg to Right of Way		$20.00

Complete restriction of access -

GATES TRAFFIC SCALE - NORTH SANTIAM HIGHWAY

24095 Oregon Pulp and Paper Company (Benner)
Scale Site, Right of Way and Exchange
Option expires November 2, 1957

EXHIBIT "A" (Cont)

GATES TRAFFIC SCALE - NORTH SANTIAM HIGHWAY (Cont)

24095 Oregon Pulp and Paper Company (Cont)

0.247 acre at $500 per acre	$123.50
Less 0.12 acre to be conveyed at $500 per acre	- 60.00

Amount to be paid owner - chrg to Misc. Site $63.50

THINGS TO BE DONE BY THE STATE

Re-establish driveway entrance, 25' in width, approx. at 114+40, N. side of hwy.

Convey to Grantor 0.12 acre as an exchange part of the settlement upon the grounds and for the reason that the said property, in the opinion of the commission, is no longer needed, required, or useful for highway purposes, and the value of the property to be acquired by the State is not less than the value of the property to be relinquished by the State, and the cash to be paid by the State.

Access not controlled -

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND-SALEM EXPRESSWAY

26172 Lewis Albert F. (Black)
Right of Way
Option expires November 5, 1957

500 sq. ft. at $0.10 per sq. ft.	$ 50.00
Garage, 380 sq. ft. at $4.35- per sq. ft.	1,650.00

Amount to be paid owner - chrg to Right of Way $1,700.00

Access controlled -

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND-SALEM EXPRESSWAY (Cont)

26416 Baldock, Elizabeth V. (Black)
Right of Way
Option expires October 29, 1957

5,000 sq. ft. at $0.30 per sq. ft.	$1,500.00
House, 998 sq. ft. at $7 per sq. ft.	6,986.00
Improvements	714.00
Amount to be paid owner - chrg to Right of Way	$9,200.00

Grantor to vacate 30 days after notice.

Entire taking -

26417 Landers, Forest Wayne (Black)
Right of Way
Option expires June 24, 1957

5,000 sq. ft. at $0.20 per sq. ft.	$1,000.00
House, 616 sq. ft. at $6 per sq. ft.	3,696.00
Fence and yard improvements	504.00
Amount to be paid owner - chrg to Right of Way	$5,200.00

Grantor to vacate 30 days after notice.

Entire taking -

26428 Shand, Josephine B. (Grant)
Right of Way
Option expires November 9, 1957

5,000 sq. ft. at $0.19 per sq. ft.	$950.00
Improvements	50.00
Amount to be paid owner - chrg to Right of Way	$1,000

Entire taking -

GRANTS PASS (6th & 7th Sts.) SECTION - PACIFIC HIGHWAY

26122 Condray, Ora and Beatrice (Riley)
Right of Way
Option expires October 22, 1957

0.41 acre	$ 920.00
Barn, 720 sq. ft. at $2.40+ per sq. ft.	1,730.00
Chicken house	100.00

(BOOK)
28359

EXHIBIT "A" (Cont)

GRANTS PASS (6th & 7th Sts.) SECTION - PACIFIC HIGHWAY (Cont)

26122 Condray, Ora and Beatrice (Cont)

12.1 rods fencing at $4 per rod	$ 48.40	
Severance	750.00	
Amount to be paid owners - chrg to Right of Way		$3,548.40

Grantors to vacate 30 days after notice.

THINGS TO BE DONE BY THE STATE

Agrees not to interrupt irrigation to W. part of property for periods exceeding two weeks. Access: 1232+60, E. and W., and 1234+00, E., unrestricted.

Access controlled -

26126 Graves, Llewellyn G. and Beatrice H. (Holt)
Right of Way
Option expires November 7, 1957

.26 acre at $1,300+ per acre	$350.00	
Amount to be paid owners - chrg to Right of Way		$350.00

Access: Stas. 1245+70 and 1246+90, E., unrestricted.

Access controlled -

MARION COUNTY LINE-ALBANY UNIT, N. JEFFERSON JCT.-ALBANY SECTION - PACIFIC HIGHWAY

25096 Snoderly, Roy A. and Ruth E. (Friess)
Right of Way
Option expires November 7, 1957

0.87 acre at $2,500 per acre	$2,175.00	
Lawn, 8,100 sq. ft. at $0.05 per sq. ft.	405.00	
Loss of trees and shrubs	1,000.00	
Damage	4,920.00	
Amount to be paid owners - chrg to Right of Way		$8,500.00

Grantors to remove trees and shrubs prior to June 1, 1957, or 15 days after payment, whichever comes later.

EXHIBIT "A" (Cont)

MARION COUNTY LINE -ALBANY UNIT, N. JEFFERSON JCT. -ALBANY SECTION - PACIFIC HIGHWAY (Cont)

25096 Snoderly, Roy A. and Ruth E. (Cont)

THINGS TO BE DONE BY THE STATE

Provide W. frontage road. Reconstruct approaches to same at Stas. 7+65 and 9+75, or as near present locations as possible.

Complete restriction of access - except to frontage road -

26224 Neeley, Stacey L. et al (Gemmell)
Right of Way
Option expires November 12, 1957

0.14 acre	$150.00	
Amount to be paid owners - chrg to Right of Way		$150.00

THINGS TO BE DONE BY THE STATE

Construct E. frontage road.

Complete restriction of access -

EAST DIAMOND LAKE JUNCTION-LOBERT SECTION- THE DALLES-CALIFORNIA HIGHWAY

15341 Bureau of Indian Affairs (Saling)
Renewal of Stockpile lease
Lease expires August 13, 1958

10.17 acres, lease renewal	$14.40	
Amount to be paid owners - chrg to Stockpile Site		$14.40

NEWBERG-GEARIN CORNER SECTION - HILLSBORO-SILVERTON HIGHWAY

26166 Dreher, Walter W. and Virginia C. (Gemmell)
Right of Way and Borrow Area
Option expires November 7, 1957

6.85 acres at $500 per acre (.4 A., R/W; 6.45A. Borr.)	$3,425.00	
Damage	575.00	
Amount to be paid owners - chrg to Right of Way		$4,000.00

28361

EXHIBIT "A" (Cont)

NEWBERG-GEARIN CORNER SECTION - HILLSBORO-SILVERTON HIGHWAY (Cont)

26166 Dreher, Walter W. and Virginia C. (Cont)

6.45 acres is a materials lease and is to expire not later than July 1, 1959, or when project completed, whichever be first.

THINGS TO BE DONE BY THE STATE

Fence off area of material site so as to enclose Grantors' field, and at end of lease period remove fence and refence the existing property line between the portions of the material site. Material site not to be lowered less than adjacent hwy.

Access not controlled -

ALBANY-LANE COUNTY LINE UNIT, ALBANY-JUDKINS POINT SECTION-PACIFIC HIGHWAY

26174 Bierly, H. R. and Marie A. (Hart)
Right of Way
Option expires November 7, 1957

Approx. 4.75 acres at $125+ per acre (2.85 acres Borrow or Excess)	$600.00	
Amount to be paid owners - chrg to Right of Way		$600.00

Complete restriction of access -

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND-SALEM EXPRESSWAY

22725 Trew, Robert S. and Edith M. (Black)
Right of Way
Option expires October 25, 1957

10,450 sq.ft. at $0.14 per sq. ft. (2,750 sq. ft. Excess)	$1,463.00	
House, 756 sq.ft. at $8 per sq.ft.	6,048.00	
Carport	228.00	
Improvements	811.00	
Amount to be paid owners - chrg to Right of Way		$8,550.00

Grantors to vacate 30 days after notice.

Entire taking -

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND-SALEM EXPRESSWAY (Cont)

26420 Ira, Clarence J. and Marcella V. (Smith)
Right of Way
Option expires November 9, 1957

15,000 sq. ft., at $0.18+ per sq. ft.
(6,750 sq. ft. Excess) $2,800.00

Amount to be paid owners - chrg to Right of Way $2,800.00

Entire taking -

26309 Walker, Henry F. and Irene M. (Black)
Right of Way
Option expires November 12, 1957

375 sq. ft. at $0.10 per sq. ft. $37.50
Fence, hedge, lawn and shrubs 62.50

Amount to be paid owners - chrg to Right of Way $100.00

Complete restriction of access -

26419 Sichau, Reinhold and Jessie (Smith)
Permit for Slope
Permit signed May 13, 1957

Permit for slope and to adjust front of lots to new grade of Dolph Court Gratis

Material moved for adjustment not to be removed from property. State to seed finished slopes with grass.

MEDFORD COUNTY FARM SECTION - PACIFIC HIGHWAY

26484 Hart's Breeding Farm and Hatchery (Holt)
Temporary Easement for constructing irr. ditch

450 sq. ft. $10.00

Amount to be paid owners - chrg to Right of Way $10.00

26490 Lowry, Bert B. and Lilla M. (Holt)
Temporary Easement for constructing irr. ditch

830 sq. ft. $10.00

Amount to be paid owners - chrg to Right of Way $10.00

EXHIBIT "A" (Cont)

MEDFORD COUNTY FARM SECTION - PACIFIC HIGHWAY (Cont)

26489 Stewart, John William and Roberta (Holt)
Permanent and Temporary Easements

Permanent Ditch Easement, 250 sq. ft.	$15.00	
Temporary Easement for constructing Irr. Ditch, 0.09 A.	10.00	
Amount to be paid owners - chrg to Right of Way		$25.00

HIGHLANDS INTERCHANGE SECTION - SUNSET HIGHWAY

25885 Menefee, Jr., L. B. and Mary Elizabeth (Grant)
Right of Way
Option expires November 13, 1957

19,884 sq. ft. at $0.10± per sq. ft.	$2,150.00	
Amount to be paid owners - chrg to Right of Way		$2,150.00

Entire taking -

26189 Menefee, Jr., L. B. and Mary Elizabeth (Grant)
Right of Way
Option expires November 13, 1957

8,276 sq. ft. at $0.11+ per sq. ft.	$950.00	
Amount to be paid owners - chrg to Right of Way		$950.00

Access controlled -

UNIT 1, - BANFIELD EXPRESSWAY

26467 Erickson, Edward E.; U. S. Nat'l Bank of Portland (Smith)
Walter N. Boyson Co. Lessee
Right of Way
Options expire October 10, and November 21, 1957

10,000 sq ft. at $2 per sq. ft.	$20,000.00	
Building, 10,000 sq. ft. at $3.85 per sq. ft.	38,500.00	
Amount to be paid U. S. Nat'l Bank of Portland, chrg to Right of Way		$58,500.00
Taxes to be pro-rated. Est.		100.00
GRAND TOTAL (Est.) chrg to Right of Way		58,600.00

EXHIBIT "A" (Cont)

UNIT 1, - BANFIELD EXPRESSWAY (Cont)

26467 Erickson, Edward E.; U. S. Nat'l Bank of Portland (Cont)

Taken subject to Walter N. Boyson Co. lease which is to expire March 1, 1958.
Lessee to pay State $325.00 per month rent first of month following payment for property.
Lessee may terminate lease after October 1, 1957 upon 30 days written notice. No rent to be paid for last 30 days. No payment to be made to lessee by Hwy. Dept.

Entire taking -

HARBOR DRIVE - BARBUR BOULEVARD SECTION - PORTLAND-SALEM EXPRESSWAY

26426 Van Riper, Clair A. and Gladys C. (Grant)
Right of Way
Option expires November 6, 1957

7,570 sq. ft. at $0.17 per sq. ft.	$1,286.90	
House	8,240.00	
Moving greenhouse, shrubs, trees, etc.	1,473.10	
Amount to be paid owners - chrg to Right of Way		$11,000.00

Grantors to remove trees, shrubs, greenhouse, and vacate by June 15, 1957.

Entire taking -

26413 Toelkes, Mamie (Black)
Right of Way
Option expires November 14, 1957

6,666 sq. ft. at $0.15 per sq. ft. (2,931 sq. ft. Excess)	$ 999.90	
House, 650 sq. ft. at $9 per sq. ft.	5,850.00	
Garage, 268 sq. ft, at $1 per sq. ft.	268.00	
Yard improvements	382.10	
Amount to be paid owner - chrg to Right of Way		$7,500.00

Grantor to vacate 30 days after notice.

Entire taking -

EXHIBIT "A" (Cont)

MEDFORD COUNTY FARM SECTION - PACIFIC HIGHWAY

26487 Heitkamp, Martin and Gertrude (Curfman)
Permanent and Temporary Easements
Option expires November 15, 1957

Permanent Ditch Easement, 800 sq. ft.	$15.00	
Temp. Ease. for constructing Irr. Ditch, 0.37 acre	10.00	
Amount to be paid owners - chrg to Right of Way		$25.00

THINGS TO BE DONE BY THE STATE

Roadway to be replaced if disturbed.
Brush or trees along E. bank not to be removed.
Fences in parcel 2 to be restored if damaged.

Access controlled -

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND-SALEM EXPRESSWAY

26171 Larison, Jessie M. et al (Black)
Right of Way
Option expires November 14, 1957

1,000 sq. ft. at $0.10 per sq. ft.	$100.00	
Shrubs and steps	50.00	
Amount to be paid owners - chrg to Right of Way		$150.00

Complete restriction of access -

26185 McGregor, Nellie et al (Grant)
Right of Way
Option expires July 12, 1957

15,625 sq. ft. at $0.089 per sq. ft.	$1,390.62	
Site improvements	604.00	
Garage	489.38	
House	6,516.00	
Amount to be paid owners - chrg to Right of Way		$9,000.00

Grantors to vacate or rent 5 days after payment.

Entire taking -

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND-SALEM EXPRESSWAY (Cont)

26349 Dey, William C. and Laura (Smith)
Right of Way
Option expires November 14, 1957

750 sq. ft. at $0.20 per sq. ft.	$ 150.00	
Damages	1,200.00	
Amount to be paid owners - chrg to Right of Way		$1,350.00

State not to cut down pink locust.

Access not controlled - relocation of S.W. 55th Ave. -

26365 Dow, Blanche E. (Grant)
Right of Way
Option expires November 15, 1957

4,820 sq. ft. at $0.60 per sq. ft.	$2,892.00	
House	2,488.00	
Yard improvements	120.00	
Amount to be paid owners - chrg to Right of Way		$5,500.00

Grantor to vacate or rent five days after payment.

Entire taking -

26414 Gunderson, Gordon O. and Helen H. (Black)
Right of Way
Option expires November 13, 1957

6,667 sq. ft. at $0.20 per sq. ft.	$1,333.40	
House, 944 sq. ft. at $9.50 per sq. ft.	8,968.00	
Garage, 247 sq. ft. at $3 per sq. ft.	741.00	
Site improvements	1,457.60	
Amount to be paid owners - chrg to Right of Way		$12,500.00

Grantors to vacate 30 days after notice.

Entire taking -

EXHIBIT "A" (Cont)

HARBOR DIRVE-BARBUR BOULEVARD SECTION - PORTLAND-SALEM EXPRESSWAY (Cont)

26415 Wallachy, Carl and Katherine (Black)
Right of Way
Option expires November 13, 1957

1,875 sq. ft. at $0.30 per sq. ft.	$ 562.50
Severance damage	437.50
Amount to be paid owners - chrg to Right of Way	$1,000.00

Complete restriction of access -

26421 Werner, Harry W. and Emily O. (Smith)
Right of Way
Option expires November 13, 1957

7,500 sq. ft. at $0.20 per sq. ft.	$1,500.00
House, 896 sq. ft. at $9 per sq. ft.	8,064.00
Garage, 312 sq. ft. at $3 per sq. ft.	936.00
Driveway, walks and retaining wall	400.00
Amount to be paid owners - chrg to Right of Way	$10,900.00

Grantors to vacate 30 days after notice or 5 days after payment, whichever is the later date.
Grantors may remove shrubs before vacation date.

Entire taking -

26359 Edwards, Harry L. et al (Black)
Right of Way
Option expires November 13, 1957

6,980 sq. ft. at $0.12- per sq. ft.	$ 834.00
18,520 sq. ft Excess at $0.06- per sq. ft.	1,109.50
House and attached garage	2,456.50
Yard improvement	100.00
Amount to be paid owners - chrg to Right of Way	$4,500.00

Grantor to vacate 30 days after notice

Entire taking -

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND-SALEM EXPRESSWAY (Cont)

26360 Bleich, Ben D. and Jo-Ann R. (Black)
Right of Way
Option expires November 13, 1957

1,125 sq. ft. at $0.12 per sq. ft.	$ 135.00	
6,435 sq. ft. Excess at $0.12 per sq. ft.	772.20	
9,843 sq. ft. Excess at $0.10+ per sq. ft.	1,000.00	
House, 897 sq. ft. at $11 per sq. ft.	9,867.00	
Garage, 310 sq. ft. at $2 per sq. ft.	620.00	
Yard improvements	605.80	
Amount to be paid owners - chrg to Right of Way		$13,000.00

Grantors to vacate 30 days after notice. If it does not interfere with plans of the State, Grantors may rent excess property.

Entire taking -

28369

EXHIBIT "B-1"

Minutes of May 16 and 17, 1957

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land on the 11th Avenue Connection in Eugene of the Pacific Highway described as follows:

A parcel of land lying in the Prior F. Blair D. L. C. No. 39, also in Section 36, Township 17 South, Range 4 West, W. M., Lane County, Oregon, and being a portion of the following described property:

That tract of land which was conveyed by that certain deed to the State of Oregon by and through its State Highway Commission recorded in Book 215, Page 639 of Lane County Record of Deeds.

The said parcel being described as follows: Beginning at the intersection of the West line of Garfield Street and the North line of said property; said point being 1,801.9 feet South 89°19' East and 321.4 feet North 0°13'30" East of the Southwest corner of the prior F. Blair D. L. C.; thence South 0°13'30" West 106 ft., more or less, to a line parallel to and 44 ft. Northerly of the center line of the Pacific Highway, Seventh Avenue Connection in Eugene; thence North 89°50'30" West along said parallel line 109.5 ft. to the Westerly line of said State property; thence North 0°13'13" East along said Westerly line 106 ft., more or less, to the Northwest corner; thence South 89°50'30" East along the Northerly line of said property 109.5 ft. to the point of beginning, containing 0.266 acre.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $5,793.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale in accordance with the terms and provisions of ORS 273.060 Et. Seq.

BE IT FURTHER RESOLVED that this Property Sale Resolution No. 43 be entered in the minutes and records of the Commission as of the 16th day of May 1957.

28370

EXHIBIT "B-2"

Minutes of May 16 and 17, 1957

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcels of land on the Willamette River-Hayesville Section of the Portland-Salem Expressway described as follows:

Parcel 1 - A parcel of land lying in the Linus Brooks D. L. C. #64, also lying in Section 18, Township 6 South, Range 2 West, W. M., Marion County, Oregon, and being a portion of that tract of land described in that certain deed to the State of Oregon, by and through its State Highway Commission, recorded in Book 460, Page 292 of Marion County Records of Deeds; the said parcel being described as follows:

Beginning on the West line of said D. L. C. #64 at a point 51.76chains S 0° 30' East from the Northwest corner of said D. L. C.; thence East 11.62 chains to the Southeast corner of said State property and the true point of beginning; thence along the East line of said State property North 0° 30' West 12.91 chains; thence West 410 ft., more or less, to a line which is parallel to and 100 ft. Easterly of the center line of the Portland-Salem Expressway; thence Southwesterly parallel to said center line 900 ft., more or less to the South line of said State tract; thence East along said South line 740 ft., more or less, to the point of beginning.

The parcel of land to which this description applies contains 11.2 acres.

Parcel 2 - A parcel of land lying in the Linus Brooks D. L. C. #64 also lying in Section 18, Township 6 South, Range 2 West, W. M., Marion County, Oregon, and being a portion of that second described tract as set forth in that certain deed to E. A. Hillyer and Currie Hillyer recorded in Book 302, Page 219 of Marion County Records of Deeds; the said parcel being that portion of said second described tract lying Easterly of a line that begins at a point opposite and 330 ft. Easterly of Station 1614+00 on the center line of the Portland-Salem Expressway and runs thence Southwesterly in a straight line 596 ft., more or less, to a point opposite and 100 ft. Easterly of Station 1619+50 on said center line; thence Southerly parallel to and 100 ft. Easterly of said center line 665 ft., more or less, to the Southerly line of said second described tract in said deed to Hillyer.

The parcel of land to which this description applies contains 3.7 acres.

EXHIBIT "B-2" (Cont)

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $1,150.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale in accordance with the terms and provisions of ORS 273.060 Et. Seq. The conveyance of this property shall provide that there is reserved to the State, and waived and relinquished by the purchaser, all rights of ingress and egress to, from and between the said real property and the right of way of the Portland-Salem Expressway.

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 44 be entered in the minutes and records of the Commission as of the 16th day of May 1957.

EXHIBIT "B-3"

Minutes of May 16 and 17, 1957

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the Valley Jct. -Sheridan Section of the Salmon River Highway described as follows:

A parcel of land lying in the William Chapman D. L. C. #41, Township 5 South, Range 6 West, W. M., Yamhill County, Oregon and being a portion of that property described in that deed to the State of Oregon by and through its State Highway Commission recorded in Book 179, Page 431, of Yamhill County Records of Deeds; the said parcel being that portion of said property lying Northwesterly of a line which is parallel to and 60 ft. Northwesterly of the center line of the connection between the relocated Salmon River Highway and Co. Market Rd. No. 24, which center line is described as follows:

Beginning at Engineer's center line Station "A" 17+46.1, said station being opposite and 36 ft. Northwesterly of station 491+64.23 on the center line of the relocated Salmon River Highway, said Station also being 798.33 ft. North and 1058.73 ft. West of the Southeast corner of said D. L. C. #41; thence on a 1,145.92 ft. radius curve left (the long chord of which bears North 57°21' 39" E) 582.5 ft ; thence N 42°47' 54" E 763.6 ft.; thence on a 572.96 ft. radius curve left (the long chord of which bears N 22°47' 54" E) 400 ft. to Station "A" O+OO.

Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.

The parcel of land to which this description applies contains 11.2 acres.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $2,000.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of

EXHIBIT "B-3" (Cont)

ORS 273.060 Et. Seq. The conveyance of this property shall provide that there is reserved to the State, and waived and relinquished by the purchaser, all rights of ingress and egress to, from and between the said real property and the right of way of the Salmon River Highway.

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 45 be entered in the minutes and records of the Commission as of the 16th day of May 1957.

EXHIBIT "C"

Minutes of May 16 and 17, 1957

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of State Highway projects have been completed according to the terms and provisions of said contracts and that said jobs are now ready for acceptance:

"Contract No. 4527 with T. W. Thomas for guard rail construction on the South Umpqua River-Myrtle Creek Section of the Pacific Highway in Douglas County, completed February 28, 1957.

"Contract No. 4541 with Rogers Construction Co. for structure, grading and paving on the Banks Interchange Section of the Nehalem Highway in Washington County, completed May 10, 1957.

"Contract No. 4626 with Tom Lillebo for constructing the West Fork Illinois River Bridge on the Redwood Highway in Josephine County, completed March 31, 1957.

"Contract No. 4630 with Tom Lillebo for Stayton-Sublimity Oiling and Mill Creek Bridge on the North Santiam Highway in Marion County, completed March 1, 1957. Request for extension of time is being presented at this meeting.

"Contract No. 4672 with P. S. Lord Contractor, for constructing the South Fork Gales Creek Bridge and 5th and 6th crossings of the Wilson River on the Wilson River Highway in Tillamook and Washington Counties, completed April 30, 1957.

"Contract No. 4779 with Vern Hoaglin for guard rail construction on the Shady-Booth Ranch Unit, South Umpqua River-Myrtle Creek Section of the Pacific Highway in Douglas County, completed May 3, 1957.

"Contract No. 4787 with George E. Berry for constructing the Beach Creek Bridge on the John Day Highway in Grant County, completed April 24, 1957.

"Contract No. 4790 with Tom Lillebo for Umpqua River Bridge pier protection on the Oregon Coast Highway in Douglas County, completed May 3, 1957.

"Contract No. 4806 with Babler Bros., Inc., for grading and oiling on the Indian Creek-Windmaster Corner Section of the Brookside Drive County Road in Hood River County, completed May 7, 1957.

"Contract No. 4817 with Trowbridge Electric Co. for highway illumination on the 42nd Avenue-Troutdale Section of the T. H. Banfild Expressway in Multnomah County, completed April 6, 1957.

EXHIBIT "C" (Cont)

"Contract No. 4840 with J. J. Walton for Rooster Rock Park Interchange illumination on the Columbia River Highway in Multnomah County, completed April 29, 1957.

"Contract No. 4848 with Trowbridge Electric Co. for Eugene traffic signal installation on the Pacific Highway in Lane County, completed April 23, 1957.

"Contract No. 4852 with Eugene Gardens for overnight camp expansion in Cape Lookout State Park in Tillamook County, completed April 29, 1957.

"Contract No. 4865 with Babler Bros. Inc., for grading and paving on the Ochoco Park-Crooked River Section of the Ochoco Highway in Crook County, completed April 22, 1957.

"Contract No. 4870 with George E. Berry for guard rail construction on the Newport-Toledo Section of the Corvallis-Newport Highway in Lincoln County, completed May 6, 1957.

"Contract No. 4873 with C. H. Strong Engineering and Construction for constructing a boat channel at Rooster Rock Park in Multnomah County, completed April 24, 1957.

"Contract No. 4875 with S. W. Groesbeck for slope protection on the Corvallis Section of the Albany-Corvallis Section of the Albany-Corvallis Highway in Benton County, completed May 8, 1957.

"Contract No. 4876 with Portland Road & Driveway Co. for constructing asphaltic concrete footpath on the Flavel St. -Glencoe Road Section of the Cascade Highway in Clackamas and Multnomah Counties, completed April 26, 1957.

THEREFORE BE IT RESOLVED that the work covered by State Highway Contracts for the construction of said State Highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

BE IT FURTHER RESOLVED that this Contracts Completed Resolution No. 62 shall be entered in the minutes and records of the Commission as of the 16th day of May, 1957.

EXHIBIT "D-1"

Minutes of May 16 and 17, 1957

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Nehalem Secondary Highway

Highway Number 102 Route number ORE 47

Location of Termini		Established Speed
M.P.	to M.P.	M.P.H.
87.64 (a point north of the north city limits of Forest Grove)	88.18 (at the north city limits of Forest Grove)	40

except that between M.P. 87.74 and M.P. 87.90 the indicated speed shall be 20 MPH during the hours of school crossings

EXHIBIT "D-1" (Cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled, specifically Speed Zone Resolution No. 94 established September 22, 1952.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 94a be entered in the minutes and records of the Commission as of the 16th day of May, 1957.

28378

EXHIBIT "D-2"

Minutes of May 16 and 17, 1957

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Dolph Corner - Dallas Secondary Highway

Highway number 192 Route number ORE 22

Location of Termini		Established Speed
M. P	to M. P.	M. P. H.
2. 29 (250 feet north of Reed Lane)	2. 78 (north city limits of Dallas)	45

except that between M. P. 2. 48 and M. P. 2. 66 the indicated speed shall be 20 MPH during the hours of school crossings.

EXHIBIT "D-2" (Cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 249 be entered in the minutes and records of the Commission as of the 16th day of May, 1957.

EXHIBIT "E-1"

Minutes of May 16 and 17, 1957

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Highway Engineer to make a complete and final survey of a public way, to be known as Air Port Road, in Sections 9 and 16, Township 1 South, Range 2 West, Willamette Meridian, Multnomah County, Oregon, and in connection therewith, to prepare maps showing the route and location of said public way and to file said maps, records and reports with the Commission; and

WHEREAS, the Engineer has reported that he has completed said survey and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, be it and it hereby is resolved by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That the survey of the public way, known as Air Port Road, beginning at Highway Engineer's center line Station 87+04.07, at which point the said Air Port Road intersects with the Cascade Secondary Highway, State Highway No. 160, and extends thence in a northerly direction to Highway Engineer's center line Station 24+00.31, said point being an intersection between the said Air Port Road and N.E. 82nd Avenue, and lying in Sections 9 and 16, Township 1 North, Range 2 East, Willamette Meridian, Multnomah County, Oregon, together with a map showing thereon in a solid black line the survey herein referred to, which said map for identification purposes bears sketchmap file number 1R-3-1146 and the date of April, 1957, and the field notes and other engineering data submitted by the Engineer, hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That when said Air Port Road is permanently constructed, the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That this approval and adoption of said survey of the said public way, as Air Port Road, constitutes and is deemed as instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data on real properties needed for and in connection with the construction of said public way along and over this survey. This approval and adoption shall also constitute the authority for the Legal and Right of Way Department to proceed promptly with the acquisition of the necessary right of way pursuant to the

normal and approved method for the construction of a complete access controlled public way, unless otherwise directed or ordered by the Commission.

4. That this resolution be entered in the minutes and records of the Commission this 16th day of May, 1957, as Survey Resolution No. 153a.

EXHIBIT "E-2"

Minutes of May 27 and 28, 1957

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the highway engineer to make a complete and final survey of a resolution in part and an extension of a portion of the present Cascade Secondary Highway and, in connection therewith, to prepare maps showing the route, location and extension of said highway and to file said maps, reports and records with the Commission for consideration; and

WHEREAS, the engineer has reported that he has completed said survey and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, be it and it hereby is resolved by this Commission, all members thereof being present and voting affirmatively as follows:

1. That the survey of the relocation in part and extension of the present Cascade Secondary Highway, beginning at Highway Engineer's Centerline Station 87+04.07, at which point said Cascade Secondary Highway constitutes a connection with a public way known as Airport Road, and extending thence in a southerly direction to Highway Engineer's Centerline Station 112+15.06, near the intersection of the said present Cascade Secondary Highway and N. E. Alberta Street in the City of Portland, Multnomah County, Oregon, together with a map showing thereon with dotted lines, the survey herein referred to, which said map for identification purposes, bears sketch map file No. 1R-3-1146 and the date of April, 1957; the field notes and other engineering data submitted by the engineer hereby are approved, and the engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That when said relocation in part and extension of the Cascade Secondary Highway is permanently constructed, the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That this approval and adoption of said survey constitutes and is deemed as an instruction to the engineer to prepare and make available to the Legal and Right of Way Department, all necessary descriptions and other required data of real properties needed for and in connection with the relocation in part, construction, reconstruction, extension and improvement of said highway along and over this survey. This approval and adoption shall also constitute the authority for the Legal and Right of Way Department to proceed promptly with the acquisition of the necessary right

of way pursuant to the normal and approved method for the construction of a complete access controlled highway.

4. That this resolution be entered in the minutes and records of the Commission this 16th day of May, 1957, as Survey Resolution No. 153b.

EXHIBIT "E-3"

Minutes of May 16 and 17, 1957

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Forest Grove-Cornelius Unit of the Forest Grove-Hillsboro Section of the Tualatin Valley Highway in Washington County, and in connection therewith to prepare a map showing the route and location of said section and to file said map, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said survey and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That the survey of the Forest Grove-Cornelius Unit of the Forest Grove-Hillsboro Section of the Tualatin Valley Highway, beginning at Highway Engineer's Station 210+60, a short distance west of the City of Cornelius and extending in a westerly direction to Highway Engineer's Station 309+88.66 at "B" Street in the City of Forest Grove, together with the map, which for identification purposes bears Sketch Map File No. 1R-5-1010, dated April 1957, (Right of Way Map No. 8B-5-6 dated April 1957, and Right of Way Map No. 6B-34-20, dated August 1949), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That when said highway section is permanently constructed, the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That this approval and adoption of said survey constitutes and is deemed as instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for an in connection with the relocation, construction, reconstruction, or improvement of the highway along and over this survey. This approval and adoption shall also constitute authority for the Legal and Right of Way Department to proceed promptly with acquisition of the necessary right of way pursuant to the normal and approved method for construction of a limited access controlled highway.

4. That this resolution be entered in the minutes and records of the Commission as of the 16th day of May, 1957, as Survey Resolution No. 171.

28385

EXHIBIT "F"

Minutes of May 16 and 17, 1957

RESOLUTION

WHEREAS, the Oregon State Highway Commission at its meeting of October 28, 1954, by Miscellaneous Resolution No. 128, designated a section of the Pacific Highway West, extending from the southwestern end of Barbur Boulevard in Portland, Oregon, to the City of Newberg, Oregon, as the Herbert Hoover Section of the Pacific Highway West; and

WHEREAS, the Oregon State Highway Commission at its meeting of April 19, 1957, by Miscellaneous Resolution No. 128a, amended the above resolution to redesignate the above-mentioned highway section to read:

> That section of the Pacific Highway West between the Multnomah County line and the Tualatin River Bridge is hereby designated and shall hereafter be known as the Barbur Boulevard Section of the Pacific Highway West, and that section of the Pacific Highway West from the Tualatin River Bridge to the City of Newberg, Oregon, shall hereafter be known as formerly, the Herbert Hoover Section of the Pacific Highway West; and

WHEREAS, it has come to the attention of the Oregon State Highway Commission that the above designations have caused confusion in residential and business mailing addresses; and

WHEREAS, it is deemed to be in the public interest and necessity that the above-mentioned section be changed to read as follows:

> That section of the Pacific Highway West from 35th Street, which is the westerly city limits of the City of Portland, Oregon, to the Washington-Yamhill County line be changed to Southwest Pacific Highway, and that section of the above mentioned highway from the Washington-Yamhill line to the City of Newberg continued to be designated as the Herbert Hoover section of the Pacific Highway West.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission that.

1. That Miscellaneous Resolution No. 128a, adopted by the Oregon State Highway Commission at its regular meeting of April 19, 1957, be amended to read as follows:

> That section of the Pacific Highway West from 35th Street, which is the westerly city limits of Portland, Oregon, to the Washington-Yamhill County line is hereby designated and shall hereafter be known as the Southwest Pacific Highway, and that section of the Pacific Highway West from the Washington-Yamhill

EXHIBIT "F" (Cont)

County line to the City of Newberg, Oregon, shall hereafter continue to be known as formerly, the Herbert Hoover Section of the Pacific Highway West.

2. This Resolution be entered in the minutes and records of the Commission as of the 16th day of May, 1957, as Miscellaneous Resolution No. 128b, and a true copy thereof filed with the Secretary of State.

28387

EXHIBIT "G-1"

Minutes of May 16 and 17, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to locate, construct, improve and maintain the Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be located, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is

EXHIBIT "G-1" (Cont)

necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of locating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the location, construction, improvement and maintenance of the said Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said Portland-Salem Expressway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property.

3. That the location, construction, improvement and maintenance of the said Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to

final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 16th day of May, 1957, as Condemnation Resolution No. 801.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 801 under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "G-2"

Minutes of May 16 and 17, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; weighing stations; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate in part, widen in part, construct, improve and maintain the Sandy-Forest Boundary Section of the Mt. Hood Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated in part, widened in part, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the "Throughway Law"; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is

EXHIBIT "G-2" (Cont)

necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating in part, widening in part, constructing and improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The State Highway Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation in part, widening in part, construction, improvement and maintenance of the said Sandy-Forest Boundary Section of the Mt. Hood Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there be no rights of access of any nature between the right of way of the said relocated and widened Mt. Hood Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A".*

3. That the relocation in part, widening in part, construction, improvement and maintenance of the Sandy-Forest Boundary Section of the Mt. Hood Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

EXHIBIT "G-2" (Cont)

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 16th day of May, 1957, as Condemnation Resolution No. 802.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 802, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

28393

EXHIBIT "G-3"

Minutes of May 16 and 17, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part, relocate in part, construct, improve and maintain the Grants Pass (6th. & 7th. Sts.) Section of the Pacific Highway; and

WHEREAS, under the provisions of Oregon Revised Statutes 374.405, no rights in or to any state highway, including what is known as right of access, shall accrue to any real property abutting upon any portion of any state highway constructed, relocated or reconstructed after May 12, 1951, upon right of way, no part of the width of which was acquired prior to May 12, 1951, for public use as a highway, by reason of the real property abutting upon the state highway; and

WHEREAS, under the provisions of Oregon Revised Statutes 374.410, the State Highway Commission shall, in connection with any acquisition of real property for right of way for any state highway, prescribe and define the location, width, nature and extent of any right of access that may be permitted by the Commission to pertain to real property described in Oregon Revised Statutes 374.405; and

WHEREAS, portions of the Grants Pass (6th. & 7th. Sts.) Section of the Pacific Highway will be relocated, constructed and reconstructed upon right of way, no part of the width of which was acquired prior to May 12, 1951; and

WHEREAS, for the purpose of widening in part, relocating in part, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public

EXHIBIT "G-3" (Cont)

welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that the rights of access that may be permitted should be defined;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening in part, relocation in part, construction, improvement and maintenance of the Grants Pass (6th. & 7th. Sts.) Section of the Pacific Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interest therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that the rights of access that may be permitted pursuant to Oregon Revised Statutes 374.410 between the right of way of the said widened and relocated Grants Pass (6th. & 7th. Sts.) Section of the Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property be defined as to location, width, nature and extent. The rights of access which shall be granted unto the respective owners, their heirs and assigns, for service of the said remaining land are noted as to each parcel, or parcels, no part of the width of which was acquired for right of way prior to May 12, 1951.

3. That the widening in part, relocation in part, construction, improvement and maintenance of the said Grants Pass (6th. & 7th. Sts.) Section of the Pacific Highway and the highway facilities for which each of the said parcels of property or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to the said parcels of real property, or interest therein.

EXHIBIT "G-3" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 16th day of May, 1957, as Condemnation Resolution No. 803.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with map , are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 803, under the heading "Real Property Condemnation Resolutions", and said descriptions, map and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "G-4"

Minutes of May 16 and 17, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon revised statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate in part, widen, construct, improve and maintain the North Jefferson Junction-Albany Section of the Pacific Highway East; and

WHEREAS, the Highway Commission has, by a resolution, ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is

necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating in part, widening, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation in part, widening, construction, improvement and maintenance of the said North Jefferson Junction-Albany Section of the Pacific Highway East, as a throughway, certain interests in or fee simple title to certain parcels of real property, the said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the state and the owners should be acquired are more particularly described in the attached list, marked Exhibit "A" under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said widened and relocated Pacific Highway East and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A".*

3. That the relocation in part, widening, construction, improvement and maintenance of the said North Jefferson Junction-Albany Section of the Pacific Highway East and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken, is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

EXHIBIT "G-4" (Cont)

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 16th day of May, 1957, as Condemnation Resolution No. 804.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 804, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

28399

EXHIBIT "G-5"

Minutes of May 16 and 17, 1957

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Comission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Beaverton-Hillsdale Highway; and,

WHEREAS, for the purpose of widening, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said Beaverton-Hillsdale Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full *

2. That the widening, improvement and maintenance of the said

EXHIBIT "G-5" (Cont)

Beaverton-Hillsdale Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 16th day of May, 1957, as Condemnation Resolution No. 805.

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*FOOTNOTE:

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 805, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

28401

EXHIBIT "G-6"

Minutes of May 16 and 17, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, or donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the State Highway Commission necessary for the preservation of scenic places and other objects of attraction or scenic value adjacent to or along, or in close proximity to, state highways, or which may be conveniently reached from or by a public highway; and the Highway Commission is also authorized and empowered to acquire land and ground necessary for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds, or resorts, forest or timbered areas, or other places of attraction and scenic value which, in the judgment of the Commission, are necessary for the convenience of the public and which will contribute to the general welfare and pleasure of the motoring public or road users; and

WHEREAS, the Sunset Bay State Park has been established by and is under the jurisdiction and control of the State Highway Commission; and

WHEREAS, the State Highway Commission plans and proposes to enlarge, develop, and maintain the Sunset Bay State Park for public park and recreational purposes and for the convenience of the public and general welfare and pleasure of the motoring public using the highways of the State of Oregon and for such purposes and in connection therewith the real property hereinafter described is necessary;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required for public park and recreational purposes for use in the enlargement, development, and maintenance of the Sunset Bay State Park fee simple title to a parcel of real property located in Coos County, Oregon, and described as follows, to wit:

File No. R-26355 - George J. Landrith

A parcel of land lying in the South half of the Northwest quarter ($S\frac{1}{2}NW\frac{1}{4}$) of Section 9, Township 26 South, Range 14 West, Willamette Meridian, in Coos County, Oregon, more particularly described as follows:

Beginning at a point in the West line of the Southeast quarter of the Northwest quarter ($SE\frac{1}{4}NW\frac{1}{4}$) of said Section 9, said point being 156.2 feet North and 1315.8 feet East of the West quarter corner of said Section 9; thence North 1° 03' West a distance of 123.0 feet; thence West a distance

EXHIBIT "G-6" (Cont)

of 85.0 feet to the easterly Right of Way line of the Cape Arago Highway; thence northerly along the said Right of Way line on the arc of a 316.5 foot radius curve left (the long chord of which bears North 15° 39' West, 369.8 feet) a distance of 394.9 feet; thence North 66° 13' East a distance of 729.42 feet; thence East a distance of 100.0 feet; thence South 62° 30' East a distance of 200.0 feet; thence East a distance of 260.0 feet; thence South 16° 15' East a distance of 220.0 feet; thence South 0° 15' West a distance of 514.56 feet; thence South 24° 22' East a distance of 164.65 feet; thence North 89° 06' West a distance of 375.0 feet; thence North 3° 28' West a distance of 251.50 feet; thence North 44° 06' West a distance of 218.66 feet; thence South 89° 15' West a distance of 212.41 feet; thence South 80° 10' West a distance of 120.0 feet;; thence South 53° 50' West a distance of 113.96 feet; thence South 25° 05' West a distance of 146.0 feet; thence North 88° 12' West a distance of 118.31 feet to the point of beginning; containing 17.1 acres, more or less.

2. That the above-described real property and the park and recreational purposes for which it is being acquired is necessary for the convenience of the public and will contribute to the general welfare and pleasure of the motoring public or road user.

3. That the park and recreational facilities for which the aforesaid real property is required and is being taken have been planned, designed, located, and will be constructed, developed, and maintained in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 16th day of May, 1957, as Condemnation Resolution No. 806.

28403

EXHIBIT "G-7"

Minutes of May 16 and 17, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Jumpoff Joe Creek-Grants Pass Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block, or tract of land, part of which is

EXHIBIT "G-7" (Cont)

necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Jumpoff Joe Creek-Grants Pass Section of the Pacific Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and that specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth here in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property.

3. That the relocation, construction, improvement and maintenance of the Jumpoff Joe Creek-Grants Pass Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

EXHIBIT "G-7" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 16th day of May, 1957, as Condemnation Resolution No. 807.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Re solution No. 807, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "G-8"

Minutes of May 16 and 17, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; weighing stations; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate in part, widen in part, construct, improve and maintain the Sandy-Forest Boundary Section of the Mt. Hood Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated in part, widened in part, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the "Throughway Law"; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immedia-

tely needed for the highway proper; and

WHEREAS, for the purpose of relocating in part, widening in part, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The State Highway Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation in part, widening in part, construction, improvement and maintenance of the said Sandy-Forest Boundary Section of the Mt. Hood Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there be no rights of access of any nature between the right of way of the said relocated and widened Mt. Hood Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A". *

3. That the relocation in part, widening in part, construction, improvement and maintenance of the Sandy-Forest Boundary Section of the Mt. Hood Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire

EXHIBIT "G-8" (Cont)

title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 16th day of May, 1957, as Condemnation Resolution No. 808.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 808, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

28409

EXHIBIT "G-9"

Minutes of May 16 and 17, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to locate, construct, improve and maintain the Harbor Drive - Barbur Boulevard Section of the Portland-Salem Expressway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be located, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests

EXHIBIT "G-9" (Cont)

of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of locating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the location, construction, improvement and maintenance of the said Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said Portland-Salem Expressway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property

3. That the location, construction, improvement and maintenance of the said Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, than the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire

the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 16th day of May, 1957, as Condemnation Resolution No. 809.

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*FOOTNOTE:

The name of the property owner and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 809, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "G-10"

Minutes of May 16 and 17, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials, approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels, or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and excess, which, in the judgment of the Highway Commission is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway, and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate in part, widen, construct, improve and maintain the North Jefferson Junction-Albany Section of the Pacific Highway East; and

WHEREAS, the Highway Commission has, by a resolution, ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately

EXHIBIT "G-10" (Cont)

needed for the highway proper; and

WHEREAS, for the purpose of relocating in part, widening constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation in part, widening, construction, improvement and maintenance of the said North Jefferson Junction-Albany Section of the Pacific Highway East, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the state and the owners should be acquired are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said widened and relocated Pacific Highway East and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A".*

3. That the relocation in part, widening, construction, improvement and maintenance of the said North Jefferson Junction-Albany Section of the Pacific Highway East and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken, is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire

EXHIBIT "G-10" (Cont)

title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 16th day of May, 1957, as Condemnation Resolution No. 810.

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*FOOTNOTE:

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 810, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

28115

EXHIBIT "G-11"

Minutes of May 16 and 17, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites, or for the acquisition or manufacture of roadbuilding materials, approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Davis Slough-Bandon Section of the Oregon Coast Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled.

EXHIBIT "G-11" (Cont)

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Davis Slough-Bandon Section of the Oregon Coast Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Oregon Coast Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A". *

3. That the relocation, construction, improvement and maintenance of the said Davis Slough-Bandon Section of the Oregon Coast Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon

6. That this resolution be entered in full in the minutes and records of the Commission this 16th day of May, 1957, as Condemnation Resolution No. 811.

*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 811, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "G-12"

Minutes of May 16 and 17, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites, or for the acquisition or manufacture of road building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to State highways; or for the maintenance of an unobstructed view of any State highway so as to provide for the safety of the traveling public; and,

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Winchester-Shady Point Section of the Pacific Highway; and,

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and,

WHEREAS, for the purpose of widening, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled.

EXHIBIT "G-12" (Cont)

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, as follows:

1. The commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said Winchester-Shady Point Section of the Pacific Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A". *

3. That the widening, improvement and maintenance of the said Winchester-Shady Point Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes

EXHIBIT "G-12" (Cont)

and records of the Commission this 16th day of May, 1957, as Condemnation Resolution No. 812.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 812, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

28421

EXHIBIT "G-13"

Minutes of May 16 and 17, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street, quarry sites, gravel pits, storage sites, stock pile sites, or for the acquisition or manufacture of roadbuilding materials, approach or hauling roads, connecting roads, frontage road, highway drainage, drainage tunnels, or for the elimination or prevention of hazardous points of entry from adjacent property to state highways, or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, the said Commission is required to designate, locate, relocate, construct and maintain in the State of Oregon a system of highways, including all necessary bridges and culverts; and,

WHEREAS, for the purpose of constructing and maintaining highways of the state highway system, the Commission plans and proposes to acquire certain real property for the acquisition of roadbuilding materials for use in connection with the construction and maintenance of highways of the state highway system and right of way for a haul road; and,

WHEREAS, said Commission is authorized to take fee simple title to said real property.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, certain interests in or fee simple title to a certain parcel of real property. The said parcel of real property, or particular interest therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, is more particularly described in the attached list, marked Exhibit A, under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit A is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

EXHIBIT "G-13" (Cont)

2. That the highway facilities for which the said parcel of property or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcel of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcel of real property, or interest therein.

4. That upon the trial or any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 16th day of May, 1957, as Condemnation Resolution No. 813.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 813, and said description, map and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

28423

EXHIBIT "G-14"

Minutes of May 16 and 17, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads; highway drainage, drainage tunnels; or for the elimination or prevention of hazardous or undesirable points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to construct, reconstruct, improve and maintain the Columbia River Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said highway shall be relocated, constructed, reconstructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the "Throughway Law"; and

WHEREAS, for the purpose of relocating, constructing, reconstructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission

EXHIBIT "G-14" (Cont)

that the real property hereinafter described is necessary and that access to and from the said highway should be controlled.

NOW, THEREFORE, be it and it hereby is resolved by this Commission as follows:

1. The State Highway Commission does hereby find and declare that there is needed and required for right of way purposes for the construction, reconstruction, improvement and maintenance of the Columbia River Highway as a throughway, including its use for the construction, reconstruction, improvement and maintenance of frontage roads and a traffic interchange, which traffic interchange, with a connecting road to be constructed by the State Highway Commission, will connect the said Columbia River Highway and the Crown Point Secondary Highway, the following described real property, to wit:

File No. L-2584 (R-24183)
Owner: Paul R. Martin, et ux.

Parcel No. 1:

A parcel of land lying in Lot 1 of Section 25, Township 1 North, Range 3 East, Willamette Meridian, Multnomah County, Oregon, the said parcel being described as follows:

Beginning at the Southwest corner of that tract conveyed to Paul Martin and Verla Martin by deed recorded in Book 1523, Page 418 of Multnomah County Deed Records, said corner being 686 feet West and 191.52 feet North 0° 07' East from the Southeast corner of said Lot 1; thence North 84° 17' West parallel to and 200 feet northerly from the relocated center line of the Columbia River Highway, 228.9 feet to a point opposite Station 521+50 on said relocated highway center line; thence North 62° 01' 36" East 180.28 feet to a point opposite and 300 feet northerly of Station 523+00 on said center line; thence North 87° 35' 12" East 65.4 feet to the West line of said Martin tract; thence South along said West line 110 feet to the point of beginning.

The parcel of land to which this description applies contains 0.22 acre.

Parcel No. 2:

A parcel of land lying in the Northeast quarter ($NE\frac{1}{4}$) of the Northeast quarter ($NE\frac{1}{4}$) of Section 25, Township 1 North, Range 3 East, Willamette Meridian, Multnomah County, Oregon, the said parcel being described as follows:

Beginning at the Southwest corner of said Northeast quarter ($NE\frac{1}{4}$) of the Northeast quarter ($NE\frac{1}{4}$) thence North 40° 40' East 153.5 feet; thence North 3.72 feet to the Southeast corner of that tract conveyed to Paul Martin and Verla Martin by deed recorded in Book 1523, Page 418 of Multnomah County Deed Records, said corner being the true point of beginning of the parcel herein described; thence South 84° 17' East parallel to and 200 feet northerly from the relocated center line of the Columbia River Highway 535.1 feet to a point opposite Station 537+00 on said relocated highway center line; thence North 62° 28' 55" West 538.52 feet to a point opposite and 400 feet northerly from Engineer's centerline Station 532+00; thence North 84° 17' West parallel to and 400 feet northerly from said relocated highway center line 55.1 feet to the East line of said Martin tract; thence South along said East line 201 feet to the point of beginning.

The parcel of land to which this description applies contains 1.4 acres.

2. That it is necessary to acquire and remove all of that certain farm structure located partially upon the real property hereinabove described as Parcel No. 2 and partially upon the owners' remaining real property approximately opposite Highway Engineer's centerline Station 534+00 and northerly of the said Columbia River Highway, and in connection therewith, it is necessary to acquire a right of entry to go upon the owners' remaining real property contiguous to the real property hereinabove described for the purpose of removing, dismantling or otherwise disposing of said structure.

3. That it is necessary that there shall be no rights of access of any nature between the right of way of the Columbia River Highway and all real property of the owners easterly of the Sandy River in Section 25, Township 1 North, Range 3 East, Willamette Meridian, and Sections 29 and 30, Township 1 North, Range 4 East, Willamette Meridian, Multnomah County, Oregon, abutting on the said Columbia River Highway remaining after the appropriation of the above-described real property; provided, however, that there shall be reserved unto the owners, their heirs and assigns, for service of their remaining land, the following:

Rights of access to a frontage road to be constructed by the State Highway Commission upon the right of way of the Columbia River Highway on the northerly side of the main-traveled way thereof between approximately Engineer's Station 531+50 and Engineer's Station 537+00 at all places thereon easterly of Engineer's Station 532+00. Also rights of access to a connecting leg of an interchange to be constructed by the State Highway Commission upon the right of

EXHIBIT "G-14" (Cont)

way of the Columbia River Highway on the northerly side of the main-traveled way thereof at any place thereon between Engineer's Station 521+50 and Engineer's Station 529+00, which said frontage road and connecting leg shall be connected with the main-traveled way approximately opposite Highway Engineer's centerline Station 530+00 for traffic to travel westbound upon the highway.

Rights of access to the connecting leg of a traffic interchange to be constructed by the State Highway Commission upon the right of way of the Columbia River Highway on the southerly side of the main-traveled way thereof at any place thereon westerly of Highway Engineer's centerline Station 526+00, which said connecting leg will connect to the main-traveled way approximately opposite Highway Engineer's centerline Station 524+50 for eastbound traffic off of said highway and approximately opposite Highway Engineer's centerline Station 530+00 for eastbound traffic on to said highway.

4. That the construction, reconstruction, improvement and maintenance of the Columbia River Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

5. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

6. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

7. That this resolution be entered in full in the minutes and records of the Commission this 16th day of May, 1957, as Condemnation Resolution No. 814.

28427

EXHIBIT "G-15"

Minutes of May 16 and 17, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road, or street; quarry sites; gravel pits; storage sites; stock pile sites, or for the acquisition or manufacture of road building materials; approach or hauling roads; connecting roads, frontage roads, highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways, or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate, and maintain highways to be known as throughways and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light, and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Myrtle Creek-Canyonville Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved, and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement, and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block, or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediate-

EXHIBIT "G-15" (Cont)

ly needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary and that access to and from the said highway should be controlled.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required for the construction, improvement, betterment, and maintenance of highways of the state highway system and the relocation, construction, improvement, and maintenance of the said Myrtle Creek-Canyonville Section of the Pacific Highway as a throughway certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list marked Exhibit A under the name of the record owner or reputed owner, and the Commission's respective file number; and said Exhibit A is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property, except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit A. *

3. That the relocation, construction, improvement and maintenance of the said Myrtle Creek-Canyonville Section of the Pacific Highway and the highway facilities for which each of the said parcel of property, or interest therein, is required and is being taken is necessary in the public interest; and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein

EXHIBIT "G-15" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 16th day of May, 1957, as Condemnation Resolution No. 815.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 815, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "G-16"

Minutes of May 16 and 17, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessaary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the State Highway Commission plans and proposes to relocate, construct, improve and maintain the Dolph Corner-Rickreall Section of the Willamina-Salem Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediate-

EXHIBIT "G-16" (Cont)

ly needed for the highway proper; and

WHEREAS, for the purpose of relocating, construction, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Dolph Corner-Rickreall Section of the Willamina-Salem Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A", is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Willamina-Salem Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except, that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A". *

3. That the relocation, construction, improvement and maintenance of the said Dolph Corner-Rickreall Section of the Willamina-Salem Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

EXHIBIT "G-16" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or in his absence, any Assistant Attorney for the State Highway Commission is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 16th day of May, 1957, as Condemnation Resolution No. 816.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 816, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

28433

EXHIBIT "G-17"

Minutes of May 16 and 17, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate in part, widen, construct, improve and maintain the North Jefferson Junction-Albany Section of the Pacific Highway East; and

WHEREAS, the Highway Commission has, by a resolution, ordered and declared that said section of said highway shall be relocated, constructed improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for

the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating in part, widening, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation in part, widening, construction, improvement and maintenance of the said North Jefferson Junction-Albany Section of the Pacific Highway East, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the state and the owners should be acquired are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and relocated Pacific Highway East, including its Santiam Highway connection leg, and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.*

3. That the relocation in part, widening, construction, improvement and maintenance of the said North Jefferson Junction-Albany Section of the Pacific Highway East and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken, is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

EXHIBIT "G-17" (Cont)

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 16th day of May, 1957, as Condemnation Resolution No. 831.

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*FOOTNOTE:

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 831, under the heading "Real Property Condemnation Resolutions", and said description, map and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "H"

Minutes of May 16 and 17, 1957

RESOLUTION

WHEREAS, by resolution adopted by the State Highway Commission on January 19, 1955, which resolution is entered in the minutes of the Commission as No. 126 of Miscellaneous Resolutions, the State Highway Commission designated a certain area, which area is identified by Exhibit 49 of the above mentioned resolution, as Depoe Bay Ocean Wayside; and

WHEREAS, the building located upon the above mentioned area has been designated by the State Highway Commission as "The Lookout"; and

WHEREAS, the above named designation "The Lookout" has caused confusion with other property and business owned in the near vicinity; and

WHEREAS, it is deemed desirable by the Commission that the above named area and building located thereon be designated and known from this time as the Depoe Bay State Park.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED and ordered by the Commission as follows:

1. That the resolution adopted by the State Highway Commission on January 19, 1955, and entered as Miscellaneous Resolution No. 126, be amended to delete the above mentioned area as Depoe Bay Ocean Wayside.

2. That the above mentioned area formerly known as the Depoe Bay Ocean Wayside, and that the building located thereon formerly known as "The Lookout", is designated as a state park and is designated as the Depoe Bay State Park.

3. That this resolution be entered in the minutes and records of this Commission as of the 16th day of May, 1957, as Miscellaneous Resolution No. 126a.

28437

EXHIBIT "I"

Minutes of May 16 and 17, 1957

RESOL UTION

WHEREAS, on January 19, 1955, the State Highway Commission by Miscellaneous Resolution No. 125 adopted a certain area identified as Exhibit 36 in the above-mentioned resolution as Nehalem Sandspit State Park; and

WHEREAS, it is deemed to be in the public interest that the above named be changed to Nehalem Bay State Park.

NOW, THEREFORE, BE IT AND IT HEREBY IS ORDERED AND RESOLVED by this Commission as follows:

1. That Miscellaneous Resolution No. 125 adopted by the State Highway Commission on January 19, 1955, is amended to delete the above mentioned area as Nehalem Sandspit State Park.

2. That the above-mentioned area formerly known as Nehalem Sandspit State Park is designated as Nehalem Bay State Park.

3. That this resolution be entered in the minutes and records of this Commission as of the 16th day of May, 1957, as Miscellaneous Resolution No. 125d.

Portland, Oregon
June 27, 1957

The Oregon State Highway Commission met in regular session at 9:00 a.m. in the Queen's Room of the Imperial Hotel. Present were:

Chas. H. Reynolds, Chairman
M. K. McIver, Commissioner
Robert B. Chessman, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway Engineer
W. W. Stiffler, Assistant State Highway Engineer
Leonard I. Lindas, Chief Counsel
Robert L. May, Jr., Assistant Counsel
R. L. Porter, Right-of-Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

Chairman Reynolds mentioned the bid opening held in Salem on June 6, 1957, and advised that the successful bidders for the several projects for which bids were received at that time will be announced late in the day along with those of today's letting.

Bids as follow were then opened and read aloud by the Secretary, who announced that the Commission would award contracts in the same room at 4:00 p.m.

BAKER COUNTY
RECONSTRUCT BRIDGE ON BLACK BRIDGE-RICHLAND SECTION OF BAKER-HOMESTEAD HIGHWAY

J. O. Young & Sons, Nampa, Idaho	$ 25,879.50
West Coast Steel Works, Portland	44,980.00
Steel Construction of Oregon, Portland	48,622.00

BENTON COUNTY
CONSTRUCTION OF LITTLE LOBSTER CREEK BRIDGE ON THE ALSEA-DENZER ROAD

West Coast Steel Works, Portland	$ 21,757.50
Central Paving Co., Independence	22,312.50
Frank Watt Construction Co., Portland	23,310.00
Snook Bros., Corvallis	23,852.00
Erick Enquist, Troutdale	24,725.00
Sig Andersson, North Bend	24,936.00
FitzGerald Construction Co., Klamath Falls*	25,158.50
Hamilton & Thoms, Eugene	25,340.00
Harold E. Ray & L. O. Fusby, Hermiston	27,641.00
C. P. Patterson, Redmond**	28,073.00

*Bidder will not accept more than $55,000 at this letting.
**Bidder will not accept more than one project at this letting.

28439

CLACKAMAS COUNTY
BORING GRADING AND PAVING PROJECT ON THE CLACKAMAS-BORING ROAD

Oregon Asphaltic Paving Co., Portland	$ 25,241.00
Parker & Fuhrman, Portland	27,472.50
Warren Northwest, Inc., Portland	27,735.00
Portland Road & Driveway Co., Portland	28,746.00
K. F. Jacobsen & Co., Inc., Portland	32,030.50

COOS COUNTY
GLASGOW ROAD GRADING AND OILING PROJECT ON THE GLASGOW ROAD

Sig Andersson, North Bend	$ 23,377.00
Morgan Brothers, Coquille	26,693.25
M. L. O'Neil & Son, Eugene	28,842.20
Coos Bay Dredging Co., Inc., Coos Bay	29,258.20
Angell Bros., Eastside	29,287.33
Eugene Gardens, Eugene	29,410.80
Glen Ousley Construction Co., Eugene	31,742.30
Henry H. Miller Contractors, Inc., Roseburg	32,445.00
Steven Eyman, Canby	41,119.70

DESCHUTES COUNTY
DESCHUTES COUNTY ROADS OILING PROJECT ON 9 ROADS, NEAR TERREBONNE, REDMOND AND BEND

The Central Heating Co., Ore. Ltd., Eugene	$ 85,255.00
Babler Bros., Inc., Portland	87,540.00
J. C. Compton Co., McMinnville	88,340.00
Horton Construction Co., Portland	106,725.00
Central Paving Co., Independence	109,512.50

GRANT COUNTY
GRADING AND OILING JOHN DAY (S. W. 2nd Ave. -S. City Limits) SECTION OF THE JOHN DAY-BURNS HIGHWAY

Cartwright Construction Co., Durkee	$ 25,739.25
Interstate Paving Co., The Dalles	36,484.20
Babler Bros., Inc., Portland	37,549.00

JACKSON COUNTY
GRADING AND PAVING ROSS LANE-JACKSONVILLE SECTION OF CRATER LAKE HIGHWAY-JACKSONVILLE ROAD

Keith Bros., Construction Co., Medford	$ 167,692.00
Central Paving Co., Independence	168,464.00
Peter Kiewit Sons' Co., Vancouver	180,637.20
F. L. Somers, Medford	183,856.00

June 27, 1957

JEFFERSON COUNTY
METOLIUS (BUTTE AVENUE) GRADING AND OILING PROJECT

Babler Bros., Inc., Portland	$ 16,309.00
Oregon Asphaltic Paving Co., Portland	17,331.50

KLAMATH COUNTY
LOBERT CHANNELIZATION PROJECT ON THE DALLES-CALIFORNIA HIGHWAY

Babler Bros., Inc., Portland	$ 15,860.00
Asphalt Paving Co., Klamath Falls	18,780.00

KLAMATH COUNTY
S. 6TH ST. (KLAMATH FALLS) RAILROAD OVERCROSSING ROADSIDE IMPROVEMENT PROJECT ON KLAMATH FALLS-LAKEVIEW HIGHWAY

Knight Pearcy, Salem	$ 32,174.40
Ernest Ferrante & Co., Portland	33,743.50
FitzGerald Construction Co., Klamath Falls	34,913.22
E. P. Baltz & Son, Portland	37,401.00
Evergreen Landscaping, Eugene	38,410.75

LANE COUNTY
SIUSLAW JUNCTION GRADING AND PAVING PROJECT ON THE PACIFIC HIGHWAY

Eugene Gardens, Eugene	$ 10,096.20
Morse Brothers, Harrisburg	10,423.00
Wildish Construction Co., Eugene	11,495.20
The Central Heating Co., Ore. Ltd., Eugene	12,294.00

LINCOLN COUNTY
CONSTRUCTION OF S. FORK YACHATS RIVER BRIDGES ON THE YACHATS RIVER ROAD

Babler Bros., Inc., Portland	$ 30,930.00
A. H. Saxton & Son, Portland	31,322.00
Sig Andersson, North Bend	31,660.00
Tom Lillebo Construction Co., Reedsport	32,144.00
Frank Watt Construction Co., Portland	32,190.00
C. P. Patterson, Redmond	34,052.00
Central Paving Co., Independence	34,133.20
Hamilton & Thoms, Eugene	35,488.00
West Coast Steel Works	37,800.00
Orlando C. Bennard, Portland	39,560.00
Harold E. Ray & L. O. Fusby, Hermiston	43,460.00

28441

LINN COUNTY
GRADING N. UNIT, SPRR OVERCROSSING-SANTIAM JUNCTION SECTION OF PACIFIC HIGHWAY

Henry H. Miller Contractors, Inc., Roseburg	$ 208,252.00
Earl L. McNutt Co., Eugene	222,626.00
A. L. Harding, Inc., Stayton	223,428.80
Vernie Jarl, Gresham	235,762.00
George E. Blaisdel & Son Construction Co., Portland	248,099.24
Durbin Bros., Eugene	255,639.00
Natt McDougall Co., Portland	255,719.50
Parker-Schram Co., Portland	262.132.50
Roy L. Houck & Sons, Salem	265,107.00
R. A. Heintz Construction Co., Portland	275,487.50
C. R. O'Neil, Myrtle Creek	285,920.00
J. Bacaloff Co., Portland	298,944.00
Fred H. Slate Co., Ore. Ltd., Portland	314,433.14

MARION COUNTY
CONSTRUCTION OF PUDDING RIVER AND BEAVER CREEK BRIDGES ON COUNTY ROAD 735

Valley Construction Co., Portland	$ 24,862.50
Inland Construction Co., Milwaukie	25,099.00
Tom Lillebo Construction Co., Reedsport	25,835.00
R. I. Randolph Construction Co., Salem	26,332.60
Hamilton & Thoms, Eugene	27,220.00
A. E. FitzGerald Construction Co., Klamath Falls	27,335.50
Hannon Bros. Co., Portland	28,069.50
A. H. Saxton & Son, Portland	28,802.00
Central Paving Co., Independence	29,036.00
Johnson & Amens, McMinnville	29,609.50
Babler Bros., Inc., Portland	29,650.00
Steel Construction Co. of Oregon, Portland	31,774.00
S & D Construction Co., Portland	32,081.90
West Coast Steel Works, Portland	33,527.80

MARION-LINN COUNTIES
CONSTRUCTION OF FIVE BRIDGES ON NORTH JEFFERSON JUNCTION-SANTIAM JUNCTION OF PACIFIC HIGHWAY

Tom Lillebo Construction Co., Reedsport	$ 62,641.00
Hamilton & Thoms, Eugene	63,948.60
White Bros. Construction Co., Walla Walla, Wn.	64,855.00
S & D Construction Co., Portland*	65,888.28
Valley Construction Co., Portland	67,372.50
Snook Bros., Corvallis	67,548.50
Hannan Bros. Co., Portland	69,188.00
Johnston & Bryant, Newberg	72,435.00
Babler Bros., Inc., Portland	72,771.00
Pacific Concrete Co., Portland	74,295.55
A. H. Saxton & Sons, Portland	78,886.00

*Bidder will accept award of only one project at this letting.

June 27, 1957

28442

MARION AND LINN COUNTIES
CONSTRUCTION OF FIVE UNDERCROSSING STRUCTURES ON THE N. JEFFERSON JCT. -N. ALBANY SECTION OF THE PACIFIC HIGHWAY

F. H. McEwen, Eugene	$ 322,935.50
White Bros. Construction Co., Walla Walla, Wn.	324,324.00
Hamilton & Thoms, Eugene	326,366.00
Tom Lillebo Construction Co., Reedsport	330,733.00
Valley Construction Co., Portland	340,534.00
Glenn Snook, Eugene	354,143.50
Gibbons & Reed Co., Portland	363,222.00
Hannan Bros. Co., Portland	379,488.00
Lee Hoffman, Beaverton	396,310.00
Donald M. Drake Co., Portland	448,130.00

MULTNOMAH COUNTY
ROSS ISLAND BRIDGE WIDENING ON THE MT. HOOD HIGHWAY

Inland Construction Co., Milwaukie	$ 131,940.00
Teeples & Thatcher, Portland	156,310.00
West Coast Steel Works, Portland	170,170.00
Lee Hoffman, Beaverton	174,360.00
Frank C. Ralph & Son, Portland	174,760.00
C. M. Corkum Co., Inc., Portland	196,984.00

MULTNOMAH COUNTY
GRADING AND PAVING 102ND AVE. -122ND AVE. SECTION OF N. E. GLISAN STREET

Rogers Construction Co., Portland	$ 153,063.50
Parker & Fuhrman, Portland	153,421.00
Logan, Taylor & Co., Portland	155,160.00
Parker-Schram Co., Portland	173,454.30
K. F. Jacobsen & Co., Inc., Portland	184,869.00

WALLOWA COUNTY
CONSTRUCTION OF WALLOWA RIVER AND HURRICANE CREEK BRIDGES ON FISH HATCHERY COUNTY ROAD

Harold E. Ray & L. O. Fusby, Hermiston	$ 29,975.00
Snook Bros., Corvallis	30,770.00
H. J. & H. W. Miller, Baker	33,786.00
J. O. Young & Sons, Nampa, Idaho	37,900.00
Valley Construction Co., Portland	38,050.00
Marshall Construction Co., Hermiston	38,940.00
Pacific Concrete Co., Portland	40,736.68
West Coast Steel Works, Portland	42,025.00
Hodges & Barger & Robert L. Kyle, The Dalles	45,980.00
Orlando C. Bennard, Portland	49,158.50
C. P. Patterson, Redmond	52,209.00

June 27, 1957

28443

WASCO COUNTY
ILLUMINATION INSTALLATION AT TWO CONNECTIONS ON CHENOWETH CREEK-THE DALLES SECTION OF THE COLUMBIA RIVER HIGHWAY

Steeck Electric Co., Medford	$ 13,900.00
Rochat Electric Co., Portland	22,500.00

WASHINGTON COUNTY
CONSTRUCTION OF MANNING SAND SHED ON SUNSET HIGHWAY

Merrell Steel Co., Portland	$ 8,912.00
Decatur & Maerz, Salem	9,450.00
R. H. Jones, Hillsboro	9,482.00
L. H. Meloy, Salem	10,162.00
R. I. Randolph Construction Co., Salem	10,284.00
A. E. FitzGerald, Klamath Falls	10,476.00
Gene H. Settergren, Woodburn	10,634.00

The Commission approved the minutes of the Commission meeting held May 16 and 17, 1957 and Chairman Reynolds approved the minutes for the public hearing held in Medford, October 25, 1956, concerning relocation of the Pacific Highway, which minutes had also been approved previously by letter by Mr. Ben R. Chandler who was Chairman of the Highway Commission at the time the hearing was held.

The Parks Superintendent reported on the following Parks matters:

1. Request for development of park facilities at the Gordon Creek and Cherry Creek areas on Owyhee Reservoir in Malheur County: The Parks Superintendent stated that, as previously instructed, he had started a study pertaining to park facilities at this place. He called attention to a section of road on the east side of the Reservoir between Cherry Creek Road and a point near Owyhee Dam which had been constructed by local people. A traffic count was taken at the boat ramp near the dam to determine the number of cars arriving from the north, and another count was taken on the road entering Cherry Creek from the east. The count at the north end of the lake showed 94 vehicles in March, 720 vehicles in April and 755 vehicles in May. At Cherry Creek, the count was 69 vehicles in April and 390 in May, or a total at both stations of 2,028 cars, representing approximately 7,500 people. The visitors to the lake appeared to be approximately one-half Oregon residents and the other half from Idaho and elsewhere. The study, he said, is not complete and will be continued. Chairman Reynolds commented on a bill introduced in the U. S. Congress which, if passed, would provide Federal funds in the sum of approximately one-half million dollars to help finance road construction into the area. Commissioner McIver inquired as to the reaction of the group from Portland when they visited the Reservoir. The Parks Superintendent replied that nearly 20

people made the trip and were very much impressed by the natural recreational possibilities, particularly fishing. The Engineer remarked that a group representing the Portland Chamber of Commerce, which recently called at his office in Salem, expressed amazement at the natural beauty and resources of Owyhee Reservoir. He also remarked that if Federal aid is secured, the State's share of constructing an access road to the reservoir will be approximately 50 percent of the total cost. The Commission accepted the report and instructed the Park Superintendent to continue his study on the basis of need and use during the summer season.

2. Purchase from the Bureau of Land Management of 22.08 acres adjoining Sunset Bay State Park immediately south of Cape Arago Lighthouse Reservation: Negotiations to secure this land, the Parks Superintendent reported, were initiated in 1948 and have now been approved by the Bureau. The estimated value of the land is $18,800.00, of which the State is requested to pay 30 percent, or the sum of $5,640.00. In addition, the State is required to pay the full amount of the value of the timber on the land, which is valued by the Bureau of Land Management at $2,291.40, making a total of $7,931.40 to be paid by the State. Under the rules of the Bureau in acquiring property, it is necessary, he continued, that the State advertise the sale and pay for the cost of the advertisement. He recommended approval of the purchase of the property and payment of the advertising expense. The Commission accepted his recommendation.

3. Proposed park areas on the Columbia River at Celilo, Biggs, Maryhill Ferry and Rufus: The Parks Superintendent stated that a field investigation of this project was made on June 4, 1957, and that his initial reaction was that the areas have recreational interest and may be developed at reasonable cost, particularly if the U.S. Army Corps of Engineers construct the initial facilities. Wasco County, he stated, has hired a landscape architect to make a study of the areas and prepare plans for development. The Wasco County Court also has agreed to make application to the Corps of Engineers for the Celilo area, with the thought that they may request the Highway Commission to take it over later. More study, he stated, is necessary to determine the actual values for recreational purposes and a report will be submitted later. The Commission accepted the report.

4. Proposed overnight camping area at Delake as requested by the City: This area, the Parks Superintendent stated, was offered to the State by the City at a previous Commission meeting and was referred to him to make a study of overnight camping needs along the coastline in this district. Such study, he said, has been made and it is his considered opinion that additional overnight camping facilities will be needed in the near future and that the proposed site which is located on Devil's Lake east of the Oregon Coast Highway near the city of Delake is the best area in this vicinity. He recommended that the 20 acres be accepted from the city of Delake and that he be authorized to negotiate for purchase of an additional $1\frac{1}{2}$ acres of private property along the south side of Lake Drive which is necessary to round out the holdings and to provide a source of material for filling low areas. Commissioner McIver inquired if establishment of park facilities so close to the city of Delake will confuse the Commission's policy of not establishing State

Parks in or adjoining cities. The Parks Superintendent replied that there should be no conflict with the Commission's established policy as long as the area is designated strictly for overnight camping purposes which is what the people of the city of Delake want. He also said that he contacted a number of motor court owners who expressed no objections to the plan and indicated that they will receive benefits from the proposed development. He called attention to another area on Devil's Lake some distance from the city which could be developed for picnic use. The Engineer pointed out that local residents would not be using the overnight camping facilities but a problem might be presented if other towns requested the establishment of camping facilities in or near the towns. After some further discussion, the Commission accepted the property offered by the city of Delake and authorized negotiations to purchase the additional acre and one-half as recommended by the Parks Superintendent, with the understanding that the area shall be developed for overnight camping use only.

5. Proposed gift from Marion County Court of approximately two miles of river frontage on the Willamette River adjoining and downstream from Champoeg State Park: This land, the Parks Superintendent stated, is situated along the east bank of the Willamette River and varies in width from 60 to 600 feet. The land was originally acquired by the County for a proposed highway, which was not built. The acquisition has been studied thoroughly and approximately one mile closest to the existing park would be a highly desirable addition, and he recommended that the Commission accept a strip approximately 5,500 feet in length which adjoins Champoeg State Park. The Commission accepted the land.

The Right of Way Engineer presented for consideration options secured for acquisition of real property that is needed for State Highway right of way, or for other purposes. After careful consideration the Commission unanimously approved closing the options at the prices mentioned therein by adopting the attached resolution relative thereto marked EXHIBIT "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Right of Way Engineer presented a miscellaneous sales report showing items sold since the last Commission meeting in the sum of $19,575.90, and a supplemental rental report showing rental receipts, new rentals and terminations from May 7 to June 17, 1957. Rental receipts for the month of May amount to $9,908.96. The Commission accepted the reports. (For details see supplemental rental report of May 7 - June 17, 1957 signed by W. H. Haskin, and miscellaneous sales report dated June 27 - 28, 1957, in the general files.)

Sale of several parcels of property was discussed. The Right of Way Engineer explained that each of the parcels is excess property no longer required for highway purposes. The minimum sale prices, he continued, are in line with appraisals and the value of similar nearby properties. Upon his favorable recommendation the Commission authorized public sale of the following properties by adoption of the attached resolutions relative

thereto marked EXHIBIT "B-1" through "B-3", which resolutions by this reference are made a part hereof with like effect as though extended in full herein:

a. 0.84 acre of the former Deal property. Property file No. 18663 on the Forest Boundary-Hauser Section of the Oregon Coast Highway in Coos County, for a minimum price of $350

b. 25,000 square feet of land now rented by the Richfield Oil Company on West 7th Street in Eugene, file No. 8862, with two 50' accesses at a minimum price of $12,500. (SEE EXHIBIT "B-1")

c. 68.76 acres of the former Schnakenburg property, file Nos 23299, 23300, 23301, 23302, on the Jump Off Joe Creek-Grants Pass Section of the Pacific Highway in Josephine County for a minimum price of $3,500. (SEE EXHIBIT "B-2")

d. 5,600 square feet of the former Elvioion and Walter properties, file Nos. 17266 and 17267, at the corner of 19th and South "A" Streets on the McKenzie Highway in the City of Springfield, with one access, for a minimum price of $2,800. (SEE EXHIBIT "B-3")

e. Sale of blow-down timber on the former West and Sparks property, file Nos. 21870 and 21871 on the Booth Ranch-Myrtle Creek Section of the Pacific Highway in Douglas County. This timber, the Right of Way Engineer explained, has been cruised and valued at $1,700, and he recommended that it be advertised for sale for a minimum price of $1,700.

Following the favorable recommendation of the Right of Way Engineer, the Commission approved an exploratory lease agreement with Standard Oil Company of California covering property on the John Day-Wasco-Heppner Highways in Gilliam County. This lease, the Right of Way Engineer explained, is a modification of a previous lease signed December 11, 1956, but does not give the oil company permission to conduct operations on State highway right of way, but is merely to protect the State in the event that oil is found adjoining the highway

The Commission considered payment of $2,500 to Louis and Katherine Brady for a complete release of damages caused by loss of irrigation water on their property on the Johns-Glendale Junction Section of the Pacific Highway in Douglas County. The loss of water, the Right of Way Engineer stated, was caused by a channel change that the State constructed, and if the State attempted to remedy the condition the cost might be as much as $10,000. He recommended that the payment of $2,500 be approved. The Commission approved such payment.

Consideration was given to an agreement with the Southern Pacific Company allowing the State to construct a dike partially on railroad property on the Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County. Following the favorable recommendation of the Right of Way Engineer, the Commission approved the agreement.

The Commission also considered sale of 5.3 acres of excess property in Section 28, Township 17 S., Range 3 W., W.M., Lane County, to the Eugene Water and Electric Board for a consideration of $5,300. The Right of Way Engineer explained that this action is to confirm previous telephone approval given by members of the Commission to correct an error in the sale of this property which was authorized at a previous Commission meeting. The Commission confirmed the corrected sale.

The Right of Way Engineer asked the Commission to approve, as a matter of policy, the payment of mortgage company fees in connection with the securing of partial mortgage releases. The records, he stated, should show that the Commission has officially approved these payments. The cost to the State, he continued, will be no more than before, as the fees if not paid by the State, would be added by the property owner to the price of his property. The Commission approved the payment of the fees as recommended.

Attention was given to a refund in the amount of $6,400 to Mr. and Mrs. Frederick Pliley for two houses on the 14th Avenue-Barbur Boulevard Section of the Portland-Salem Expressway in Multnomah County. The Right of Way Engineer explained that shortly after the Pliley's purchased the houses from the State the property upon which they planned to locate the houses was condemned for right-of-way purposes. In the meantime, they had started moving operations and had expended the sum of $1,035 for such purpose. He recommended that the Pliley's be refunded the amount of $6,400 which they paid for the houses, and that they also be paid an additional sum of $1,035 to cover their moving costs. The Commission approved the payments and ordered that the houses be re-advertised for sale.

The Right of Way Engineer presented an "Indenture of Access" providing for a change in location of an existing access granted to Ben Shold on the West Unit, Black Bridge-Richland Section of the Baker-Homestead Highway in Baker County. No additional access, he stated, is being granted and he recommended that the change be approved. The Commission approved the change in access.

Consideration was given to the renewal of a lease whereby the U.S. Corps of Army Engineers leases to the State a stockpile site on the Dune Section of the Columbia River Highway in Wasco County. This lease, the Right of Way Engineer explained, covers a tract of 13.6 acres for a period of one year, beginning June 6, 1957. The Commission approved the lease renewal.

The Chief Counsel requested authority to acquire by condemnation, if necessary, the following properties that are needed as right of way in connection with various highway improvements or for other purposes, and to tender offers for the same in conformity with instructions given him by the Commission in its resolution adopted December 20, 1951:

(List of properties on following page)

North Jefferson Junction-Albany Section of the Pacific Highway East

R-25089 - Heirs of Ed McSorley
Right of Way (Linn County)
0.25 acre
Amended resolution to change the permit of entry to acquire all of motel structure.

R-25470 - John D. Nelson, et al.
Right of Way (Linn County)
0.94 acres (net)

R-25535 - P. W. Drushella, et al.
Right of Way (Linn County)
1,000 square feet

R-26449 - John M. Brenneman and Ruth Brenneman
Right of Way (Linn County)
0.11 acre

R-26450 - Frank Flamme and Helen Flamme
Right of Way (Linn County)
0.05 acre

R-26451 - Bernard T. Sudtell and Ada F. Sudtell
Right of Way (Linn County)
0.09 acre

R-25603 - Carl Spichalsky and Evelyn Spichalsky
Right of Way (Linn County)
2,750 square feet

R-26492 - Armine Cooper and Gladys Cooper
Right of Way (Linn County)
0.07 acre

R-25467 - George W. Sturgis, et al.
(Linn County)
Parcel No. 1: 2.5 acres for Right of Way
Parcel No. 2: 2,100 square feet for Right of Way

R-26454 - Henry E. Rothrock and Nellie L. Rothrock
Right of Way (Linn County)
0.07 acre

R-25484 - Paul Roner and Frances E. Roner
Right of Way (Linn County)
0.5 acre

North Jefferson Junction-Albany Section of the Pacific Highway East - Cont.

R-25472 - Edward Heyerly and Anna Heyerly
(Linn County)
Parcel No. 1: 1.41 acres for Right of Way
Parcel No. 2: 0.41 acre for Right of Way

R-25474 - Earl B. Houston and Eunice Houston
(Linn County)
Parcel No. 1: 0.42 acre for Right of Way
Parcel No. 2: 0.01 acre for Right of Way

Pacific Highway East

R-26595 - George Shoemate and Phyllis Shoemate
Material Source (Linn County)
18.9 acres

Albany-Judkins Point Section of the Pacific Highway East

R-25312 - C. A. Huntington and Hallie Huntington
(Lane County)
Parcel No. 1: 6.71 acres for Right of Way
Parcel No. 2: 1.44 acres for Right of Way

Sandy-Forest Boundary Section of the Mt. Hood Highway

R-25430 - John P. Schmitz and Agnes M. Schmitz
Right of Way (Clackamas County)
0.41 acre

R-25697 - John B. Carey, et al.
Right of Way (Clackamas County)
0.36 acre

Moro-Kent Section of the Sherman Highway

R-25628 - Heirs of Anton C. Young
Right of Way (Sherman County)
0.02 acre

R-25630 - T. W. Alley
Right of Way (Sherman County)
Parcel No. 1: 0.18 acre for Right of Way (net)
Parcel No. 2: 3.7 acres for Right of Way (net)

R-25632 - Roy J. Baker and Mary J. Baker
(Sherman County)
Parcel No. 1: 0.22 acre for Right of Way (net)
Parcel No. 2: 4.0 acres for Right of Way
Parcel No. 3: 5.0 acres for Right of Way

North Santiam Highway

R-24096 - Northern Lumber Company
Weighing Station (Marion County)
0.52 acre
Amended resolution to delete access control and to include a description change

R-25972 - Ray S. Peterson, et al.
Weighing Station (Marion County)
0.03 acre

Sunset Highway (Highlands Interchange)

R-25887 - N. J. Campf and Marguerite L. Campf
Right of Way (Multnomah County)
1,765 square feet

R-26190 - C. W. Kempthorn and Olga V. Kempthorn
Right of Way (Multnomah County)
0.20 acre

Ontario-Snake River Section of the Old Oregon Trail Highway

R-23928 - Joseph P. Spencer and Harriet Belle Spencer
Right of Way (Malheur County)
0.50 acre (net)

R-26061 - Charles R. Emison
Right of Way (Malheur County)
0.05 acre

Grants Pass (6th & 7th Streets) Section of the Pacific Highway

R-26498 - King Lumber Company, Inc.
Right of Way (Josephine County)
113 square feet

Old Oregon Trail Highway

R-25843 - Oliver C. Calhoun and Beatrice Calhoun
Material Source (Malheur County)
63.5 acres

Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway

R-26170 - Norman C. Hill and Dorothy Hill
Right of Way (Multnomah County)
0.04 acre

Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway Cont.

R-26182 - George W. Bird and Mildred L. Orr
Right of Way (Multnomah County)
450 square feet

L-2786 (R-21163) - Jessie M. Firestone
(Multnomah County)
Parcel No. 1: 2.23 acres for Right of Way
Parcel No. 2: 0.77 acre for Right of Way
Amended resolution to increase the area of Parcel No. 1 to delete as excess taking parcel No. 3 of the two combined files.

Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway

L-2797 (R-21166) - Chester P. Muzzio, et ux.
(Multnomah County)
Parcel No. 1: 18,400 square feet for Right of Way
Parcel No. 2: 4.602 acres for Right of Way
A resolution to approve this resolution as of May 16, 1957, during prior Commission Meeting.

North Jefferson Junction-Albany Section of the Pacific Highway East

R-25606 - C. R. McCauley
0.57 acre for Right of Way

R-25612 - William C. Glender
0.40 acre for Right of Way

R-25613 - Daniel F. Ropp
0.14 acre for Right of Way

R-25840 - Clyde C. Bryant
0.47 acre for Right of Way

R-26483 - John Heyerly
890 square feet for Right of Way

Right of way maps and other data were submitted to the Commission and the Engineer advised that the acquisition of the properties listed is required in order to carry out plans for highway improvements and other projects heretofore authorized by the Commission. The Commission deferred action on this matter pending study. (Condemnation of the several parcels was authorized later in the day. See ahead for minute entry.)

A report submitted by the Chief Counsel, enumerating details concerning cases that have been tried in court since the Commission meeting held May 16 and 17, 1957 was accepted by the Commission and is summarized as follows:

REPORT OF CONDEMNATION CASES TRIED
May 18, 1957 through June 21, 1957

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
Monson R-18166	Polk	Willamina-Salem	Dolph Corner-Rickreall	$1,600	$4,500	$3,240
Gillams R-23787	Polk	Willamina-Salem	Dolph Corner-Rickreall	400	5,000 (Answer)	750
Anderson R-24650	Multnomah	T. H. Banfield Expressway	Unit No. 2	6,000	30,000	15,000
Reimer R-18159	Polk	Salem-Willamina	Dolph Corner-Rickreall	2,500	7,900	5,950

The Chief Counsel also submitted an oral report on the Fleming and Ryan cases concerning property on the Dolph Corner-Rickreall Section of the Willamina-Salem Highway. In the Fleming case an offer had been made for $2,000. Fleming asked for $15,000 and the jury awarded $7,000. In the Ryan case the owners' original demand was for $12,000. The appraised value was $2,950. The Ryans have now offered to accept the sum of $4,500 plus $500 for attorney fees. The Chief Counsel recommended and the Commission approved settlement of the case as outlined by the Chief Counsel.

REPORT OF TRIAL OF OTHER CASES

Case	Plaintiff	Defendant	County	Cause of Action	Demands of Plaintiff	Verdict or Judgment
L-2671	State Highway Commission	Snowden, et al	Marion	Damage to guardrail	$ 84.65	$ 84.65
R-20664	State Highway Commission	Mansfield	Multnomah	To obtain possession	None	Order of possession

June 27, 1957

Report of Trial of Other Cases - Cont.

Case	Plaintiff	Defendant	County	Cause of Action	Demands of Plaintiff	Verdict or Judgment
L-2158A	State Highway Commission	Fred P. Rawson	Appeal to Oregon Supreme Court from Jefferson County	Enjoin defendants from removing cinders from state park		Lower court held in favor of defendants. Reversed in Supreme Court and injunction ordered.

(For additional details concerning these cases, see the Chief Counsels letters of June 21 and 26, 1957, entitled "Report of Cases Tried", in the General Files.)

The Commission also accepted a report presented by the Chief Counsel concerning condemnation cases and other cases which have been settled out of court since the Commission meeting held May 16 and 17, 1957, as follows:

REPORT OF CONDEMNATION CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
Riddle R-21042	Douglas	Pacific	Myrtle Creek-Canyonville	$ 3,900	$ 3,900
Rauber R-24214	Josephine	Redwood	East and West Fork Illinois River Bridge	650	1,000
Reed R-25319	Lane	Pacific East	Albany-Judkins Point	26,925	31,300
Kintigh R-25315	Lane	Pacific East	Albany-Judkins Point	10,600	11,500
Poole R-22357	Marion	North Santiam	Airport Road Junction	1,250	1,750
Rogers R-24129	Tillamook	Oregon Coast	Neskowin Salmon River	2,825	3,250

Report of Condemnation Cases Settled - Cont.

Case	County	Highway	Section	State's Offer	Amount of Settlement
Behrman R-24383	Washington	Tualatin Valley	Cornelius-Hillsboro Unit, Forest Grove-Hillsboro Section	$1,500	$ 2,000
Bemis R-13960	Douglas	Elkton-Sutherlin	Callapooya Creek-Sutherlin Section	$ 750	1,000
Ropp R-25061	Linn	Pacific East	S.P.R.R. Overcrossing, Lane County Line	675 plus State to fence	1,000 including fencing
Gibney R-25980	Coos	Oregon Coast	Davis Slough-Bandon	8,000	9,250
Salisbury R-25892	Wasco	Columbia River	Mosier-The Dalles	275	500

REPORT OF OTHER CASES SETTLED

Case	Plaintiff	Defendant	County	Cause of Action	Demand of Plaintiff	Settlement
L-2710	State Highway Commission	Gaines	Jackson	Damage to gas pump	$58.99 plus costs and attorney fees	$58.99 4.11 costs

(For additional details, see copies of the Chief Counsel's letters dated June 21 and June 25, 1957, entitled "Report of Cases Settled", in the General Files.)

In conformity with a resolution adopted by the Commission December 20, 1951, the Chief Counsel presented offers that have been tendered for acquisition of real property prior to the institution of condemnation proceedings, as follows:

Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway

R-21166 - Chester P. Muzzio, et ux. 5.02 acres for right of way purposes. Offer of $35,000.00 approved by Mr. McIver June 10, 1957.

June 27, 1957

Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway Cont.

R-22738 - Chester P. Muzzio, et al. 2,188 square feet for right of way purposes. Offer of $630.00 approved by Mr. McIver June 10, 1957.

R-26149 - Grace Johnson. 10,600 square feet for right of way purposes. Offer of $920.00 approved by Mr. McIver June 10, 1957.

R-26152 - Hugh H. Switzer, et al. 0.37 acre for right of way and 0.03 acre for excess taking. Offer of $13,500 approved by Mr. Reynolds May 21, 1957.

R-26153 - John A. Stone, et al. 0.25 acre for right of way. Offer of $32,500.00 approved by Mr. McIver May 29, 1957.

R-26182 - George W. Bird, et al. 450 square feet for right of way purposes. Offer of $60.00 approved by Mr. McIver June 10, 1957.

R-26183 - C. C. Hotelling, et al. 23,250 square feet for right of way purposes. Offer of $70,000.00 approved by Mr. McIver May 29, 1957.

R-26184 - Wayne W. Mummey, et al. 43,315 square feet for right of way purposes. Offer of $58,500.00 approved by Mr. McIver May 29, 1957.

R-26188 - Alexine Brosseau. 75 square feet for right of way purposes. Offer of $100.00 approved by Mr. McIver June 18, 1957.

R-26310 - Raymond Court, et al. 1,125 square feet for right of way purposes. Offer of $110.00 approved by Mr. McIver June 10, 1957.

R-26345 - C. Elizabeth Telecky, et al. 0.06 acre for right of way purposes. Offer of $760.00 approved by Mr. McIver June 10, 1957.

R-26350 - Joseph A. Evenson, et ux. 8,200 square feet for right of way purposes. Offer of $16,165.00 approved by Mr. Reynolds May 21, 1957.

R-26351 - Ella H. Kelly. 6,000 square feet for right of way purposes. Offer of $11,600.00 approved by Mr. McIver May 29, 1957.

R-26361 - Robert Worman, et al. 375 square feet for right of way purposes. Offer of $910.00 approved by Mr. McIver June 18, 1957.

R-26379 - Nial A. Dow, et ux. 0.02 acre for right of way purposes. Offer of $17,500.00 approved by Mr. McIver May 29, 1957.

R-26425 - George F. Grigsby, et al. 14,848 square feet for right of way purposes. Offer of $16,200.00 approved by Mr. McIver May 29, 1957.

Sandy-Forest Boundary Section of the Mt. Hood Highway

R-25422 - Norma Jensen Lauzon, et vir. 0.04 acre for right of way purposes. Offer of $500.00 approved by Mr. McIver June 10, 1957.

R-25435 - Philip M. Cousins, et al. 1.84 acres for right of way purposes. Offer of $1,244.00 approved by Mr. McIver May 29, 1957.

R-25436 - Mike Mahaffey, et al. 0.70 acre for right of way purposes. Offer of $225.00 approved by Mr. McIver May 29, 1957.

R-25437 - Ward Godleske, et al. 3.01 acres for right of way purposes. Offer of $3,275.00 approved by Mr. McIver May 29, 1957.

R-25439 - William Blake, et al. 0.01 acre for right of way purposes. Offer of $50.00 approved by Mr. McIver May 29, 1957.

R-25440 - Cecelia Eggers, et al. 3.65 for right of way purposes. Offer of $3,165.00 approved by Mr. McIver June 10, 1957.

R-25544 - William McKee, et al. 0.14 acre for right of way purposes. Offer of $740.00 approved by Mr. McIver June 10, 1957.

R-25548 - Sandy Market Inc. 0.17 acre for right of way purposes. Offer of $255.00 approved by Mr. McIver June 7, 1957.

R-25553 - Koennecke Realty Corporation, et al. 3.65 acres for right of way purposes. Offer of $1,365.00 approved by Mr. McIver June 7, 1957.

R-25566 - Harry Hanson, et al. 0.20 acre for right of way purposes. Offer of $200.00 approved by Mr. McIver May 29, 1957.

R-25576 - A. L. Severeide, et al. 2.98 acres for right of way purposes. Offer of $6,867.00 approved by Mr. McIver May 29, 1957.

R-25686 - Bill Thorpe, et al. 1.82 acres for right of way purposes and 1.55 acres for excess taking. Offer of $806.00 approved by Mr. Reynolds May 21, 1957.

North Jefferson Junction-Albany Section of the Pacific Highway East

R-25089 - Ed McSorley. 0.25 acre for right of way purposes. Offer of $21,600.00 approved by Mr. McIver June 10, 1957.

R-25604 - George K. Miller, et al. 0.10 acre for right of way purposes. Offer of $8,250.00 approved by Mr. Reynolds June 4, 1957.

Pendleton-Pilot Rock Section of the Pendleton-John Day Highway

R-25047 - Ray V. Gilham, et ux. 0.011 acre for right of way purposes. Offer of $50.00 approved by Mr. Reynolds May 21, 1957.

Davis Slough-Bandon Section of the Oregon Coast Highway

R-25980 - Ray Gibney, et ux. 0.63 acre for right of way purposes. Offer of $8,000.00 approved by Mr. Reynolds May 21, 1957.

Grants Pass (6th & 7th Streets) Section of the Pacific Highway

R-23344 - Lawrence Fahey, et al. 0.06 acre for right of way purposes. Offer of $6,250.00 approved by Mr. Reynolds May 21, 1957.

Klamath Falls, West Side By-Pass Section of The Dalles-California Highway

R-23038 - Henry W. Spooner, et al. 950 square feet for right of way purposes. Offer of $8,250.00 approved by Mr. Reynolds May 21, 1957.

Walton-Noti Section of the Richardson-Eugene Secondary Highway

R-25330 - Otto Heider, et al. 0.15 acre for right of way purposes. Offer of $800.00 approved by Mr. Reynolds May 21, 1957.

Shore Acres Park Addition - Cape Arago Secondary Highway

R-25399 - Heirs of Ella Brunson, et al. 46.39 acres for park purposes. Offer of $4,602.00 approved by Mr. Reynolds May 21, 1957.

Mill City-Gates Section of the North Santiam Highway

R-24096 - Northern Lumber Company. 0.52 acre for right of way. Offer of $390.00 approved by Mr. McIver June 10, 1957.

Pacific Highway West (Pacific Highway West-Beaverton-Hillsdale Highway Intersection)

R-23477 - William C. Ralston, et ux. 0.35 acre for right of way purposes. Offer of $1,000.00 approved by Mr. Reynolds May 21, 1957.

Highlands Interchange Section of the Sunset Highway

R-25887 - N. J. Campf, et al. 1,765 square feet for right of way purposes. Offer of $500.00 approved by Mr. McIver June 10, 1957.

County Market Road No. II

R-26436 - Elmer Sohrweid, et al. 16.38 acres for a material site. Offer of $5,000.00 approved by Mr. McIver June 10, 1957.

After due consideration, the Commission confirmed the offers as reported.

A report was submitted by the Chief Counsel and accepted by the Commission concerning proceedings before the Public Utilities Commissioner in which the State has been made a party and which have occurred since the report made at the Commission meeting held on May 16, 1957, summarized as follows:

PUX 212: Application of Benton County for authority to install a crossing at grade of the tracks and right of way of Southern Pacific Company on County Route 63 near Philomath. The crossing is on a county road in which the State Highway Commission has no direct interest, and no objection was made to Benton County's application.

PUX 213: Application of Union Pacific Railroad Company for authority to construct an industrial spur track across Northeast 181st Avenue, near Portland. The crossing is not on any route under jurisdiction of the Highway Commission. Multnomah County stated that the grade crossing is not in the interest of the public. The PUC order authorized installation of the crossing but provided that automatic electric signals with gongs be installed and maintained at the expense of Union Pacific Railroad Company.

PUX 227: Application of the City of Redmond for the installation and maintenance of electrically operated automatic warning signals at the crossing and tracks and right of way of Oregon Trunk Railway Company with Antler Street in the city of Redmond. The crossing is not on any state highway route. The PUC order authorized installation of the crossing and provided that Oregon Trunk Railway Company bear 50 per cent of the cost of acquisition and installation of the signals, and all maintenance after installation, and the City of Redmond to bear 50 percent of the cost of acquisition and installation.

Upon the favorable recommendation of the Chief Counsel, the Commission approved dismissal of a condemnation action against Erick Enquist, File No. L-2577, covering property on the Dodson-Bonneville Section of the Columbia River Highway, by adopting the attached resolution relative thereto marked EXHIBIT "C", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

A report was submitted by the Chief Counsel concerning the case of Pacific Mutual Life Insurance Co., Inc., v. Lazar Purigraski, et ux., and the State of Oregon by and through its Highway Commission, et al. This proceeding, he stated, is a suit to foreclose a mortgage given to the Pacific Mutual Life Insurance Co., Inc., by the Purigraskis and will clear the State's title to property purchased from the Purigraskis. Proper action will be taken to protect the interests of the State. The Commission accepted the report.

The Chief Counsel also presented a report which was accepted by the Commission concerning the institution of the case of Donald Maddox by his guardian, Brice L. Smith, plaintiff, vs. State of Oregon and R. J. Jones and Rogers Construction Co. as defendants. The plaintiff alleges that the defendants were negligent in that they failed to place lights or flares in front of barricades across The Dalles-California Highway or otherwise warned the public that the barricades were in existance. This matter, he continued, has been turned over to the Trial Section for action to protect the interests of the State.

Report of the case of Jannsen v. State was also presented by the Chief Counsel and accepted by the Commission. In this case the plaintiff whose property is located on the Tualatin Valley Highway at Reedville, alleges that misrepresentations were made in negotiating for the property by stating that the constructed highway would be only a short step above their property, whereas, actual construction placed the highway 31 inches above their property, thereby barring access by motor vehicles. This case, he stated, has also been turned over to the Trial Section for such action as is necessary to protect the interests of the State.

The Chief Counsel presented a report which was accepted by the Commission concerning the case of T. R. Gage, et al., vs. State Highway Commission. This case, he explained, involves the recent flood at Mitchell in Wheeler County and is identical to others that have been filed as a result of this flood. The sum of $23,175 is being demanded for loss of improvements on real property in Mitchell. This matter has been referred to the Trial Section for proper action to protect the interests of the State.

The Commission gave attention to a corrected form of quitclaim deed whereby the State transfers to Mr. and Mrs. C. R. Lawrence approximately two acres of land on the Divide-Rice Hill Section of the Pacific Highway in Douglas County. The Chief Counsel explained that at the meeting of March 28 and 29, 1957, the Commission approved transfer of this property to the Lawrences to clear the title to the remaining Lawrence property, provided that the Lawrences would pay the State the sum of $800, which it appeared that the State had paid for the two acres involved. Further investigation disclosed that the State paid only $400 for the property and this amount has been deposited with the State Highway Department. It also appears that no right of access to a frontage road was allowed in the deed. He recommended that the Commission approve the revised quitclaim deed; that the access provision be included in the deed and that the $400 be accepted as payment for the property. The Commission accepted his recommendation.

A form of resolution was presented by the Chief Counsel formally accepting from the Lloyd Corporation as a gift a parcel of land to be used to connect the Banfield Expressway with Holiday Street at 13th Avenue and with Irving Street at 16th Street by means of ramps. Following his favorable recommendation, the Commission adopted the resolution which is attached hereto marked EXHIBIT "E", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The Chief Counsel announced that the Assistant Chief Counsel, Robert L. May, Jr., is resigning as of June 30, to accept a position as Assistant General Counsel, U. S. Bureau of Public Roads, Washington, D. C. Mr. May, he stated, has been a very competent attorney, is popular with his fellow workers, and his work for the State is very much appreciated. Chairman Reynolds stated that the Commission is sorry to lose Mr. May's services but is happy that he has secured an advancement. The State of Oregon, he continued, is honored in Mr. May's selection for the new position and he expressed the good wishes of the Commission. Mr. May thanked the Chief Counsel and the Commission for their remarks and stated that he would miss his connections in Oregon. The Commission accepted his resignation with regrets.

Mr. May reported briefly that in the formation of the Highway Interim Committee a meeting had been called within the last few days but a quorum was not present. It appears that the Interim Committee will be interested, among other things, in proceedings in the acquisition of right of way, a review of the revenues produced by the Weight-Mile Tax, and an examination of taxes on trucks and cars to reduce taxes at the local level.

The Chief Counsel recommended that Mr. George E. Rohde be appointed as Assistant Chief Counsel to replace Mr. May, at a salary of $716.00 per month, effective from July 1, 1957, until the proposed new salary schedule is approved by the Attorney General. He introduced Mr. Rohde to the Commission at this time.

The Commission approved appointment of Mr. Rohde as Assistant Chief Counsel, unanimously, by adoption of the attached resolution marked EXHIBIT "H", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission, upon recommendation of the Chief Counsel, approved the following salary adjustments for members of the legal staff, subject to confirmation by the Attorney General:

Leonard I. Lindas Chief Counsel	$ 880
G. E. Rohde Assistant Counsel	810
Charles Peterson	775

Frank C. McKinney	$ 745
J. W. DeSouza	745
Frederick A. Morgan	685
John C. McLean	655
John R. Patterson	655
Leslie B. Hampton	600
William A. Mansfield	575
Robert A. Holland	525
Donald R. Stark	550
Leo V. Nuttman	525
Glen V. Sorensen	525

The Chief Counsel commented that an overture had been made by Roy Kilpatrick, who has been handling some of the Mitchell flood cases, concerning settlement of these cases out of court. The Engineer observed that the first case tried in court concerning the Mitchell flood damage was decided adversely to the State and he gave as his opinion that it would be satisfactory to have a conference with Mr. Kilpatrick to ascertain just what he has in mind. The Commission authorized a conference on such basis. The Chief Counsel is to listen to Mr. Kilpatrick without making any commitments.

The meeting recessed for luncheon at 12:00 noon and reconvened at 1:30 p. m. in the same room with the same persons present and participating.

The Commission discussed the illness of Mr. William Tugman, Chairman of the Travel Advisory Committee, who is confined in the Keiser Hospital at North Bend with a heart attack. The Secretary was instructed to write Mr. Tugman expressing the Commission's sympathy and best wishes for an early recovery.

The Engineer reported that, under authority granted him by the Commission, he has awarded contracts previously referred to him by the Commission to award when certain conditions have been satisfied. These conditions have been met and the following contracts have been awarded:

(See following page)

(1) Stone base and oiling 4th Street in the city of Madras, Jefferson County. Bids received May 16, 1957. Conditions of award satisfied May 21, 1957. Babler Brothers, Inc., Portland, low bidder.

(2) Grading the Meacham-Glover Section of Old Oregon Trail Highway, Umatilla and Union Counties. Bids received May 17, 1957. Conditions of award satisfied May 21, 1957. Rogers Construction, Inc., Portland, low bidder.

(3) Installation of metal culvert at Rock Creek, construction of a reinforced concrete bridge at Gate Creek, and construction of highway roadbed on Wamic Road, Wasco County. Bids received May 16, 1957. Conditions of award satisfied May 23, 1957. Hodges & Barger, and Robert Kyle, The Dalles, low bidder.

(4) Construction of three reinforced concrete deck girder bridges over Knowles Creek, Lane County. Bids received May 16, 1957. Conditions of award satisfied May 23, 1957. Tom Lillebo Construction Company, Reedsport, low bidder.

(5) Construction of a 12' x 5' culvert station 466+80 on Medford-County Farm Section of Pacific Highway, Jackson County. Bids received May 16, 1957. Conditions of award satisfied May 27, 1957. R & M Construction Company, Central Point, low bidder.

(6) Grading and paving 10th and Main Streets in city of Prineville, Crook County. Bids received May 16, 1957. Conditions of award satisfied May 27, 1957. Babler Bros., Inc., Portland, low bidder.

(7) Grading and surfacing on Alsea Junction-Beaver Creek School Section of Alsea Highway-Greenberry Road, Benton County. Bids received May 16, 1957. Conditions of award satisfied May 29, 1957. Harbert Bros., Estacada, low bidder.

(8) Construction of Netell, Stavebolt and Big Creek Bridges on Lewis and Clark River Road and Hilcrest Loop Road, Clatsop County. Bids received May 16, 1957. Conditions of award satisfied May 31, 1957. Workman & Wilson, Canby, low bidder.

(9) Grading and paving North Grants Pass Interchange-Savage Street Section of Pacific Highway in Grants Pass, Josephine County. Bids received May 16, 1957. Conditions of award satisfied June 18, 1957 M. C. Lininger & Son, Medford, low bidder.

(10) Grading and paving Four Corners-Geer Station Section of Geer Road east of Salem, Marion County. Bids received May 17, 1957. Conditions of award satisfied June 21, 1957. Warren Northwest, Inc., Portland, low bidder.

The Commission confirmed the awards as reported.

June 27, 1957

Removal of load limit restrictions on the following highway sections was reported by the Engineer who stated the conditions requiring the reduced load limits have now passed and these highway sections are now capable of carrying legal weight loads:

1. Vine Maple Bridge, at M.P. 3.75 on the Fishhawk Falls Secondary Highway No. 103, load limit removed at 8:00 a.m., May 22, 1957.

2. Crater Lake-North Secondary Highway No. 232, from M.P. 0.0 to M.P. 3.81, load limit removed at 8:00 a.m., May 30, 1957.

3. West Diamond Lake Highway No. 233, from M.P. 8.0 to M. P. 23.89, load limit removed at 8:00 a.m., May 30, 1957.

4. East Diamond Lake Highway No. 425, load limit removed for its entire length at 8:00 a.m., May 30, 1957.

The Commission confirmed removal of the load limits as reported.

Reclassification from the status of Group II Highways to Group I Highways was reported by the Engineer for a section of the Kings Valley Secondary Highway No. 191 from Kings Valley to Dallas. Successful test runs, he said, were made with a truck-tractor and full trailer having an over-all length of 60 feet, and the reclassification was made effective May 20, 1957. The Commission confirmed this action.

The Commission considered and discussed the enactment of HB 802 (Ch. 354, Laws 1957) by the recent Legislative Assembly. It was explained by the State Highway Engineer and the Chief Counsel that the statute authorizes the Commission to issue and sell general obligation bonds in the principal sum of $12,600,000 for state highway purposes, without express directive as to the area or location where such funds should be expended. It was pointed out, however, that the clear and express intent of the proponents of the bill and of the Legislative Assembly in enacting the bill was to provide funds for the reconstruction and improvement of sections of the Oregon Coast Highway. The facts, data and discussion presented both in legislative committee hearings and on the floor of the House and Senate were directed solely toward the costs, difficulty and necessity of reconstructing and improving sections of the Oregon Coast Highway out of funds presently available, with particular emphasis being placed upon the relocation of the section of the Oregon Coast Highway between Gold Beach and Brookings. After some further discussion of the matter, it was decided by the Commission, that, in view of the legislative intent, and the realization of the State Highway Commission that improvement of the Oregon Coast Highway is of extreme importance to the economy of the State, the Commission should officially declare, and set forth in its minutes and records, that when the bonds authorized by Ch. 354, Laws 1957, are issued and sold, the funds derived therefrom are to be devoted to the relocation, reconstruction and improvement of the Oregon Coast Highway between Gold Beach and Brookings. It was so ordered, by unanimous vote of the Commission.

The Engineer submitted a proposed schedule for construction of the Gold Beach-Brookings Section of the Oregon Coast Highway, utilizing the $12,600,000 which the Legislature authorized. He advised that two location parties are now making detailed surveys, one party working north from Brookings and the other party south from Pistol River. He gave as his opinion that projects could be advertised for bids late in 1957; also, that it would be desirable to construct first the unit between Pistol River and Brookings, which is estimated to cost around $11,000,000, as no part of it can be used until the entire section is completed. The section between Pistol River and Hunters Creek, however, can be built in stages, with connections to the existing highway at various intervals as needed. It was his thought that five years will be required to complete the project. To finance the work, he proposed the sale of bonds, probably late this year, with the earliest retirement date five years hence. Commissioner McIver advanced the thought that bonds for the Oregon Coast Highway construction in Curry County should be sold, possibly in September, at the same time as the $8,000,000 general highway construction bonds, also authorized by the Legislature, are sold, and that the money that is not immediately needed be invested in securities to draw interest. It was his opinion that all of the bonds should be sold before contracts are entered into so as to insure construction of the projects in an orderly manner. The Engineer explained briefly that the estimated cost to build the section between Brookings to Myers Creek is approximately $13,600,000. It was his feeling that the balance of the work could be financed with regular funds that become available during the next five-year period. The Commission instructed the Engineer to investigate carefully the feasibility of selling all of the bonds at an early date, to check with Mr. Fred Paulus, Deputy State Treasurer, and to submit a report at the August meeting.

A report was submitted by the Engineer concerning a petition presented to the Commission at the May meeting calling attention to conditions that exist at the Wye junction of the Klamath Falls-Lakeview Highway and the Klamath Falls-Malin Highway, and requesting removal of sight posts at this location to allow the parking of vehicles at the Wye area. The petitioners objected to the prohibition of parking for adjustment of loads, etc., at the intersection. The Engineer explained that the installation of sight posts was authorized to completely outline the intersection and prohibit all parking within the interior, and that the work was completed May 11, 1957. It was his considered opinion that the sight posts are essential to traffic safety and to facilitate traffic movements; moreover, the sight posts also protect the large informational and directional signs which are maintained at this location. He recommended that the sight posts be retained. The Commission accepted the recommendation.

Consideration was given to a report submitted by the Engineer concerning a request from a delegation in Lakeview for improvement of the Fremont Highway from Third Street southerly to the Lakeview city limits. The Engineer stated that the request is for construction of curbs and gutters and widening of the pavement, which is estimated to cost a total of $60,000. The City, he continued, has stated that it will participate to the extent of 25 percent of the total cost. He recommended that the project be

included in the 1958 construction program as a primary federal-aid job. The Commission approved the recommendation on the condition that the city shares in the cost up to 25 percent and provided funds are available to finance the State's share.

The Engineer reported the results of the bid opening held in Salem on June 6, 1957. Action thereon was deferred by the Commission until later in the session except that it was decided to announce the names of the successful bidders at 4:00 p.m. when announcement of those successful at today's bid opening are announced.

The Engineer stated that, as previously authorized by the Commission, a public hearing was held in Roseburg on June 20, 1957, concerning the establishment of a one-way couplet route for the Pacific Highway in that city, utilizing Rose and Stephens Streets. He reported what transpired at the hearing and he suggested that the Commission study the transcript of the record and let the City decide if they wish to enter into the proposed project. Chairman Reynolds indicated that the Commission would give favorable consideration to the project if and when the City of Roseburg makes formal request for the improvement. The Commission deferred action pending receipt of such information. There follows a transcript of the record of the Roseburg hearing.

Roseburg, Oregon
June 20, 1957

As previously authorized by the Commission, a public hearing was held in the City Hall in Roseburg at 10:00 a.m., June 20, 1957, pertaining to the proposed construction of a one-way couplet section on the Pacific Highway in the city of Roseburg, utilizing Rose and Stephens Streets and extending from a point near Diamond Lake Boulevard at the northerly end of the couplet to Mosher Avenue at the southerly end. The meeting was called to order by the State Highway Engineer, Mr. W. C. Williams. Other Highway personnel present were: Tom Edwards, Construction Engineer, Salem; Frank Morgan, Division Engineer, and L. R. Chandler, Assistant Division Engineer, both located in Roseburg; and Floyd Query, Assistant Secretary, Salem. Seventeen residents of Roseburg and vicinity were also present.

Mr. Williams explained that the hearing is being held in accordance with Chapter 373.015 of the Oregon Laws, and he thereupon read aloud the section of law mentioned. He pointed out that traffic congestion on the Pacific Highway in Roseburg has been increasing and just prior to opening of the by-pass the average daily traffic amounted to approximately 13,000 vehicles. When the by-pass was opened the count was reduced by approximately 5,000 but since that time it has increased to near the original figure. He also commented that the pattern of traffic signals on the proposed setup would probably remain the same as at present and that the improvement, if it is performed, will be in co-operation with the City of Roseburg. He pointed out on a map the proposed one-way couplet route and asked for comments from those who favor the route and later from those who oppose it.

Mr. George Farrell, City Manager, remarked briefly that the project considered today is a result of a traffic survey made three years ago by the State Highway Department, which has been approved by the Roseburg City Council. This project, he recalled, is a part of an overall Roseburg area survey and was listed in the State Highway Department's survey as the No. 1 project within the city. He also pointed out that the project has been given very careful study over a period of years.

Mr. Tom Pargeter, President of the Roseburg Chamber of Commerce, stated that the Chamber of Commerce wishes to go on record as being in favor of the proposed couplet.

Mr. Williams commented that the project as proposed is to take care of immediate needs and it may be necessary in the future to extend it to the south city limits. He then inquired if anyone wished to speak against the project.

Mr. Mike Deller, Superintendent of the Roseburg Schools, called attention to the problems which will be created for the Junior High School located between Stephens and Rose Streets north of Washington Street, particularly regarding the matter of noise. Classes which require heavy concentration, he continued, have already been moved from the Stephens Street side of the school to escape to some extent the existing noise factor He stated that readings were recently taken concerning the noise level under existing traffic and it was found that the decibel meter recorded a reading of 60. He explained that 42 is an acceptable level and that a rock crusher creates a reading of approximately 70. He also mentioned that it would be necessary to move approximately 420 children across Rose Street each day to the Physical Education area located east of Rose Street, and he urged that adequate protection be provided for them. It was his opinion that if the noise and traffic conditions got bad enough it might be necessary to move the school from its present location and he suggested that the Highway Commission purchase the property. In conclusion, he stated that from the viewpoint of the school the noise level should be reduced and adequate protection provided for children crossing the street.

Mr. Williams pointed out that congestion on Stephens Street is now so bad that the traffic signals cannot serve their progression function of keeping traffic moving. Rose Street, he continued, will be used for northbound traffic, and as northbound is also downhill the problem of motor noise will be greatly reduced. He stated that no opinion could be given as to whether the Highway Commission would buy the school but he did point out that there is no money available for the previously proposed bridge construction at Oak Street.

Mrs. Bailey stated that her house is located below the Junior High School and that she had been told by surveyors that the proposed couplet would take three feet from her lot. She urged that none of her property be taken as in so doing it would necessitate moving her house. Mr. Williams stated that he would investigate the matter.

Mr. Rudy Ritzman, 1771 Brown Avenue, Roseburg, inquired if a left turn is to be allowed on Stephens Street at Mosher. It was his opinion that the proposed one-way couplet plan would not adequately handle the traffic and that the main problem to be considered is noise abatement. Mr. Williams stated that it is not contemplated that a left turn will be permitted at Mosher Street but no restrictions or changes in existing conditions are planned at Woodward and other streets to the south.

The Honorable Dan Dimick, State Senator from Roseburg, inquired as to how much the proposed couplet will cost. Mr. Williams replied that plans are not complete but the construction cost is estimated at approximately $100,000. Cost of right of way, which is to be acquired by the City, is not definitely known.

A lady in the group commented that no opportunity has been given Roseburg residents to indicate whether they approve the plan and the acquisition of right of way by the City. Mr. Williams explained that the hearing now being conducted is to afford the citizens of Roseburg an opportunity to express themselves as to whether they favor the plan or not. The Highway Department, he continued, does not intend to push the plan if the City does not want it. Mr. Pargeter commented that no accurate information is available as to what the cost of right of way would be at the present time.

Mr. Dimick then suggested that an alternate route be considered using Pine Street and Stephens Street as the north and south couplet routes extending southerly from Washington Street, thereby eliminating the use of Rose Street. He pointed out that if the noise and traffic conditions become too severe in the vicinity of the Junior High School, it may be necessary to abandon it and construct a new school, which would cost $1,000,000 or more. The present traffic on Stephens Street, he stated, is bad but the problem is not insurmountable. He then said that he had heard that there were plans to round the corners at Military and Harvard Streets but so far no work has been done. It was his feeling that available funds could be expended more wisely on some project other than the one proposed which endangers the operation of the school. He requested that an investigation be made considering the use of Pine Street and Stephens Street, as it appears that the cost of the proposed project is too high and it would be particularly costly to put in overhead crossings to accommodate school children. He urged that the alternate proposal be used or that conditions remain as they are. It was also his feeling that the cost of the project would not be materially higher if construction is delayed for two or three years.

Mr. Williams then stated that the hearing is held to determine points of view from interested people and that these opinions would be presented to the Highway Commission and to the city officials. He made it clear that the Highway Commission is not promoting or opposing any particular plan but has merely offered for consideration one which appeared advantageous.

The Honorable Al Flegel, State Representative, stated that when he was Mayor of the City of Roseburg many plans had been considered to relieve traffic congestion on the Pacific Highway within Roseburg. Among

these was a bridge across Oak Street and cutting back of corners on Military and Harvard Streets. After much deliberation the cutting of corners on Military and Harvard Streets had been gradually pushed into the background and the construction of the one-way couplet had emerged, utilizing Rose and Stephens Streets as being a more feasible project. He pointed out that whatever plan is approved the couplet must be east of the present highway as construction to the west would complicate the Oak Street bridge site. The proposed route, he concluded, has been very carefully studied by the city officials and by the highway engineers.

Mr. Farrell remarked briefly that two years ago the Roseburg City Council had agreed on the Rose Street-Stephens Street couplet plan and the Council fully intends to submit the project to the people. There was no intention on the part of any city official to take any action committing city funds until the people had voiced their approval.

Mr. Dimick then inquired if the logging trucks on the North Umpqua Highway could be routed north only on Stephens Street to the relocated Garden Valley junction. Mr. Williams replied that under federal-aid provisions, which are applicable on the Pacific Highway, the Highway Commission does not have authority to bar trucks. However, the City might take such action if it saw fit.

Mr. Williams then inquired if anyone else wished to speak and there being no response he stated that the matter would be referred to the Highway Commission for study and a decision could be expected in about two months' time. He thanked those present for attending and closed the meeting at 11:00 a.m.

/s/ W. C. Williams
State Highway Engineer

/s/ Floyd Query
Assistant Secretary

A proposed exchange of property with the City of North Bend, in which the City is to provide a new stock pile site for the State's use and the State is to deed to the City the land occupied by Simpson State Park was discussed. The Engineer recalled that the Commission agreed to this exchange in November, 1956, but to date the City has not been able to furnish a suitable stock pile site. Their latest proposal is that the State lease from Rogers and Kuni, a 1.2-acre site near the south end of the Coos Bay Bridge for a consideration of $300 per year. He recommended against this proposal. The City has now made an appeal to grant an easement to Rogers and Kuni so that they may construct a haul road across the northwest

corner of the park to their commercial gravel pit, which road was authorized in an agreement with Al Pierce in 1954. He recommended that the easement be granted. The Commission approved both recommendations and ordered that the deed transferring Simpson State Park to the City be withheld until the City furnishes a suitable stock pile site. (The action was conveyed to the City Manager, Mr. R. J. Herrington, in person, on the following day.) (See ahead for delegation.)

The Engineer reported that a number of complaints have been received concerning damage to vehicles caused by flying rock on a section of the Central Oregon Highway between Gap Ranch and Brothers, which was being reoiled by Babler Bros., Inc., contractors. He said that in placing a DO-30 specification the 3/4" rock had been placed over an asphalt coating and had been allowed to stand in that condition overnight. The material started to pick up during the evening and a great deal of damage was done to passing vehicles by oil-coated pebbles striking windshields. The situation was corrected the next morning but in the meantime considerable damage had been done. It was his opinion that the contractor was in error in not properly planning his work, and letters of complaint have been referred to the contractor's insurance agency; also, steps have been taken to prevent a recurrence of such a condition. The Commission accepted the report.

The Commission considered items of unfinished business appearing on the Secretary's summary of unfinished business, dated May 17, 1957, as follows:

1. Offer of City of Delake to donate property for park development: This item was ordered removed from the list as a report had been presented earlier in the day.

2. A request that the name of Big Creek State Park be changed to Wakonda Beach State Park: The Parks Superintendent stated that his report is not yet complete. This item is to remain on the list of unfinished business.

3. Proposed park at Celilo on the Columbia River: This item is to be removed from the list as a report was submitted earlier in the day by the Parks Superintendent.

4. Use of Portland cement and asphalt as surfacing materials for Oregon highways: The Engineer stated that his report is not yet complete and he could not, therefore, make any recommendation as this time but it appeared that the costs of the two materials for road surfacing will be about equal at the end of 20 years. He pointed out that very little Portland cement pavement has been laid in Oregon since 1940, although a considerable amount was laid in early highway construction. Excellent arguments, he said, can be presented by both the asphalt and the Portland cement representatives. Recommendations will be submitted later concerning the use of these products. Commissioner McIver offered the suggestion that, if representatives for Portland cement are to appear before the Commission, equal time should be allotted the asphalt representatives. The suggestion

was adopted by the Commission. Chairman Reynolds stated that one of the Portland cement representatives had talked to him and he had told him that the Commission's only interest in the two products is in providing the best roads for the State of Oregon at the most economical cost. This item is to be removed from the list. (See delegation ahead.)

5. Expenditure of $12,600,000 from bonds voted by the Legislature: This item was ordered deleted as a report was submitted earlier in the day.

6. Prohibition of motorboats on Coffenberry Lake in Fort Stevens State Park: This item was discussed but action was deferred at this time. (On the following day the Parks Superintendent stated that he had posted signs limiting boat speeds to 10 miles per hour and he asked that his action be confirmed. Chairman Reynolds inquired if there are other water areas nearby where speedboats can be operated. Commissioner Chessman replied in the affirmative and pointed out that Coffenberry Lake is too small to accommodate both swimmers and speedboat enthusiasts. The Commission approved the 10 mile per hour speed regulation for boats and thereupon adopted the attached resolution relative thereto, marked EXHIBIT "N", which resolution by this reference is made a part hereof, with like effect as though extended in full herein. This item is to be removed from the list.)

7. Request of Glen R. Jack for access for his clients to the Clackamas Secondary Highway near Clackamas Overcrossing: The Commission, after careful consideration, denied the request. This item is to be deleted from the list of unfinished business.

8. Rerouting of Baker-Homestead Highway in the vicinity of Pine and Halfway: The Engineer presented a map showing several proposed routes and it appears that the best and most feasible route is one between Pine and Halfway. A detailed survey is now being conducted, he stated, and a recommendation will be made to the Commission for adoption of a survey at a later date. The item was ordered deleted from the list of unfinished business.

9. Offer of Harney County to contribute funds for oiling the Frenchglen Secondary Highway between Burns and The Narrows: Harney County's offer is not clear, the Engineer commented, but he suggested that the State match by 40 percent any part of a probable $82,000 that the county has available. Action was deferred pending the appearance of a delegation on the following day. (When the delegation appeared, the Commission informed them that they would match with State funds 40 percent of the money which the County has available.) This item was ordered deleted from the list of unfinished business.

10. Request of Willard L. Archer for access to the R. H. Baldock Freeway at Norwood Road: The Engineer said that his report on this subject is not yet complete but will be presented at the August meeting. This item is to remain on the list of unfinished business.

11. Petition from taxpayers of Klamath County for removal of guard fence and posts at the Wye connection of ORE 66 and ORE 39, five miles east of Klamath Falls: The Commission denied the request on the basis of a report submitted by the Engineer earlier in the session and ordered this item deleted from the list of unfinished business.

The Commission gave attention to a resolution submitted by the Oceanlake City Council requesting removal of shrubbery and other plantings in the center island of the Oregon Coast Highway in Oceanlake for a distance of three or four blocks. The Engineer recalled that a similar request had been received from a private citizen a few months ago and had been denied as it was felt that the plantings do have value in eliminating headlight glare and promiscuous jaywalking. It was the Engineer's opinion that the plantings do have value but as they are located within the city and it is a matter of city concern, he recommended that the city be allowed to remove the plantings without expense to the State. The Commission approved the recommendation, with the stipulation that a permit be issued.

A request was considered from the City of Imbler for modernization of the Wallowa Lake Highway, ORE 82, between Imbler and La Grande. The estimated cost of improving this section, the Engineer stated, is about $605,000; also, that there are no monies allocated in the current five-year program for this purpose. He questioned that the priority of this project would warrant transfer of funds from other projects in Division V. Although the pavement is not as smooth or as neat as new surfaces, it can still be traveled at high rates of speed with comparative safety, alignment and grade being generally good. The Commission ordered that the city officials be advised that the section needs modernizing and the project will be considered in formulating the next construction program.

Construction of the Oregon approach to the newly constructed bridge across the Snake River at Nyssa was discussed. The Engineer advised that the bridge should be completed within the next two months and he requested authority to expend approximately $16,000 to construct the approach and to advertise the work as a Federal-Aid Secondary Project for bids to be received in July if plans are completed. The Commission approved the request.

Consideration was given to an agreement with the Port of Alsea, the State Game Commission, and the State Fish Commission, releasing the State Highway Commission from liability due to flooding of land or interference with the passage of fish at the proposed dike on the Alsea Highway above Eckman Slough. The Engineer explained that residents in the vicinity of Waldport have requested that the old bridge over the mouth of Eckman Slough, just east of Waldport on this highway be replaced with a dike and a culvert to form a fresh water lake above the highway which could be used for recreational purposes. The bridge, he continued, is due for replacement and the cost of replacing the bridge and building the dike and

culvert are approximately equal. The Legislature has given approval for the project and plans will soon be ready for contracting. Upon his favorable recommendation, the Commission approved the agreement.

Also considered was a request from the city of West Linn for widening and improving a section of the Oswego Highway in West Linn from Broadway Street to McKillican Street, just north of the Oregon City Bridge. An investigation was made, the Engineer said, and it was found that the accident rate is better than the normal rate for similar sections, and it was also found that the present highway is not carrying its capacity in traffic. He pointed out that widening would do very little good even if traffic were heavy, because of the narrow bridge between West Linn and Oregon City. In view of these facts, he recommended that the request be denied. The Commission accepted his recommendation.

The Engineer requested authority to spend $600 to replace traffic controllers to operate traffic signals in Pendleton at the intersections of Main Street with Emigrant, Dorian and Court Avenues. The City recently installed signals on Court and Dorian Avenue interconnected with the signals on Main Street. The controllers used in the original installation, however, are obsolete and have given so much trouble that the interconnection has been removed. The city of Pendelton has agreed to pay one-half of the total estimated cost of $1,200. The Commission approved the expenditure.

A request was considered from the city of North Bend for the installation of traffic signals at the intersection of Virginia Avenue (Cape Arago Highway) and Meade Street. This request, the Engineer stated, was investigated by the Traffic Engineer and it was found that the vehicular and pedestrian traffic volume does not even closely approach national warrants for signal installation. In view of these facts, he recommended that the request be denied. The Commission adopted the recommendation.

The Commission discussed a request from the Mayor of the city of Beaverton for the installation of traffic signals at the intersection of the Beaverton-Hillsdale and Beaverton-Tualatin Highways in the city of Beaverton. The Engineer said that a traffic engineering investigation disclosed that traffic conditions at this intersection exceed the minimum warrants for installation of signals and that it is his recommendation that a fixed-time traffic signal be installed at an estimated cost of $3,500, the cost to be shared equally by the City and the State, and the City to provide for maintenance and electrical energy. The Commission accepted his recommendation. The arrangement is to be covered by written agreement between the City and the State.

Consideration was given to a form of contract with the Eugene Water and Electric Board covering the installation, maintenance and operation of nine luminaires northerly from the city limits of Eugene to Roosevelt Boulevard on the Pacific Highway. The Engineer explained that the City has illuminated the highway as far as the city limits. The agreement provides that the Water and Electric Board will bear the costs for installation, maintenance and electrical energy for a charge of $4.50 per fixture per

month, a total of $40.50 per month, for a five-year period from the date of the agreement. The Commission approved the contract upon the Engineer's favorable recommendation.

The Engineer requested authority to pay the sum of $1,993.45, representing the State's proportionate share of certain street improvements in the city of Ontario. The assessment is caused by the fact that the State owns ten lots used for maintenance and engineering quarters abutting the street which was improved. He recommended that the payment be made to the City of Ontario. The Commission approved the payment.

Requests from Jefferson, Lincoln, Morrow and Tillamook Counties for additional 1958-59 federal-aid county road secondary projects, totaling $385,000, was considered by the Commission. The Engineer stated that these projects meet the standards for FAS programs and have been selected by the county courts. If these projects are approved, he added, there will still be a balance of $2,028,000 of 1958-59 county FAS funds unprogramed. Upon his favorable recommendation, the Commission approved the following county projects:

County	FAS Hwy. No.	Section & Description	Programmed Amount	FAS Fund
Jefferson	546) 687) 688)	Agency Plains Section, 14 miles. S. & O. - Additional funds.	$ 116,000	'59
Lincoln	584	Big Elk Creek Bridge, Structure only.	$ 100,000	'58
Morrow	573	Gilliam County Line-McNab Section, 5.5 miles. S. & O.	$ 53,000	'59
Tillamook	616	Cape Meares Section, 2 miles. Grading only.	$ 116,000	'59
TOTAL ADDITIONAL 1958 & 1959 FAS FUNDS. . . .			$ 385,000	

SUMMARY BY FISCAL YEARS

	1957 & 1958	1959	Total
Available Funds*	$ 4,440,000*	$3,800,000	$8,240,000*
Previously Approved*	4,009,000*	1,818,000*	5,827,000*
Unprogrammed Balance*	$ 431,000*	$1,982,000*	$2,413,000*
Proposed Projects 6/11/57	100,000	285,000	385,000
Unprogrammed Balance	$ 331,000	$1,697,000	$2,028,000

*These are revised totals from "Status 1958 & 1959 County FAS Funds" tabulation dated 6/10/57.

The Commission considered contracting additional projects in Prairie City and in the town of Metolius from funds remaining in the $250,000 Special City Allotment Fund. The Engineer explained that underruns in expenditures caused by very favorable contract prices on the city projects had made available the sum of $40,000. He recommended a project in Prairie City in which the State's share would be $20,000, and a project in the town of Metolius in which the State's share would also be $20,000. These two towns, he stated, are next in line for improvements. The Commission approved the projects as recommended and authorized the Engineer to advertise the projects at the earliest possible date so that construction can be completed this year before bad weather sets in.

The Commission considered a petition submitted by residents living on or near Foster Road for improvement of the Foster Road-Mt. Hood Loop Extension as an alternate for the Mt. Hood Highway in the southeast Portland area. The Engineer recalled that a similar request was made in August, 1956 by the "Foster Boosters". A rough reconnaissance was made and it was found that even were the Foster Road route constructed it would still be necessary to four-lane the present route via Powell Valley from 50th Avenue to Gresham. As there are no funds available for either route, he recommended that the interested people be advised that the project cannot be undertaken at this time due to lack of finances, but it will be considered when the improvement is warranted. The Commission approved the recommendation.

The Commission also considered a request from the City of Bend for widening of South Third Street in Bend from Franklin Avenue south to the city limits which is the route of The Dalles-California Highway. The Engineer pointed out that there seems to be some misunderstanding as to what was originally requested and what commitments were made. He called attention to a letter dated April 6, 1956, in which the City of Bend requested a survey and the preparation of plans for improvement of South Third Street between the south city limits and Franklin Street. On April 24, 1956, Mr. Baldock, former State Highway Engineer, in a letter, recommended that a location survey be conducted and stated that in effect the City wished to construct curbs and sidewalks. The Commission approved making a survey which has now been completed, the estimate of cost for the project being $180,000. On May 13, 1957, a letter was received from the city requesting that the entire project, consisting of construction of curbs and gutters and pavement widening, be undertaken with the city agreeing to pay one-fourth of the cost. It was his thought that the project has merit and should be considered in the future. He recommended that the city be informed that if they wish to construct the curbs and gutters, they may do so but that it be understood that there is no obligation on the part of the State to complete the improvement. It was his further opinion that the State should not undertake the project at this time but that it should be considered in formulating a future program for Federal-Aid urban funds. The Commission took no action at this time pending the appearance of a delegation on the following day. (When the delegation came before the Commission, they were advised that the project would be considered in formulating the next construction program if the city makes formal application for the improvements by letter.) (See ahead for delegation.)

The Commission gave attention to a form of agreement with Johns-Manville Products Corporation covering construction of an approach road to The Dalles-California Highway from their new plant at Lobert in Klamath County. The Engineer reviewed the history of this project and pointed out that all details, surveys, and plans have been worked out and bids are being called for construction at this meeting. The project, as previously approved by the Commission, he said, is to be constructed at an estimated cost of $30,000, which is to be borne equally by the Corporation and the State Highway Commission. The Commission approved the agreement.

The Commission considered and upon recommendation of the Engineer, granted the following requests for extensions of time within which to complete Highway contracts. Reimbursement for engineering expenses and other expenses incurred by the State in connection with the work during the period of these extensions was waived by the Commission except as noted:

1. Rogers Construction Company, Contract No. 4711, for grading and paving on the Banks Section of the Nehalem Secondary Highway in Washington County, requested an extension of time from August 31, 1956 to June 30, 1957; approved to May 17, 1957, the date of completion.

2. Roy L. Houck and Sons, Contract No. 4618, for grading and paving on the Middle Unit, Pendleton-Pilot Rock Section of the Pendleton-John Day Highway in Umatilla County, requested an extension of time from September 30, 1956 to June 30, 1957; approved to May 14, 1957, the date of completion.

3. Rogers Construction Company, Contract No. 4423, for grading and paving the North Plains-Hillsboro Section of the Shadybrook-Hillsboro Road in Washington County, requested an extension of time from September 15, 1955 to July 31, 1957; approved to June 5, 1957, the date of completion.

4. Tom Lillebo, Contract No. 4715, for replacement of a bridge approach at the Powers Bridge on the Powers Secondary Highway in Coos County, requested a second extension of time from April 30, 1957 to May 17, 1957; approved as requested.

5. A. E. Fitzgerald, Contract No. 4665, for rail replacement on the Spencer Bridge on the Ashland-Klamath Falls Highway in Klamath County, requested a third extension of time from April 30, 1957 to May 16, 1957. The Commission approved the extension of time with the provision that the contractor shall pay all State engineering costs incurred on this project after October 31, 1956.

6. Valley Construction Company, Contract No. 4550, for construction of structures on the Shady-Canyonville Section of the Pacific Highway in Douglas County, requested an extension of time from December 31, 1956 to May 31, 1957; approved as requested.

FOOTNOTE: The action taken by the Highway Commission upon the extensions of time within which to complete the highway contracts listed above was based upon the recommendation of the Engineer and his reports which considered but did not necessarily adopt either or any of the reasons given by the contractors in their requests for such extensions of time. For details regarding these extensions, see copies of the contractors' requests and the Engineer's recommendations on file in the respective contracts in the Secretary's office.

The Engineer reported that contract Nos. 4423, 4550, 4665, 4699, 4711, 4715, 4849, 4850, 4853, 4855, 4868, 4871, 4874, 4877, 4881, 4888, 4895, 4898, 4908, 4909, 4910, 4912, 4913, 4926, 4927, 4928 and 4962 for highway construction have been completed according to the requirements of the contracts or modifications thereof and that said contracts are now ready for acceptance by the Commission. After due consideration, the Commission accepted said contracts by adopting the attached resolution relative thereto marked EXHIBIT "D", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Consideration was given to resolutions from the Coos County Chamber of Commerce and from the County Court of Coos County concerning construction of a road from Powers to Agnes in Coos and Curry Counties rather than from Agnes to Gold Beach in Curry County as has been proposed. The resolutions urged that if a choice is to be made, that the Powers to Agnes route be adopted. The Engineer stated that he did not know what motivated the resolutions but to the best of his knowledge, no consideration ever has been given to either route. The Commission approved his recommendation that the interested parties be informed that the Commission is not considering placing either of the routes on the State Highway system.

The Commission also considered a petition from residents of Deadwood requesting improvement on the Alsea-Deadwood Secondary Highway, particularly the eleven mile section extending northerly from the Siuslaw Highway. The Engineer pointed out that the Forest Service is constructing a timber access road up Green Creek, which parallels the State Highway route and he anticipated that within two or three years, the State would be asked to take over the Forest Service Road as a State highway. No action was taken concerning the request for improvement of the Alsea-Deadwood Highway, pending the appearance of a delegation on the following day. (The Commission informed the delegation when it appeared, that an investigation would be made concerning their request and that serious consideration will be given the project in formulating the next construction program.)

The Commission gave attention to a petition from residents of Minam requesting a reduced speed zone on the Wallowa Lake Highway in the community of Minam. The Engineer reported that an investigation was made by the Traffic Engineer and it was found that because of the highway

alignment and roadside culture, in conjunction with a narrow bridge over the Wallowa River and a narrow undercrossing under the old O. W. R. & N. railroad tracks, a reduced speed zone is desirable. He therefore recommended establishment of a 35 mile per hour speed zone on the Wallowa Lake Highway in and near Minam, beginning at a point 0.16 mile west of the Wallowa River (M.P. 33.58) and extending to a point 0.10 mile east of the O. W. R. & N. Undercrossing (M.P. 34.05). The Commission approved such speed zone by adopting the attached resolution relative thereto, marked EXHIBIT "I-1", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission also considered a petition from residents of Baker County requesting installation of a blinker signal or a divider at the intersection of US30 and Pocahontas Market Road at the northerly limits of the City of Baker. The Engineer stated that an investigation of this matter was made by the Traffic Engineer and the facts disclosed that there is insufficient warrant for a signal based on national standards. He recommended that the request for the blinker or the divider be denied and that the matter be taken care of by extending the existing speed zone of 45 miles per hour at the city limits into the rural area, a short distance north of this intersection, specifically from M.P. 335.66 to M.P. 336.10. The Commission accepted his recommendation by adoption of the attached resolution relative thereto, marked EXHIBIT "I-2", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer reported that considerable difficulty is being experienced with vehicles being parked on the highway shoulders at Fogarty Creek State Park on the Oregon Coast Highway in Lincoln County. The park development itself, he stated, has an adequate parking area off the highway, but the shoulders on the highway are not sufficiently wide to allow parking and provide adequate safety for the traveling public. He recommended, therefore, that parking on the shoulders of the Oregon Coast Highway near Fogarty Creek State Park be prohibited between M.P. 124.98 and M.P. 125.34. The Commission accepted his recommendation by adopting the attached resolution relative thereto, marked EXHIBIT "J", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

Upon the Engineer's favorable recommendation, the Commission approved out-of-state travel for the following Highway personnel:

G. S. Paxson, Assistant State Highway Engineer, to attend a conference on prestressed concrete, at the University of California, July 29 to August 2, 1957, at an estimated cost of $128.65.

C. H. Maison, Auditor, to attend meeting of Accounting Committee of AASHO in St. Louis, Missouri, June 19 and 20, 1957, at an estimated cost of $243.00. This is confirmation of prior telephone approval.

R. B. Sipprell, Director of Permits, to attend meeting of the Western Interstate Committee on Highway Policy Problems, in Boise, Idaho, July 12 and 13, 1957, at an estimated cost of $105.00.

C. H. Maison, Auditor, to attend IBM Administrative School, in Endicott, New York, July 29 to August 3, 1957, at an estimated cost of $293.80.

W. C. Williams, State Highway Engineer, to attend a meeting of the AASHO Road Test Committee, at LaSalle, Illinois, August 13 and 14, 1957, at an estimated cost of $266.55.

The Commission considered a letter from Mr. J. W. Forrester, Jr., member of the Travel Advisory Committee, stating that he felt it necessary to resign because of his appointment by Governor Holmes as a member of another State Board. Mr. Jordan, Director of the Travel-Information Department, stated that he had talked to Mr. Forrester since the letter was received and that Mr. Forrester indicated that if the Commission wished him to remain on the Travel Committee he would do so. The Commission instructed the Secretary to write Mr. Forrester that the Commission will be very glad if he will continue to serve on the Travel Advisory Committee.

Consideration was given to a Contractor's Release with the Bureau of Yards and Docks of the U.S. Navy in regard to engineering services furnished to the Bureau by the State in construction of asphaltic concrete pavement at the Naval Air Force Base at Klamath Falls. The Engineer stated that the work has been finished and that the State's bill has been paid. The Navy requests, however, that the release form be executed to clear its records. The Commission approved the release.

The Engineer reported that on April 14, 1957 a severe windstorm in the Portland area blew down a traffic directional light pole at the intersection of Canyon Road (Tualatin Valley Highway) and Canyon Lane and that the pole fell across the pavement directly in front of a car owned by Harold P. and Zuline Drake. Mr. Drake was unable to avoid hitting the pole, consequently the front end of his car was damaged. Mr. Drake has agreed to accept the sum of $62.54 as settlement in full for the damage. The Engineer recommended settlement on such basis. The Commission approved the payment upon condition that Mr. Drake will execute a full and complete release for all damages sustained.

Attention was given to a form of agreement between the State, the City of Mill City, and L. A. and Mary Rada concerning correction of an unsatisfactory drainage condition on the North Santiam Highway in Mill City. Under the terms of agreement, the Engineer explained, the Radas grant an easement which will allow the State to enter upon their property to correct an unsatisfactory drainage condition by replacing a culvert pipe and construction of a trash rack. The State is to bear the cost of the pipe replacement, estimated at $1,000 and the City agrees to assume maintenance of the culvert and to relieve the State from all claims for damage arising from the maintenance of the drainage structure. The Commission

approved the agreement following favorable recommendation of the Engineer.

The Commission considered a resolution abandoning to Lane County a portion of the Springfield-Creswell Secondary Highway No. 222 between Cloverdale and Willamette Highway Junction. The Engineer pointed out that under the terms of an agreement entered into with Lane County, the County agreed to accept as a county road this portion of the secondary highway provided the State would designate a new route to replace the abandoned section. This resolution, the Engineer stated, is to abandon the old route and he recommended its adoption. The Commission approved the abandonment by adopting the attached resolution relative thereto, marked EXHIBIT "F-1", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

In connection with this same item of business, the Engineer presented a form of resolution designating a new route for the Springfield-Creswell Secondary Highway No. 222 as a substitute for the abandoned section. He explained that this is in comformity with the terms of the agreement previously entered into with Lane County under which Lane County agreed to accept the abandoned portion of this secondary highway. Upon his favorable recommendation, the Commission approved the designation of the new highway section by adopting the attached resolution relative thereto, marked EXHIBIT "F-2", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer presented a form of resolution covering the abandonment of the Deception Creek-Oakridge Section of the Willamette Highway in Lane County. He pointed out that the relocated section of the highway has been constructed and is now open for public travel. The purpose of the resolution, he said, is to formally transfer the old section of highway to Lane County, as provided in an agreement previously entered into with the County. The Commission approved the abandonment by adopting the attached resolution relative thereto, marked EXHIBIT "F-3", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer reported that the Dolph Corner-Rickreall Section of the Willamina-Salem Highway will be completed and open to traffic during the month of July, which will necessitate the shifting of Route ORE 22 from its present routing over the Dallas-Rickreall Secondary Highway and the Dolph Corner-Dallas Secondary Highway, leaving these two secondary highways without route numbers and, more important, leaving the City of Dallas without a direct route number connection to any primary Oregon or US number route. He recommended that ORE 22 be re-established over the Dolph Corner-Rickreall Section of the Willamina-Salem Highway and that ORE 223 be extended easterly from Dallas to a junction with ORE 22 at Rickreall. He also recommended the placing of signs at Dolph Corner and at North Dallas, indicating the newly established routes. The Commission accepted his recommendations by adopting the attached resolution relative thereto, marked EXHIBIT "L", which resolution by this reference

is made a part hereof, with like effect as though extended in full herein.

The Engineer stated that the State Board of Control expects to open bids in the near future for construction of the first unit of the F. H. Dammasch State Hospital near Wilsonville and has requested permission for contractors to take approximately 19,000 cubic yards of gravel from the Wilsonville pit for construction of roads in connection therewith. He recommended that the pit be made available to the Board subject to the following conditions, and that no charge be made for the material removed:

1. That the material be taken from areas designated by the State Highway Department.

2. That the pit be left in a clean and workable condition when they have finished their operations.

3. That any refuse from the screening operations be dumped in a location designated by the Highway Department.

4. That no access of any kind be granted from the pit to the Baldock Freeway.

The Commission approved the recommendations.

An agreement with the Commission for the Blind was presented by the Engineer concerning the lease of a room in the basement of the State Highway Building in which to conduct a "snack bar". He recalled that at its May meeting the Commission approved the use of the room for such purpose. Details he said, have been worked out with the Secretary of State and he recommended that the agreement be approved. The Commission approved the agreement.

The Engineer also presented an agreement with Wasco County concerning purchase of right of way for a revision of The Dalles-Eightmile Creek section of The Dalles-California Highway in Wasco County. This matter, he recalled, had been discussed a number of times at previous Commission meetings and the County has now signed an agreement whereby it will acquire all necessary right of way, pay for all stock passes and fencing in the construction of the new section, and has also agreed to take back as a county road the old section of The Dalles-California Highway when the new section is constructed and opened for public travel. Following his favorable recommendation, the Commission approved the agreement.

A resolution was presented by the Engineer, amending Exhibit "C" of Special Matters Resolution No. 40, adopted July 16, 1951, to authorize issuance of continuing permits under Permit Form No. 271 for the operation of a truck and full trailer hauling short logs or poles having an overall length of 65 feet of equipment and load over Group I highways only, provided that the equipment when unladen, does not exceed a length of 60 feet. The Commission approved the amendment by adopting the attached

resolution relative thereto, marked EXHIBIT "G", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

In connection with the construction of the S. W. 14th Avenue-Washington County Line Unit of the R. H. Baldock Freeway, the Engineer stated that it has been necessary to work out an agreement with the City of Portland covering features such as street closures, off- and on-ramps, intersections, etc. Officials of the City of Portland have signed the agreement and he recommended that it be approved by the Commission. The Commission approved the agreement.

Consideration was given to a request from Swift and Company that the State purchase the company's cold storage building at the 14th Street ferry terminal in Astoria. The Engineer explained that the building owned by Swift and Company is located on land owned by the State and that the company, during the past three years, has paid $1,800 for use of the land. Their lease expires June 30, 1957 and they do not wish to renew it as operation of the plant has been discontinued. They have requested that the State make them an offer to purchase the building. The building, he continued, is not required for operations of the State Highway Department and it would be expensive to remodel it to be of use other than as a cold storage plant. He recommended that the company be notified that the State does not wish to make any monetary offer and to clear the land of their structure within the 90-day period allowed by the terms of the lease. The Commission accepted the recommendation.

The Commission gave attention to an agreement with Klamath County covering changes in the status of the Klamath Lake Secondary Highway and Lake of the Woods Road. The Engineer commented that the agreement is the result of numerous previous discussions on this subject and incorporates features previously approved by the Commission. Among other things, the agreement provides that Klamath County shall take over as a county road that portion of the Klamath Lake Secondary Highway from its junction with Lake of the Woods Road to a junction with Crater Lake Highway at Fort Klamath. The State is to recommend that the Lake of the Woods Road be designated as a Federal Forest Highway and when such designation has been completed, the State shall extend the Little Butte Secondary Highway from its present terminus at the Jackson-Klamath County Line, easterly to a junction with the Klamath Lake Secondary Highway. The agreement also provides that when the Lake of the Woods Road (Little Butte Highway) has been designated as a Federal Forest Highway the highway name shall be changed to Lake of the Woods Secondary Highway No. 270, extending from the junction with the Crater Lake Highway at Eagle Point and westerly to Rocky Point and thence southerly to Klamath Falls, a distance of approximately 69.47 miles. The Commission approved the agreement.

The Commission considered and upon the favorable recommendation of the Engineer approved a throughway agreement with Linn County covering changes necessary in the county road system caused by construction of the new Pacific Highway (US 99 Freeway) between its junction with the

Santiam Highway and the Lane County Line.

The Commission also considered and after favorable recommendation by the Engineer approved an agreement with Linn County covering treatment of county roads which will be intercepted by construction of the new US 99 Freeway on the North Unit Southern Pacific Railway Overcrossing-Santiam Junction Section of the Pacific Highway.

The Commission approved the Secretary's report on papers signed on behalf of the Commission during the period of May 13 through June 21, 1957.

The Commission discussed a date for its next regular meeting and decided to hold such meeting on August 8 and 9 in the Imperial Hotel, Portland. A tentative date for the next following meeting was set for September 12 and 13, 1957. The Secretary was instructed to make the usual arrangements for use of the Queens Room in the Imperial Hotel for both meetings.

The Commission also announced that bids would be opened in the Commission Office in Salem on July 18, 1957.

The Engineer presented an agreement which had been signed by the Washington Toll Bridge Authority and the Washington Highway Commission pertaining to a survey for the location and type of structure for a bridge across the Columbia River in Clatsop County. The Engineer pointed out that the Oregon Legislature approved an expenditure of $100,000 for this study and that the Washington Toll Bridge Authority has agreed to pay a like sum, provided that the Toll Bridge Authority shall not be obligated to pay more than one-half of the total cost which is estimated at $200,000. The Commission approved the agreement.

The Engineer remarked that it is planned to receive bids early in the winter of 1957 for remodeling the old bridge across the Columbia River between Portland and Vancouver, Washington. It is proposed to sell bonds for this project after the amount of the bid is known. It was his opinion that the new bridge across the Columbia now under construction will be open to traffic in approximately one year.

Installation of a public telephone at the scale house north of Woodburn on the R. H. Baldock Freeway was suggested by the Engineer. He pointed out that the Pacific Telephone and Telegraph Company has already installed one telephone at the scale house on the west side of the highway and the Aurora Telephone Company wants to install a second telephone on the opposite side without cost to the State. Upon his favorable recommendation, the Commission approved the installation which is to be covered by an appropriate agreement.

Payment of annual membership dues in the amount of $500.00 to the Highway Research Board was recommended by the Engineer. The Commission approved the payment.

The matter of maintaining a State Highway Department booth at the 1957 State Fair was discussed. The Engineer stated that such a booth was maintained last year which created a lot of public interest. He said that the Travel and Information Director did a very good job in presenting to the public the recreational facilities in the State and he recommended that a similar booth be maintained this year at an estimated cost of $150.00. The Commission accepted his recommendation.

Consideration was given to a letter and a telegram from the Coos Bay Chamber of Commerce requesting the extension and improvement of the Coos River Secondary Highway into Gold and Silver Falls State Park and to the Coos-Douglas County Line. The Engineer stated that, although there has not been time to conduct a very thorough investigation, he felt that it would be an expensive improvement which is not warranted at this time. After some discussion the Commission ordered that the interested persons be advised that presently there are no funds available to finance the work; moreover, the section referred to is not a part of the state highway system, and that the Commission does not favor adding it to the system which now has more mileage than can be improved with funds available.

The Commission discussed with the Engineer action to be taken in connection with removal of a State constructed fence in front of the property of Mrs. Katherine Moore at Wolfcreek on the Pacific Highway in Josephine County. The Engineer commented that the fence was placed to keep pedestrians from crossing the highway and to prevent the parking of cars on the highway right of way, but it apparently was removed by Mrs. Moore. It was his opinion that legal action should be taken against Mrs. Moore and that the torn-down fence be replaced with a woven wire fence approximately four feet high with a wire along the top. The Chief Counsel advised that the Commission has legal basis for an injunction to prevent her from tearing down the new fence and that action could be taken to recover damages from her for removing the original fence. As a result of discussion, the Commission instructed the Chief Counsel to take legal action immediately to recover damages from Mrs. Moore for removing the old fence, and the Engineer was instructed to proceed immediately thereupon to construct an adequate fence.

The Commission discussed with the Engineer bids received in Salem on June 6, 1957 and at the regular meeting in Portland this day. At 4:00 p.m. Commissioner McIver announced awards of contracts as follows:

BIDS RECEIVED IN SALEM ON JUNE 6

"Addition to maintenance building near Alsea, in Benton County. The Commission awarded the contract to the low bidder, Decatur and Maerz, Salem, at $7,067.00.

"Construct treated timber trestle approaches and erect and paint a steel pony truss span furnished by the County on the Long Tom River Bridge in Benton County. The Commission has referred all bids to Benton County for further action, as it is a county job.

"Structure, grading and stone base on the Beaver Slough (Chrome Plant) Section of North Bank Road, in Coos County. The Commission awarded the contract to the low bidder, Coos Bay Dredging Co., Inc., Coos Bay, at $189.342.25.

"Construct a reinforced concrete deck girder bridge over the Middle Fork Malheur River at Drewsey in Harney County. The Commission awarded the contract to the low bidder, Harney Homes, Inc., Burns, at $34,402.00.

"Rock production project on the Central Oregon and John Day-Burns Highways in Harney and Grant Counties. The Commission awarded the contract to the low bidder, C. E. Leseberg, Nyssa, at $37,200.00.

"Shoulder shaping and paving on the Waldport-Yachats Section of the Oregon Coast Highway in Lincoln County. The Commission awarded the contract to the low bidder, Babler & Rogers, Portland, at $84,210.00.

"Grading and paving at the Gates Truck Scale Site on the North Santiam Highway in Marion County. The Commission elects to accept the low bid of Warren Northwest, Inc., Portland, in the sum of $23,711.00 and directs the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired.

"Oiling on the West Unit, Heppner-Forest Boundary Section of the Willow Creek Road in Morrow County. The Commission elects to accept the low bid of Barney Helser Rock Production, Beaverton, in the sum of $119,758.50 and directs the State Highway Engineer to award the contract to the said bidder as soon as approval of Morrow County is received and the sum of $26,980 is deposited by the County.

"Grading and paving on the North Unit, Grass Valley-Kent Section of the Sherman Highway in Sherman County. The Commission elects to accept the low bid of Central Paving Co., Independence, in the sum of $421,489.50 and directs the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Paving on Poplar and West Broadway Streets in Milton-Freewater in Umatilla County. The Commission awarded the contract to the low bidder, Russell Olson Construction Co., Pendleton, at $14,134.00.

"Oiling on the Clear Creek-Willow Creek and Timberline Lodge-Government Camp Section of the Warm Springs and Timberline Highways in Wasco and Clackamas Counties. The Commission awarded the contract to the low bidder, Horton Construction Co., Portland, at $38,255.00.

"Construct median barrier on the Barbur Boulevard-Tualatin River Section of the Portland-Salem Expressway in Washington, Clackamas and Multnomah Counties. The Commission awarded the contract to the low bidder, Chain-Link Fence Corp. and Chicago Fence & Equipment Co., Chicago, Illinois, at $85,082.00.

"Grading and oiling on the Butte Creek Pass Section of the John Day Highway in Wheeler County. The Commission awarded the contract to the low bidder, Natt McDougall Co., Portland, at $592,244.00.

BIDS RECEIVED AT THE MORNING SESSION JUNE 27

"Reconstruct existing steel truss bridge on Black Bridge-Richland Section of Baker-Homestead Highway in Baker County. The Commission awarded the contract to the low bidder, J. O. Young & Sons, Nampa, Idaho, at $25,879.50.

"Construct Little Lobster Creek Bridge on the Alsea-Denzer Road in Benton County. The Commission referred all bids to Benton County for award as it is a county project.

"Grading and paving on the Clackamas-Boring Road, at Boring, in Clackamas County. The Commission elects to accept the low bid of Oregon Asphaltic Paving Co., Portland, in the sum of $25,241.00 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Clackamas County is received and the sum of $5,700.00 is deposited by the County.

"Grading and oiling on the Glasgow Road near the north end of McCullough Bridge over Coos Bay in Coos County. The Commission elects to accept the low bid of Sig Andersson, North Bend, in the sum of $23,377.00 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Coos County is received and the sum of $19,200.00 is deposited by the County.

"Oiling on nine county roads near Terrebonne, Redmond and Bend in Deschutes County. The Commission elects to accept the low bid of The Central Heating Co., Ore. Ltd., Eugene, in the sum of $85,255.00 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Deschutes County is received and the sum of $21,264.00 is deposited by the County.

"Grading and oiling on S. W. 2nd Avenue-South City Limits of John Day on the John Day-Burns Highway in Grant County. The Commission elects to accept the low bid of Cartwright Construction Co., Durkee, in the sum of $25,739.25 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of the City of John Day is received and the sum of $7,300.00 is deposited by the City.

"Grading and paving on the Ross Lane-Jacksonville Section of the Crater Lake Highway-Jacksonville Road in Jackson County. The Commission rejected all bids as being too high.

"Grading and oiling on Butte Avenue in the town of Metolius in Jefferson County. The Commission awarded the contract to the low bidder, Babler Bros., Inc., Portland, at $16,309.00.

"Grading and oiling on the Lobert Channelization Section of The Dalles-California Highway in Klamath County. The Commission awarded the contract to the low bidder, Babler Bros., Inc., Portland at $15,860.00.

"Roadside improvement on South 6th Street Railroad Overcrossing on the Klamath Falls-Lakeview Highway in Klamath Falls in Klamath County. The Commission awarded the contract to Knight Pearcy, Salem, at $32,174.40.

"Grading and paving the Siuslaw Junction Section of the Pacific Highway, south of Junction City in Lane County. The Commission awarded the contract to the low bidder, Eugene Gardens, Eugene, at $10,096.20.

"Construct two South Fork Yachats River Bridges on the Yachats River Road in Lincoln County. The Commission referred all bids to Lincoln County for award as it is a county project.

"Grading the North Unit, SPRR Overcrossing-Santiam Junction Section of the Pacific Highway in Linn County. The Commission elects to accept the bid of Henry H. Miller Contractors, Inc., Roseburg, in the sum of $208,252.00 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Construct two concrete and timber bridges on County Road 735 over the Pudding River and Beaver Creek in Marion County. The Commission elects to accept the bid of Valley Construction Co., Portland, in the sum of $24,862.50 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Marion County is received and the sum of $5,600.00 is deposited by the County.

"Construct five bridges on the North Jefferson Junction-Santiam Junction Section of the Pacific Highway in Marion-Linn Counties. The Commission awarded the contract to Tom Lillebo Construction Co., Reedsport, at $62,641.00.

"Construct five undercrossing structures on the North Jefferson Junction-North Albany Section of the Pacific Highway in Marion and Linn Counties. The Commission elects to accept the bid of F. H. McEwen, Eugene, in the sum of $322,935.50 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Widening on the Ross Island Bridge on the Mt. Hood Highway in the city of Portland in Multnomah County. The Commission awarded the contract to the low bidder, Inland Construction Co., Milwaukie, at $131,940.00.

"Grading and paving on 102nd Avenue-122nd Avenue Section of N. E. Glisan Street, near Portland, in Multnomah County. The Commission elects to accept the bid of Rogers Construction Co., Portland, in the sum of $153,063.50, and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Multnomah County is received and the sum of $32,200.00 is deposited by the County.

"Construct Wallowa River and Hurricane Creek Bridges near Enterprise on Fish Hatchery County Road in Wallowa County. The Commission elects to accept the low bid of Harold E. Ray & L. O. Fusby in the sum of $29,975.00 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Wallowa County is received and the sum of $6,700.00 is deposited by the County.

"Install illumination at two connections on the Chenoweth Creek-The Dalles Section of the Columbia River Highway in Wasco County. The Commission awarded the contract to Steeck Electric Co., Medford, at $13,900.00.

"Construct a sand shed near Manning on the Sunset Highway in Washington County. The Commission awarded the contract to Merrell Steel Co., Portland, at $8,912.00.

The Engineer brought up for discussion the matter of conveying to Klamath County two parcels of land near Terminal City north of Klamath Falls on The Dalles-California Highway. He explained that the highway at this point was reconstructed in 1943 and portions of the old highway were abandoned to the County. However, title to these two parcels was not transferred at that time. The property has very little value and he recommended that the two parcels be deeded to Klamath County for a consideration of $1.00 each. The Commission approved the transfer of the property by adopting the attached resolution relative thereto, marked EXHIBIT "M" which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

Chairman Reynolds stated that he has received a telegram regarding designation of US 84 highway route. The Engineer commented that US 84 is a proposed diagonal route across the United States extending from Georgia through Oregon. In Oregon, he said, it means redesignation of the existing US 26 route from Nyssa to Seaside. Most of the cities and groups interested in US 26 favor the redesignation, as it would be a transcontinental route from the Atlantic Ocean to the Pacific Ocean. The Commission offered no objection to such route.

Inquiry was made by Chairman Reynolds concerning the status of contract No. 4648 awarded to Jack Robinson for work on the Ukiah-Hilgard Secondary Highway. The Engineer advised that the contractor defaulted and his bonding company has assumed the obligation to complete the contract, which will not be finished until 1958. He also commented that the old road is available for public travel.

Chairman Reynolds mentioned a request from the Pacific International Livestock Association that the State contribute $50,000 toward the cost to provide adequate road facilities for the Pacific International Livestock Centennial in North Portland. The Engineer advised that this is not a State Highway Department responsibility, inasmuch as it is a parking problem. The Commission deferred action on the matter pending receipt of a letter from the interested persons advising details of their request.

In reply to an inquiry made by Chairman Reynolds concerning progress on a highway "needs" program, the Engineer replied that engineering personnel have been working on this for about ten months and it appears now that if the "needs" program is adopted it will nearly double the highway construction program.

Chairman Reynolds mentioned a request from Clatsop County that the State take over as a parking area a section of county road near Hugg Point, south of Cannon Beach. The Parks Superintendent was instructed to investigate the matter.

The Commission discussed the Chief Counsel's request, presented earlier in the session, for authority to condemn a number of parcels of real property that are needed as right of way or for other highway purposes. After carefully considering the proposed condemnations in the light of the information and advice submitted, together with the general knowledge of the members of the Commission concerning the various projects and the properties involved, the Commission approved the Chief Counsel's request for condemnations by adopting the attached resolutions relative thereto, marked EXHIBIT "K-1" through EXHIBIT "K-14", which resolutions by this reference are made a part hereof, with like effect as though extended in full herein.

Consideration was given to a letter from Mr. O. L. Groves Mayor of the City of Monmouth requesting the widening of the Monmouth-Independence Highway from its junction with Pacific Highway West easterly to the Monmouth city limits. The Engineer stated that a like request was made about six years ago and evidently is being renewed now because of increased population and traffic. The Commission instructed him to re-investigate the matter and submit a report at the August meeting.

Chairman Reynolds stated that a Mr. Hinsdale of Coos Bay had made inquiry to him concerning the possibility of installing a flashing beacon or traffic signal at Winchester Bay. The Engineer stated that the request has been referred to the Traffic Engineer who has not yet submitted a report.

The Commission discussed with the Engineer matters to be presented by delegations that are scheduled to appear on the following day, but deferred action pending appearance of the delegations.

The following agreements and other papers were signed by the Commission:

"Lease" with Standard Oil Company of California covering property on John Day-Wasco-Heppner Highway in Gilliam County. Lease modification of one signed on December 11, 1956.

"Agreement" with Southern Pacific Company allowing the State to construct a dike, partially on railroad property, on Myrtle Creek-Canyonville Section of Pacific Highway, Douglas County.

"Bargain and Sale Deed" for the sale to Eugene Water and Electric Board of 5.3 acres of excess property in Sec. 28, T. 17 S., R. 3 W., W.M., Lane County.

"Agreement" with the Port of Alsea, the State Fish Commission, and the State Game Commission relieving the State of any liability due to the flooding of land or interference with the passage of fish at the proposed dike at Eckman Slough on the Alsea Highway, east of Waldport.

"Contract" with Eugene Water and Electric Board covering installation of 9 luminaires on US 99 northerly from the city limits of Eugene to Roosevelt Boulevard. Water and Electric Board to bear all costs of installation, maintenance, and furnishing of energy at a rate of $4.50 per fixture per month. State to pay $40.50 per month for installation.

"Agreement" for the contracting of the following additional projects from the $250,000 Special City Allotment Fund: (1) 0.44 mile of grading, base and paving on Bridge Street in Prairie City. Estimated cost $28,300. State's share $20,000. (2) 0.40 mile of grading, base and paving on Butte Street in Metolius. Estimated cost $21,800. State's share $20,000.

"Agreement" with Johns-Manville Products Corporation covering construction of an adequate approach from The Dalles-California Highway to the new Johns Manville Plant at Lobert, Klamath County. Estimated cost of project $30,000. Cost to be borne equally by Corporation and State.

"Contractor's Release" with the Bureau of Yards and Docks, Department of the Navy, covering the furnishing to the Department of some engineering services in connection with construction of some asphaltic concrete pavement at the Naval Air Force Base at Klamath Falls.

"Agreement" between the State, the City of Mill City and L. A. and Mary Rada, Mill City, covering the correction of an unsatisfactory drainage condition involving city property, the property of the Radas, and the North Santiam Highway in Mill City.

"Agreement" with the Commission for the Blind covering operation of a snack bar in Room 13 of the State Highway Building in Salem.

"Agreement" with Wasco County covering the purchase of right of way for The Dalles-Eightmile Creek Section of The Dalles-California Highway (US 197) in Wasco County.

"Finance & Maintenance Agreement" with Jackson County covering the Ross Lane-Jacksonville Section of FAS 274. (Authorized 11-8-56 and 5-16-57)

"Finance & Maintenance Agreement" with Marion County covering the Pudding River and Beaver Creek Bridges on FAS 738. (Authorized 11-6-56)

"Finance & Maintenance Agreement" with Harney County covering Middle Fork Malheur River Bridge on FAS 458. (Authorized 3-28-57)

"Agreement" with Klamath County covering changes in West Klamath Lake Secondary Highway and Lake of the Woods Road.

"Agreement" with Linn County Court covering changes necessary in the county road system for construction of the new US 99 Freeway between the Santiam Highway and the Lane County Line.

"Agreement" with Linn County Court covering the treatment of county roads, connections, interchanges, etc., on the Southern Pacific Overcrossing-Santiam Highway Junction Section of US 99 Freeway.

"Agreement" with Southern Pacific Company covering construction of the Second Myrtle Creek Overcrossing of Pacific Highway, Douglas County.

"Agreement" with City of Roseburg covering proposed installation of a traffic signal at intersection of Haines and Stephens Streets in Roseburg. (Authorized 12-17-56)

"Agreement" with City of Baker covering proposed installation of flashing beacons at intersections of 10th and Campbell Streets and Washington and Resort Streets in Baker. (Authorized 1-22-57)

"Agreement" between Oregon State Highway Commission, the Washington State Highway Commission and the Washington Toll Bridge Authority covering the proposed bridge across the Columbia River at Astoria.

"Agreement" with City of Portland covering construction of S. W. 14th Avenue-Washington County Line Unit of R. H. Baldock Freeway, Multnomah County.

"License" with U. S. Corps of Engineers covering a stockpile site on Dune Section of Columbia River Highway (The Dalles Dam Project).

June 27, 1957

"Indenture of Access" covering Shold property on West Unit Black Bridge-Richland Section of Baker-Homestead Highway, Baker County.

"Bargain and Sale Deed" with Bureau of Land Management covering old maintenance site at Lakeview. (Authorized 11-8-56)

"Bargain and Sale Deed" with William E. Farrar for a parcel of land on Willamette River-Hayesville Section of Portland-Salem Expressway, Marion County. (Authorized 5-16-57)

"Cooperative Construction Agreement" with Coos County covering the Glasgow Road (Coos Bay) Interchange, Coos County. (Authorized 12-17-56)

"Maintenance & Finance Agreement" with Multnomah County covering the 102nd-122nd Avenue Section of FAS 638, Multnomah County. (Authorized 11-8-56)

"Lease & Sale of Road Materials Agreement" with Walter J. Gearin for a parcel of land on Newberg-Gearin Corner Section of Hillsboro-Silverton Highway, Marion County. (Authorized 5-16-57)

"Finance & Maintenance Agreement" with Morrow County covering the West Unit, Heppner-Forest Boundary Section of FAS 682. (Authorized 9-27-56)

"Bargain and Sale Deed" to H. L. Armentrout for a parcel of land on Harbor Drive-Barbur Boulevard Section of Portland-Salem Expressway, Multnomah County. (Authorized 9-27-56)

"Lease for Road Material Agreement" with Marion F. Walker for a parcel of land on Gold Beach-Brookings Section of Oregon Coast Highway, Curry County. (Right of Way Resolution for June 27, 1957)

"Permit" with Aurora Telephone Co. to construct public telephone booth on the Portland-Salem Expressway (R. H. Baldock Freeway) at northbound traffic scales at M.P. 23.00.

"Bargain & Sale Deed" (2) with Klamath County re transfer to Klamath County of two parcels of land north of Klamath Falls, both parcels having been brought about by the relocation of The Dalles-California Highway in 1943.

"Bargain & Sale Deed" to Lane County for a parcel of land lying in Section 29, Township 17 South, Range 3 West, W. M., Lane County.

The meeting adjourned at 4:50 p.m., to reconvene at 10:00 a.m. on the following day.

June 27, 1957

Portland, Oregon
June 28, 1957

The meeting of the Oregon State Highway Commission reconvened at 10:00 a.m. in the Queens Room of the Imperial Hotel. The following people were present:

Chas. H. Reynolds, Chairman
M. K. McIver, Commissioner
Robert B. Chessman, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway Engineer
W. W. Stiffler, Assistant State Highway Engineer
Leonard I. Lindas, Chief Counsel
George E. Rohde, Assistant Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

Lawrence Welding, farmer and school board member from the community of Deadwood, came before the Commission and requested improvement of a portion of the Alsea-Deadwood Secondary Highway extending northerly from its junction with the Siuslaw Highway northerly a distance of about 11 miles. He pointed out that there is considerable timber to be logged in this area, that the road is wide enough in many places for one-way traffic only and that the construction of turnouts and additional surfacing is badly needed. It was his opinion that the surfacing material could be secured at a reasonable price from a logger who is operating a rock crusher nearby. Chairman Reynolds commented that improvement of this highway has been requested several times in the past and some work had been performed. However, secondary funds are very low at this time. He informed Mr. Welding that the Engineer would be requested to investigate his request and submit a report to the Commission.

Messrs. Theodore Willard, Director, Empire-Charleston Chamber of Commerce, and B. L. Higgins, Manager, North Bend Chamber of Commerce, came before the Commission concerning the Seven Devils Route between Charleston and Bandon. Mr. Willard, who was spokesman, read aloud and presented a written brief concerning the Seven Devils Road. He urged the Commission to designate as a state secondary highway that portion of the Seven Devils Road between Charleston and the junction with the new route of the Oregon Coast Highway which is now under construction north of Bandon. This stretch of road, he stated, is about 13 miles long and has a well constructed base and sufficient right-of-way width. The existing roadway, he continued, is well aligned, has a good grade, and he estimated that it would cost about $60,000 to place an asphalt surfacing on the thirteen-mile section. He called attention to the value of the road from the tourist standpoint in that it would serve three state parks. He also said that the road would save on truck haul in loading ships and would expedite mail

service to and from the south. He stated further that no new right of way would need be required because Coos County now owns the land and all that is required is for the county to deed it to the State. He also urged that the road be shown on highway maps for the benefit of people who do not know that the road exists. Mr. Higgins mentioned that the present road is not adequately marked and tourists get lost. The Engineer stated that there would be no appreciable saving in distance by use of the Seven Devils road as the new section of the Oregon Coast Highway south of Coos Bay is approximately the same length. Chairman Reynolds remarked that in considering various routes for realignment of the Oregon Coast Highway north of Coquille the Seven Devils Route was considered but the Davis Slough Route was selected as being a superior all-around location. He further advised the delegation that there is no good reason apparent at this time that the State should take over the Seven Devils Road as a state highway and he suggested that the Coos County Court be requested to place the road on the federal-aid secondary (county road) system. Mr. Willard then inquired if some indication could be placed on State maps to indicate the Seven Devils Road. He again stated that the delegation's concern is in the approximately 13-mile section from a point south of Charleston to a connection with the new section of the Oregon Coast Highway north of Bandon. Previous requests were for construction of a new highway for the entire length of the road north of Bandon. Chairman Reynolds stated that the Commission is sympathetic with their request but has no funds available now to finance the improvement. He again suggested that they contact the Coos County Court regarding improvement of the road with federal-aid secondary (county road) funds.

A delegation representing the Portland-Salmon River Highway Association came before the Commission regarding improvements to the Salmon River Highway. The following people were present: James Stanard, President, Portland-Salmon River Highway Association, McMinnville; Cliff Elliott, Manager, McMinnville Chamber of Commerce; Cliff Fagaly, Mayor, Phil Rhinehart, Realtor; and Allen Reed, Newspaper publisher; all of Delake; A. M Jaroff, owner, Dorchester House, Oceanlake. Mr. Stanard, who acted as spokesman, expressed appreciation for work which has been performed since the Association started to urge improvement of this highway in 1947 He stated that traffic volume has increased rapidly and he urged further four lane construction to properly handle the traffic. Mr. Reed called attention to the many tourist attractions between Newport and Otis on the Oregon Coast Highway, mentioning particularly fishing and boat racing in Devils Lake. He also remarked that highway directional signs in and near Portland emphasize coastal points to the north of Lincoln County. It was his feeling that equal emphasis should be indicated on signs to Coastal points in Lincoln County. Mr. Jaroff stated that he is a newcomer in the Devils Lake area and it has been called to his attention that some tourists are inadvertently diverted to Hebo at Valley Junction. He suggested that better signing be installed at Valley Junction. Mr. Stanard mentioned that the coastal area near Devils Lake is served only by the highway and that 90 percent of northbound traffic on the Oregon Coast Highway at Otis travels over the Salmon River Highway. He urged the four-laning of this highway to the Coast. At the request of Chairman Reynolds

the Engineer enumerated improvements which have been made recently and which are contemplated on the Salmon River Highway. He mentioned specifically the new construction by-passing Sheridan and Willamina and construction which is to be undertaken this year from the southerly end of the Sheridan project to Valley Junction. Chairman Reynolds informed the delegation that their request would be given consideration and that the Engineer would check on the matter of signing in Portland and at Valley Junction, and if it developes that inconsistencies are present, they will be corrected.

A delegation from Springfield, consisting of Edward C. Harms, Mayor, and E. Robert Turner, City Manager, appeared before the Commission regarding improvement of East Main Street in Springfield, route of the McKenzie Highway. Mr. Harms requested construction of curbs, gutters and full width paving from 10th to 19th Street. He pointed out that the City had expended about $10,000 on East Main Street for storm sewers, filling ditches and for placing surfacing material on the shoulders, and an additional $113,000 to improve connecting streets. He estimated the cost to do what they are now requesting at $70,000 and gave as their understanding that the work would be performed when money became available. He urged that the work be done this year because it is near the city center. The Engineer stated that the $70,000 mentioned by Mayor Harms was the estimated cost to do the work two years ago but the present day estimate is $100,000, otherwise the information given is substantially correct. Chairman Reynolds advised that it is the Commission's policy in connection with improvements of this nature to request the cities to contribute at least 25 percent of the cost. He added that the Commission does not question the feasibility of the improvement. Mr. Harms stated that he felt that the work the city had previously performed should be considered as a part of its participation. The Engineer pointed out that the Commission does not have funds available to finance the project immediately. He suggested that it be given consideration in formulating the next construction program. He expressed doubt that the work could be performed this year in any event. Mr. Harms then inquired if the work could be placed on a future program so that the City could budget the necessary participating funds. Chairman Reynolds replied that their request would be given serious consideration in preparing the next highway construction program.

Mr. R. J. Herrington, City Administrator for the city of North Bend, came before the Commission concerning an exchange of land with the State involving Simpson State Park, and an easement for a road to serve the Rogers and Kuni property. He stated that the city cannot give Rogers and Kuni the easement for the road which crosses the northwest corner of Simpson State Park until the State has transferred the Park to the City. He recalled that the original understanding was that the city would provide land for a suitable stock pile site in exchange for one developed by the State within the Simpson Park. Chairman Reynolds stated that the Commission would grant the easement for the Rogers and Kuni road but is not satisfied with the stock pile site that has been offered in exchange for the present site. Mr. Herrington stated that the city will continue to search for a suitable site.

The Honorable C. L. Allen, Deschutes County Judge; Mr. James Egan, Supervisor, U.S. National Forest Service; Mr. Frank Loggan, owner of KBND radio; and Mr. Frank Shepard, Deschutes County Commissioner, all of Bend, came before the Commission regarding improvement to the Cascade Lakes Highway. Judge Allen, who acted as spokesman, urged the Commission to use its influence to continue construction of the Cascade Lakes Highway south from the end of the present construction near Elk Lake. He pointed out that construction of the Cascade Lakes Highway has been under consideration since 1932 and that the heaviest part of the work has been done. He introduced Mr. Loggan, who in turn introduced Mr. Egan. Mr. Egan displayed a map of the Deschutes forest pointing out that construction southerly from Elk Lake to the Willamette Highway would complete several loop roads, portions of which are being constructed as timber access roads. He requested a survey and urged that this section be programed for construction in the near future. Location of this road, he stated, is important in connection with construction of intersecting log roads. The Engineer pointed out that the Bureau of Public Roads will have to conduct the survey. He estimated that it would cost about $100,000 to perform clearing operations on a section approximately ten miles long. Mr. Egan mentioned that the highway location will be in an area of comparatively cheap construction and when completed will be used by a great many tourists. Judge Allen commented that developments are being made at Bachelor Butte near Sparks Lake for skiing enthusiasts. It was his thought that the Bachelor Butte area, because of its elevation, being the same as at Timberline Lodge, and heavy snow fall, will provide a very attractive ski area. Chairman Reynolds inquired if the logging roads are private roads. Mr. Egan replied in the negative. Commissioner McIver inquired how long the Cascade Lakes Highway is ordinarily closed by snow. Judge Allen replied that the Highway, for most of its length is open to travel by June 1, if conditions are no worse than they were last winter, except the area around Dutchman's Flats. Chairman Reynolds concluded the hearing by stating that the Commission will give the request serious consideration, and will discuss it with the Forest Service and Bureau of Public Roads officials.

The Honorable C. W. Craddock, Harney County Judge, and Mr. Lee Williams and Mr. Jack Drinkwater, Harney County Commissioners, appeared before the Commission regarding oiling of the Frenchglen Secondary Highway between Burns and The Narrows. Judge Craddock stated that the county would like to know whether the State will cooperate in oiling this section so that they can budget their highway funds. Chairman Reynolds inquired how much money the county could furnish as cooperation. Judge Craddock replied that the county has about $80,000 that it could contribute. After some discussion, the Commission agreed to allocate $50,000 of State funds to be used in conjunction with $80,000 of funds available from the county for oiling of a section of the Frenchglen Secondary Highway between Burns and The Narrows. Chairman Reynolds stated that such arrangement is definite. Commissioners McIver and Chessman concurred.

The Engineer stated that the city of Springfield has proposed, for experimental purposes, to close Main Street for the last ten days in August and to route traffic over North "A" Street. Main Street and South "A" Street now serve as a one-way couplet for the McKenzie Highway through the city and the plan is to route westbound traffic on North "A" Street and eastbound traffic on South "A" Street, and to allow no vehicular traffic whatsoever on Main Street between Third and Eighth Streets; however, traffic will be allowed to use cross streets. Existing traffic on Main Street which is also the center of the business district, is extremely heavy and it was the Engineer's thought that the closing of Main Street, as proposed, might provide distinct advantages for the traveling public and for those people who wish to shop in the city. Log haulers are agreeable to this routing and he recommended approval of the city's plan as a trial proposition for ten days time. The Commission adopted the recommendation.

The Parks Superintendent stated that the Visitor's Service Committee of the Portland Chamber of Commerce wants to conduct dedication ceremonies at Rooster Rock State Park when the facilities now being constructed are completed. He recommended approval of the request. The Commission accepted his recommendation.

The meeting recessed at 12:00 noon and reconvened at 1.30 p. m. with the same persons present and participating.

A delegation representing the city of Bend came before the Commission regarding widening to four lanes and construction of curbs and gutters on The Dalles-California Highway between Franklin Street and the south city limits of Bend. Present were Walter T. Thompson, City Manager; L. R. Shields, T. D. Sexton, Vern Larson, City Commissioners, and Frank Loggan of the Bend Chamber of Commerce. Mr. Thompson, who acted as spokesman, introduced the other members of the delegation and requested the State make the improvement between Franklin Street and the south city limits this year. The cost, he stated, has been estimated at $189,000.00 and the city has available funds to match 25 percent of the total cost. Chairman Reynolds remarked that previously the city had requested a survey of this project which has just recently been completed but the Commission has made no commitment to perform the work; moreover, no formal request for the improvement has been received from the city. He inquired if the city wishes now to request construction at this time. Mr. Thompson replied in the affirmative. He also stated that the city would like to request an additional survey now for rerouting The Dalles-California Highway along Third Street north from Franklin Street, and a cost estimate for the same. Later on, he added, the city would like a similar survey for the Central Oregon Highway in and near Bend, and also on Galveston Avenue, which is used as the route to the Cascade Lakes Highway. He requested that the section from Franklin Street north be surveyed first. Chairman Reynolds stated that construction from Franklin Street south to the city limits would have to be placed in a future program. Mr. Thompson requested that the project be included in the next program. Concerning the additional surveys mentioned by Mr. Thompson, Chairman Reynolds stated that a formal letter of request from the city should be directed to the Highway Commission. It

was his feeling that the State could complete the survey north from Franklin Street and that careful consideration would be given to including the construction from Franklin Street south in formulating the next construction program if the work cannot be done sooner. Commissioner McIver inquired if there had been any requests from within the city for a by-pass to the east. Mr. Thompson replied negatively. Chairman Reynolds again reminded the delegation to submit a letter of request for the surveys.

Mr. Paul Seibert and Mr. Richard Montgomery, Jr., representing the Cement Association of Oregon appeared before the Commission concerning the use of portland cement in highway pavement construction. Mr. Seibert stated that the purpose of their appearance at this time is to introduce themselves and their product. They wish only to have portland cement used where it is the best product for highway construction and they plan to make their publicity campaign factual. He offered to provide engineering assistance and advice concerning the use of portland cement. Mr. Montgomery emphasized that their campaign is a public relations move and they do not intend to attempt to discredit the use of asphalt in highway construction. The Engineer remarked that Mr. Seibert and Mr. Montgomery had offered to clear publicity material with him before releasing it to the public. He mentioned, however, that such clearance through him or his office could not be taken as an endorsement for their product. Chairman Reynolds stated that the Commission's position is to provide the best type of highways for the people of Oregon as economically as is possible and that it would be up to the portland cement people to prove the superiority of their product. He also observed that whereas the Commission approves the location and kind of highway to be constructed, they still must rely upon the advice of the Engineer in that regard.

A delegation representing the Grant County Stockgrowers Association came before the Commission concerning improvements to the John Day Highway northerly from its junction with Route 26 near Dayville in Grant County to Service Creek in Wheeler County. The following people were present: Larry Williams, Vice President, Grant County Stockgrowers, Canyon City; Leo Flower, Monument, and Darrell Johnson, Prairie City, both of Grant County Stockgrowers Association; John Murtha, Gilliam Stockgrowers Association; Condon; Van Rietmann, Gilliam County Commissioner, Condon; Virgil Chapman, Prairie City Chamber of Commerce; Floyd Martin, Portland Chamber of Commerce, Roads & Highways Committee; Ernest Fatland, Chairman, Commercial Club Highway Committee, Condon. Mr. Larry Williams acted as spokesman and introduced the other members of the delegation. He pointed out that even though Highway 26 had been reconstructed over the Ochoco Mountains, it still is more economical to transport livestock from Grant and Wheeler Counties to Portland via the John Day Highway and the Columbia River Highway. However, the road is very narrow and crooked and because of these conditions, a great deal of livestock is shipped south and east to market. Were the highway improved, he said, livestock from central Oregon would be shipped to Portland. He called attention to the fact that there are no railroad facilities in Grant and Wheeler Counties and that all freight must be hauled by trucks. Mr. Chapman urged improvement of the road so that cattle can be hauled to Portland in less time, thereby reducing

shrinkage in weight. It was his opinion that the saving would amount to $5 to $8 per head. Others speaking in behalf of the improvement were Messrs. Johnson, Murtha, Van Rietman and Fatland. Mr. Fatland remarked that central Oregon people have been urging improvements to the John Day Highway since 1933. He thanked the Commission for the work that has been performed or is programmed, and he urged that construction standards be such as to allow large trucks with maximum loads to use the highway. He also thanked the Commission for their cooperation in making possible a city park in the city of Condon. Mr. Martin, stated that the Portland Chamber of Commerce is interested in securing improvements to the highway so that central Oregon products can be shipped to Portland. Mr. Williams, speaking again, stated that improvements to the Columbia River Highway, which is a water grade highway, are causing products to be shipped over the John Day and Columbia River rather than over the Ochoco and Warm Springs Highways, which route involves crossing the Cascade Mountains. Chairman Reynolds stated that the Commission is aware of the need for improvement of this highway. He called attention to the work which has been contracted south of Fossil in excess of one-half million dollars, and he also pointed out that approximately two million dollars has been allocated for additional construction within the next three years. Also, a considerable allocation has been approved for the Wasco-Heppner Secondary Highway. Mr. Martin pointed out the possibilities that improvement of the John Day Highway in conjunction with irrigation will open up a large pea growing area. Chairman Reynolds concluded the discussion by stating that the Commission will give their request careful consideration. He also remarked that the delegation should bear in mind that they have an obligation in using their influence to prevent diversion of highway funds to other purposes and to help the Commission maintain the excellent reputation which the Highway Department has enjoyed in the past.

Hon. O. E. Effenberger, Tillamook County Judge, and Wes Schulmerich and A. H. Pilden, County Commissioners, appeared before the Commission concerning the Dolph to Boyer cutoff connecting the Salmon River and Three Rivers Highways. Somewhat confusing letters, he stated, have been received from the Bureau of Public Roads and the U. S. Forest Service concerning things that have to be done in order to secure approval of this route as a forest highway. The Engineer stated that it has been proposed to place the cutoff section on the Forest Highway system and to remove from the State Highway system a section of the Three Rivers Highway. The County Courts of Polk County and Tillamook County have, he said, furnished letters stating that they would take over their portions of the Three Rivers Highway but Yamhill County has not yet agreed to take over the Section in Yamhill County. He pointed out that there is no intent to ask the Counties to assume maintenance of the Three Rivers Highway section until construction has been completed on the Dolph to Boyer cutoff. Judge Effenberger indicated that Polk County might be able to help Yamhill County, and if the shortcut is approved, perhaps the three counties involved could work out among themselves a suitable maintenance agreement. Concerning construction of the cutoff, the Engineer pointed out that if the project is approved and early construction is undertaken, it would mean that funds would have to be

diverted from the Cascade Head project on the Oregon Coast Highway. It was his considered opinion that the Cascade Head project should be completed first. Judge Effenberger agreed, stating that they do not wish to divert any funds from the Cascade Head job. Mr. Schulmerich inquired if the cutoff could be designated and commitment made for construction as soon as the Cascade Head project is finished. The Engineer replied that Forest Service funds cannot be allocated more than one year ahead. Chairman Reynolds stated that the Commission would recommend that the cutoff be placed on the Forest Highway system and if there is some confusion as to what move is to be made next, the Engineer would consult with the Forest Service officials.

There being no further business to consider, the meeting was declared adjourned by Chairman Reynolds at 2:45 p. m.

State Highway Engineer

Chairman

Commissioner

Secretary

Commissioner

EXHIBITS "A" through "N"

MINUTES

of the

OREGON STATE HIGHWAY COMMISSION MEETING

held on

June 27 and 28, 1957

EXHIBIT "A"

Minutes of June 27 and 28, 1957

RESOLUTION

WHEREAS, in connection with the future improvement of the highway herein designated, and for the convenience and benefit of the public, it is and has been necessary to acquire property for rights of way, quarry sites, gravel or other material sites, sites for the storage of materials, and properties for other purposes authorized by statute as hereinafter more definitely set forth, and

WHEREAS, as result of negotiations carried on with the owners of the property required ... e been obtained, which options have been considered by the Con ... tlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the following described properties are hereby declared to be necessary for State highway, park, and other uses under the jurisdiction of the Commission, and that the several options or bases of settlement hereinafter enumerated be, and the same hereby are approved and accepted and that the attorney for the Commission be, and he hereby is, instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon, by and through its State Highway Commission. The said properties hereby ordered and authorized to be acquired are as follows:

WEST UNIT, SANDY-FOREST BOUNDARY SECTION - MT. HOOD HIGHWAY

25431 McManus, Bernard Gene and Carol Ann (Grant)
Right of Way, Stas. 84+10 - 85+90
Option expires October 24, 1957

.02 acre	$ 75.00	
Improvements	25.00	
Damages	350.00	
Amount to be paid owners - chrg to Right of Way		$450.00

Access: 84+40, N., residential.

Access controlled -

EXHIBIT "A" (Cont)

WEST UNIT, SANDY-FOREST BOUNDARY SECTION - MT. HOOD HIGHWAY (Cont)

25544 McKee, William et al (Grothaus)
Right of Way, Stas. 155+40 - 158+75
Option expires November 28, 1957

0.14 acre at $1,000 per acre	$140.00	
Damage	600.00	
Amount to be paid owners - chrg to Right of Way		$740.00
State to assume 1957-58 taxes. Estimate		8.00
GRAND TOTAL (Estimate) - chrg to Right of Way		748.00

THINGS TO BE DONE BY THE STATE

Construct approach roads at 155+75, 157+50, and 158+60.
Access: 155+75, 157+50 and 158+60, S., residential and agricultural.

Access controlled -

25585 Caudell, Albert E. et al (Grothaus)
Right of Way, Stas. 298 - 300
Option expires November 29, 1957

0.88 acre at $250- per acre	$206.00	
House	314.00	
Amount to be paid owners - chrg to Right of Way		$520.00
State to assume 1957-58 taxes - Estimate		6.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$526.00

Access controlled - No access allowed

25688 Johnson, Walter and Ruth B. (Black)
Right of Way, Stas. 373 - 387
Option expires December 5, 1957

4.43 acres	$ 736.00	
151 Rods fencing at $4 per rod	604.00	
Severence Damage	1,060.00	
Amount to be paid owners - chrg to Right of Way		$2,400.00
State to assume 1957-58 taxes - Estimate		24.00
GRAND TOTAL (Estimate)		$2,424.00

Access: Sta. 380+70, S., residential, agricultural and forest products.
Access controlled -

EXHIBIT "A" (Cont)

Clackamas Overcrossing Section - Clackamas Highway

26305 Engle, Miles and Nina (Grothaus)
Right of Way, Stas. 284 -285
Option expires December 4, 1957

325 sq. ft. at $0.10 per square foot	$ 32.00	
Improvements	68.00	
Damage	600.00	
Amount to be paid owners - chrg to Right of Way		$700.00
State to assume 1957-58 taxes. Estimate		7.00
GRAND TOTAL (Est) - chrg to Right of Way		$707.00

THINGS TO BE DONE BY THE STATE
Construct 16' approach to R/W line at Sta. 285+25. Smooth surface of R/W adjacent and joining Grantors' land, when next improvements made in right of way.

Access: 285+25, South, residential.

Access controlled -

26306 Engle, Miles and Nina (Grothaus)
Right of Way, Stas. 285 - 286
Option expires December 4, 1957

620 sq. ft. at $0.10 per sq. ft.	$ 62.00	
Graveled driveway, lawn, reduction of lot size	62.00	
Amount to be paid owners - chrg to Right of Way		$124.00

THINGS TO BE DONE BY THE STATE
Construct 16' approach to r/w line. Smooth surface of r/w adjacent and joining Grantors' land, when next improvements made in right of way.

Access: 285+70, South residential.

Access controlled -

FLAVEL-GLENCOE ROAD UNIT, FLAVEL ST. -S.P OVERCROSSING SECTION - CASCADE HIGHWAY

Foot Path and/or Sidewalk easement (SE 82nd Avenue) as listed below

File No.	Name	Width	Square foot area
25262	W. L. Foumal, et al	4'	603 - Gratis

28503

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND - SALEM EXPRESSWAY

25010 Ratty, Dudley and Evelyn — CORRECTION REPORT — (Stuntz)
Right of Way, Sta. 280
Option expires November 5, 1957

7,500 sq. ft. at $0.16 per sq. ft.	$1,200.00	
Allow. for removing house	1,600.00	
Amount to be paid owners - chrg to Right of Way		$2,800.00
State to assume 1957-58 taxes. Estimate		56.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$2,856.00

Grantor to move house within 30 days of notice or it becomes property of State.
This supersedes and cancels Aug. 16-17, '56 approval for $378.00.

Entire taking -
Confirmation of phone approval by Reynolds and McIver, June 6 and 10, 1957.

26179 Estate of Vera G. McEwen — (Smith)
Permit to adjust slopes,
Permit signed May 20, 1957, Sta. 307

THINGS TO BE DONE BY THE STATE
Material removal for adjusting slopes not to exceed 3 feet in depth. Material to be used to fill basement, and any excess to be removed from Grantor's property.

26350 Evenson, Joseph A. and Lena Z. — (Black)
Right of Way, Sta. 280
Option expires November 20, 1957

8,200 sq. ft. at $1.75 per sq. ft.	$14,350.00	
House, 938 sq. ft.	1,650.00	
Amount to be paid owners - chrg to Right of Way		$16,000.00

Grantors to vacate by June 21, 1957.

Entire taking -

Confirmation of phone approval by Mr. McIver May 24, 1957.

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION-PORTLAND-SALEM EXPRESSWAY (Cont)

26150 Johnson, R. Walter and Anna M. (Grant)
Right of Way, Sta. 360
Option expires November 21, 1957

0.034 acre	$149.00	
Amount to be paid owners - chrg to Right of Way		$149.00

Complete restriction of access -

26364 Cornelius, Leonard E. and Catherine M. (Grant)
Right of Way, Sta. 294
Option expires November 22, 1957

8,555 sq. ft. at $1.40 per sq. ft.	$12,000.00	
Amount to be paid owners - chrg to Right of Way		$12,000.00

Entire taking -

Confirmation of phone approval by Reynolds and McIver, June 6 and 10, 1957.

26357 Allan, J. F. and Gladys A. (Black)
Right of Way, Sta. 315
Option expires November 21, 1957

2,200 sq. ft. at $0.80 per sq. ft.	$176.00	
14,548 sq. ft. Excess at $0.05- per sq. ft.	724.00	
Amount to be paid owners - chrg to Right of Way		$900.00

Entire taking -

26427 Borsch, Elizabeth Ann et al (Grant)
Right of Way, Sta. 274
Option expires November 15, 1957

11,250 sq. ft. at $0.17+ per sq. ft.	$1,910.00	
House	8,490.00	
Yard improvements	600.00	
Amount to be paid owners - chrg to Right of Way		$11,000.00

Grantor to vacate or rent five days after payment.

Entire taking -

Confirmation of phone approval by Reynolds and McIver, June 6 and 10, 1957.

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND - SALEM EXPRESSWAY (Cont)

26480 Diehl, Ella R. (Black)
Right of Way, Sta. 260
Option expires November 22, 1957

240 sq. ft. at $0.15 per sq. ft.	$ 36.00	
Severance damage	114.00	
Amount to be paid owners - chrg to Right of Way		$150.00

Access controlled -

26313 Palmer, Charles E. (Black)
Right of Way, Sta. 345
Option expires November 21, 1957

375 sq. ft.	$50.00	
Amount to be paid owner - chrg to Right of Way		$50.00

Access controlled -

26352 Koenig, Julius V. (Black)
Right of Way, Sta. 280
Option expires November 28, 1957

6,500 sq. ft. at $0.54- per sq. ft.	$3,500.00	
Amount to be paid owner - chrg to Right of Way		$3,500.00

Entire taking -

Confirmation of phone approval by Reynolds and McIver, June 6 and 10, 1957.

26353 Sabel, P. J. and Margaret H. (Black)
Right of Way, Sta. 280
Option expires November 26, 1957

10,000 sq. ft. at $0.30 per sq. ft.	$3,000.00	
Amount to be paid owners - chrg to Right of Way		$3,000.00

Entire taking -

Confirmation of phone approval by Reynolds and McIver, June 6 and 10, 1957.

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND-SALEM EXPRESSWAY (Cont)

26152 Switzer, Hugh and Betty J. (Smith)
Right of Way, Sta. 343
Option expires November 28, 1957

0.37 acre at $12,000 per acre	$ 4,400.00
House, 1,380 sq. ft. at $6.50 per sq. ft.	8,970.00
Fence, walks and trees	130.00

Amount to be paid owners - chrg to Right of Way $13,500.00

State to assume 1957-58 taxes, if any.

Grantor to vacate 30 days after notice or five days after payment, whichever is the later date.

Access controlled - none allowed -

Confirmation of phone approval by Reynolds and McIver, June 6 and 10, 1957.

26358 Multnomah County (Mayhew)
Right of Way, Sta. 315
Option expires November 28, 1957

4,950 sq. ft. R/W, 4,197 sq. ft. Excess $700.00

Amount to be paid owner - chrg to Right of Way $700.00

Entire taking -

25020 St. John, Edward N. et al (Grothaus)
Right of Way, Sta. 274
Option expires November 19, 1957

5000 sq. ft.	$ 900.00
House	2,911.00
Garage	401.00
Improvements	88.00

Amount to be paid owners - chrg to Right of Way $4,300.00

Grantor to vacate 30 days after notice.

STATE to assume 1957-58 taxes. Estimate 100.00

Entire taking -

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND-SALEM EXPRESSWAY (Cont)

26304 Maher, Mary K. (Black)
Right of Way, Sta. 342
Option expires December 9, 1957

39,158 sq. ft.	$2,100.00	
Amount to be paid owner - chrg to Right of Way		$2,100.00
State to assume 1957-58 taxes - Estimate		42.00
GRAND TOTAL - (Estimate) - chrg to Right of Way		$2,142.00

Grantor reserves right to remove timber until June 21, 1957

Access controlled -

WASHINGTON COUNTY LINE-HILLSDALE SECTION - BEAVERTON-HILLSDALE HIGHWAY

24030 Wardin, Elizabeth (Mayhew)
Right of Way
Option expires September 21, 1957

29,565 sq. ft. at $1 per sq. ft.	$29,565.00	
Improvements	2,935.00	
Amount to be paid owner - chrg to Right of Way		$32,500.00
Pro-rate taxes over date of deed. Estimate		200.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$32,700.00

Grantor to vacate 30 days after execution of deed to State.

Entire taking -
Confirmation of phone approval by Reynolds and McIver June 6 and 10, 1957.

HILLSDALE-BARBUR BOULEVARD SECTION - BEAVERTON-HILLSDALE HIGHWAY

23472 City of Portland (Mayhew)
Right of Way
Quitclaim Deed signed 6/11/57

25,300 sq. ft. at .079+ per sq. ft.	$2,000.00	
Amount to be paid owner - chrg to Right of Way		$2,000.00

Entire taking -

EXHIBIT "A" (Cont)

WHITESON UNIT, S. YAMHILL RIVER-AMITY SECTION - PACIFIC HIGHWAY WEST

25352 Southern Pacific Company (Smith)
Right of Way
Escrow expires August 30, 1957

1.3+ acres at $1,500 per acre	$2,010.00	
1.66 acres	50.00	
Amount to be paid owner - chrg to Right of Way		$2,060.00

60' access in line with Brown St. reserved.

Access controlled -

VALLEY JUNCTION - SHERIDAN SECTION - SALMON RIVER HIGHWAY

26214 Moroney, John F. et al (Gemmell)
Right of Way, Stas. 176+00 - 180+50
Option expires November 20, 1957

0.7 acre	$250.00	
Amount to be paid owners - chrg to Right of Way		$250.00

THINGS TO BE DONE BY THE STATE

Fence right of way. Re-construct approach.

Complete restriction of access -

26215 Wallace, Ray; Burdon, Gayle & Mabel (Gemmell)
Right of Way, 173 - 200
Option expires December 9, 1957

15.3 acres (.76 A. excess) at $250 per acre	$3,825.00	
Crop loss	120.00	
Damage	700.00	
Amount to be paid Wallace - chrg to Right of Way		$4,525.00
Amount to be paid Brudon -		120.00
TOTAL AMOUNT		$4,645.00
State to assume 1957-58 taxes - Estimate		50.00
GRAND TOTAL - (Est.) - chrg. to Right of Way		$4,695.00

Grantor may remove crops by August 1, 1957.

EXHIBIT "A" (Cont)

VALLEY JUNCTION-SHERIDAN SECTION-SALMON RIVER HIGHWAY(Cont)

26215 Wallace, Ray; Burdon, Gayle & Mabel (Cont)

THINGS TO BE DONE BY THE STATE

Fence right of way. Install double 10' metal gates at Sta. 188+00 on either side of highway, and at Station 173+80, Northerly side of highway. Construct approaches. Install 12" C. M. P. at Sta. 192+00 for water line conduit.
Accesses: Sta. 188+00, and 173+80, Northerly, for agricultural and residential purposes.

Access controlled -

N. JEFFERSON JCT.- SANTIAM RIVER UNIT, N. JEFFERSON JCT. - ALBANY SECTION - PACIFIC HIGHWAY

26430 Jorgenson, Chris J. (Friess)
16' Ease. for access to Sidney Irr. Ditch, Stas. 615 - 636
Option expires November 30, 1957

0.87 acre	$100.00
Grading, seeding and tiling roadway	150.00

Amount to be paid owner - chrg to Right of Way $250.00

Grantor to grade roadway, tile for drainage, and seed to create turf. Grantor agrees not to cultivate easement land but to leave in sodded state. Work to be completed 30 days after highway const. by State.

THINGS TO BE DONE BY THE STATE

In option 24534, State agreed to construct gate and approach at Sta. 636+00. This gate and approach to serve Sidney irr. ditch. Gate now to be double 10 ft.

Easement to be from Jorgenson to Ditch Co. -

26566 Small, Brazier et al (Benner)
Materials Source
Warranty Deed signed June 6, 1957

69.76 acres at $50 per acre $3,488.00

Amount to be paid owners - chrg to Gravel Pit $3,488.00

Grantors to remove personal property from cabin by July 1, 1957, at which time the same is to become property of State.

Entire taking -

EXHIBIT "A" (Cont)

N. JEFFERSON JCT. - SANTIAM RIVER UNIT, N. JEFFERSON JCT. - ALBANY SECTION - PACIFIC HIGHWAY (Cont)

26568 White, Arthur C. and Geneva (Benner)
Materials Source
Option expires December 5, 1957

40± acres at $53+ per acre	$2,134.00	
10± MBF Timber at $17 per M.	170.00	
32± MBF Timber at $3 per M.	96.00	
Amount to be paid owners - chrg to Gravel Pit		$2,400.00
State to assume 1957-58 taxes. Estimate		24.00
GRAND TOTAL (Estimate) - chrg to Gravel Pit		$2,424.00

Subject to Mountain States Power Co. Easement and rights or claims of any other persons.

Entire taking -

MARION COUNTY LINE-ALBANY UNIT, N. JEFFERSON JCT. -ALBANY SECTION - PACIFIC HIGHWAY

26563 Smith, Harold E. and Lena B. (Friess)
Right of Way, Stas. 1026+00 - 1028+25
Option expires August 30, 1957

0.07 acre	$250.00	
Amount to be paid owners - chrg to Right of Way		$250.00

THINGS TO BE DONE BY THE STATE

Provide E. frontage road. Construct two 50' approaches at 1026+85 and 1027+45.

Access controlled -

25588 John Hancock Mutual Life Insurance Company (Hart)
Right of Way, Stas. 17+95 - 19+90
Option expires November 26, 1957

0.18 acre	$540.00	
Amount to be paid owner - chrg to Right of Way		$540.00

THINGS TO BE DONE BY THE STATE

Provide W. frontage road. Reconstruct approach roads. STATE to assume 1957-58 taxes. Estimate	$ 10.00

Access controlled -

EXHIBIT "A" (Cont)

MARION COUNTY LINE-ALBANY UNIT, N. JEFFERSON JCT. - ALBANY SECTION - PACIFIC HIGHWAY (Cont)

26448 Jimerfield, Alice A. (Hart)
Right of Way, Stas. 1013 - 1016
Option expires December 10, 1957

0.11 acre	$250.00	
Amount to be paid owner - chrg to Right of Way		$250.00
State to assume 1957-58 taxes - Estimate		3.00
GRAND TOTAL (Estimate)		$253.00

Grantor to vacate premises by June 27, 1957.

Complete restriction of access -

ALBANY - LANE COUNTY LINE UNIT, ALBANY-JUDKINS POINT SECTION PACIFIC HIGHWAY

25592 Foster, Merlin (Friess)
Right of Way, Stas. 1255+00 - 1300+00
Option expires November 13, 1957

32.72 acres at $300 per acre	$ 9,816.00	
Depreciation damage	2,880.00	
Encroachment damage	1,504.00	
Amount to be paid owner - chrg to Right of Way		$14,200.00

Grantor to vacate by September 15, 1957, or 10 days after fencing is installed by State.
Grantor retains right to remove fencing in r/w within 10 days after new fencing is installed.

THINGS TO BE DONE BY THE STATE

Fence r/w prior to construction. Construct two 25' approaches on N. and S. sides of county road, and install two 10' gates.
Construct approach and driveway adjacent and parallel to county road r/w and connect same to existing driveway. Install 78" metal undercrossing under county road overcrossing.

Complete restriction of access -

Confirmation of phone approval by Reynolds and McIver, June 6 and 10, 1957.

EXHIBIT "A" (Cont)

ALBANY-LANE COUNTY LINE UNIT, ALBANY-JUDKINS POINT SECTION - PACIFIC HIGHWAY (Cont)

25668 Waggener, James Byrd and Minnie M. (Hart)
Right of Way and Borrow Area, Stas. 2147 -2186
Option expires December 10, 1957

32.29 Acres at $175- per acre	$5,650.00	
Damages	5,500.00	
Fencing purchase	350.00	
Amount to be paid owners - chrg to Right of Way		$11,500.00
State to assume 1957-58 taxes - Estimate		115.00
GRAND TOTAL - (Estimate)		$11,615.00

Grantor to vacate by November 1, 1957, or 5 days after receipt of payment. Land may be used for agricultural purposes until required by State.

THINGS TO BE DONE BY THE STATE

Construct approach road, S. side of Twin Buttes County Road approx. 600' E. of new Highway center line. Fence E. & W. boundaries of r/w with No. 2 sheep-type fence

Complete restriction of access -

LINN COUNTY LINE - JUDKINS POINT UNIT, ALBANY-JUDKINS POINT SECTION - PACIFIC HIGHWAY

25288 Egge, Neils O. and Elsie M. (Curfman)
Right of Way, 310+85 - 319+92
Option expires November 27, 1957

9.15 acres (2 9 acre Excess) at $500 per acre	$4,575.00	
Damages	3,425.00	
Amount to be paid owners - chrg to Right of Way		$8,000.00

Grantors may pasture stock on land until needed by Highway Department, but not longer than one year from date.
Grantors retain right to maintain irr. pipe along W. 10' of r/w S. to Co. Rd. 24.

THINGS TO BE DONE BY THE STATE

Install 10" sleeve under hwy. at S. property line. Replace roadway from County Road to point where it will join Grantors' present road.

28513

EXHIBIT "A" (Cont)

LINN COUNTY LINE -JUDKINS POINT UNIT, ALBANY-JUDKINS POINT SECTION - PACIFIC HIGHWAY (Cont)

25288 Egge, Neils O. anf Elsie M. (Cont)

Complete restriction of access -

Confirmation of phone approval by Reynolds and McIver, June 6 and 10, 1957.

25288 Egge, Neils O. and Elsie M. (Curfman)
Permanent Easement, Sta. 322
Option expires November 26, 1957

1.75 acre, easement for roadway	$100.00
Amount to be paid owners - chrg to Right of Way	$100.00

Complete restriction of access -

25305 Bristow, Roy E. et al SUPPLEMENTAL REPORT (Allen)
Right of Way, Sta. 372-375
Option expires November 13, 1957

0.02 acre	$100.00
Amount to be paid owners - chrg to Right of Way	$100.00

Supplemental for additional area.

Access not controlled -

25277 Swango, Charles W. and Catherine (Curfman)
Right of Way, Sta. 133+53 - 150+88
Option expires November 26, 1957

7.66 acres at $300 per acre	$2,298.00
5 acres at $225 per acre	1,125.00
Severance damage	2,877.00
Amount to be paid owners - chrg to Right of Way	$6,300.00

THINGS TO BE DONE BY THE STATE

Install 18" tile under road at 150+80. Construct r/w fences before boundary fences are removed. Replace any fences disturbed along county road 1137. Construct approach to severed parcel of grantors' property from above county road.

STATE to assume 1957-58 taxes. Estimate 63.00

Complete restriction of access -

EXHIBIT "A" (Cont)

LINN COUNTY LINE-JUDKINS POINT UNIT, ALBANY-JUDKINS POINT SECTION - PACIFIC HIGHWAY

26559 Johnson, Alfred H. and Oma D. (Allen)
Right of Way, Opp. Sta. 380
Option expires December 4, 1957

0.53 acre	$500.00
Allow. to revamp irrigation set-up	175.00
Damage	250 00

Amount to be paid owners - chrg to Right of Way $925 00

THINGS TO BE DONE BY THE STATE

Construct 8-inch culvert under road one foot South of pump house for irrigation pipe.
Give Grantor easement for present well site.

Access not controlled -

INTERSTATE CONN. -MOHAWK ROAD (" Q" St. Route) SECTION - EUGENE - SPRINGFIELD HIGHWAY

23229 Huser, C. F. and Mary (Riley)
Right of Way, Stas. 240 - 255
Option expires July 3, 1957

178,018 sq. ft. $31,250.00

Amount to be paid owners - chrg to Right of Way $31,250.00

THINGS TO BE DONE BY THE STATE

Fence Southerly r/w line with Type III fence.

Entire taking -

WALTON-NOTI SECTION - RICHARDSON-EUGENE HIGHWAY

26560 Lunceford, George and Jean A. (Allen)
Slope Easement, Stas. 662+50 - 660+00
Option expires November 20, 1957

.16 acre slope easement	$ 25 00
3 M. B. F. at $25 per M. B. F.	75.00
Shed and pipe line	Gratis

Amount to be paid owners - chrg to Right of Way $100.00

Access not controlled -

28515

EXHIBIT "A" (Cont)

WALTON-NOTI SECTION - RICHARDSON-EUGENE HIGHWAY (Cont)

26580 Clinefelter, Edward and Minta Ethel (Allen)
Slope Easement, Stas. 677+50 - 678+00
Option expires November 27, 1957

0.03 acre, easement	$10.00	
Amount to be paid owners - chrg to Right of Way		$10.00

Access not controlled -

26565 Smith, Melissa (Allen)
Slope Easement, Sta. 678+00
Option expires November 27, 1957

0.04 acre slope easement	$15.00	
Amount to be paid owners - chrg to Right of Way		$15.00

Access not controlled -

ROSEBURG - CANYONVILLE SECTION - PACIFIC HIGHWAY

26689 Whitted, Howard (Curfman)
Right of Way, Stas. 847 - 888
Option expires December 10, 1957

2.47 acres at $32+ per acre	$80.00	
Timber	20.00	
Amount to be paid owner - chrg to Right of Way		$100.00

THINGS TO BE DONE BY THE STATE

Fence r/w except where too steep for sheep to cross.

Access not controlled -

MYRTLE CREEK - CANYONVILLE SECTION - PACIFIC HIGHWAY

26469 City of Myrtle Creek (Morgan)
Right of Way, Stas. 3428 - 3430
Option expires December 10, 1957

5.12 acres at $196- per acre	$1,000.00	
Amount to be paid owners - chrg to Right of Way		$1,000.00

Entire taking -

EXHIBIT "A" (Cont)

GRANTS PASS (6th & 7th STS.) SECTION - PACIFIC HIGHWAY

26120 Brown, Wesley R. and Darlene I. (Allen)
Right of Way, Stas. 1223+61 - 1228+27
Option expires November 23, 1957

0.96 acre at $1,300+ per acre	$1,300.00
37 rods fencing at $4 per rod	148.00
Amount to be paid owners - chrg to Right of Way	$1,448.00

THINGS TO BE DONE BY THE STATE

Construct approaches at Sta. 1224+80, E. and W. sides, 25' wide. Agrees to allow access to accommodate a street if and when said street is accepted by city or county agency having jurisdiction. Location of access points may be adjusted.
Access: 1223+80, 35', E. and W., unrestricted, 1224+80, 1225+80, 1226+80, 1227+80, 25', E. and W., unrestricted.

Access controlled -

26122 Condray, Ora and Beatrice SUPPLEMENTAL REPORT (Riley)
Permanent Slope Easement, Stas. 1232+22 - 1234+18
Easement signed May 29, 1957

0.02 acre, easement	$50.00
Amount to be paid owners - chrg to Right of Way	$50.00

Access controlled on original right of way -

23344 Fahey, Lawrence and Florence (Riley)
Right of Way, Stas. 1235 - 1237
Option expires December 10, 1957

2614 sq. ft. at $0.10 per sq. ft.	$ 261.40
Landscaping	738.60
Remove portion of building and signs and remodel front of remainder	4,000.00
Amount to be paid owners - chrg to Right of Way	$5,000.00

Grantor to clear right of way within 60 days of notice of acceptance.

THINGS TO BE DONE BY THE STATE
Reconstruct road approaches at Stas. 1234+85, 1236+06 and 1236+70, E. State agrees not to disturb utility services unnecessarily.

Access not controlled -

EXHIBIT "A" (Cont)

MEDFORD-COUNTY FARM SECTION - PACIFIC HIGHWAY

26485 Harry & David, an Oregon Corporation (Riley)
Easements, Stas. 466+30 - 466+60
Option expires November 21, 1957

Perm. Ease. for const. culvert, 860 sq. ft. incl. tree	$100.00	
Temp. Easement to const. irr. ditch, 0.18 A.	50.00	
Amount to be paid owner - chrg to Right of Way		$150.00

Access not controlled -

26486 Oregon-California Theatres, Inc. (Curfman)
Temp. Ease. to construct irr. ditch
Option expires November 21, 1957

Temp. Ease., 0.13 acre	$ 10.00	
Amount to be paid owner - chrg to Right of Way		$10.00

Access not controlled -

ASHLAND UNDERCROSSING-HELMAN STREET SECTION - PACIFIC HIGHWAY

25784 Correy, William et al CORRECTION REPORT (Allen)
Right of Way and Sl. Ease., Stas 93 - 96
Deed signed May 29, 1957

0.01 acre	$120.00	
0.02 acre, easement	80 00	
Encroachment damage	600.00	
Amount to be paid owners - chrg to Right of Way		$800.00

This supersedes and cancels prior approval of November 8, 1956 for $306.00.

Access not controlled -

DAVIS SLOUGH-BANDON SECTION - OREGON COAST HIGHWAY

25897 Menasha Wooden Ware Corporation (Morgan)
Right of Way, Stas. 310+40 - 492+20
Option expires November 19, 1957

EXHIBIT "A" (Cont)

DAVIS SLOUGH-BANDON SECTION - OREGON COAST HIGHWAY (Cont)

25897 Menasha Wooden Ware Corporation (Cont)

37.60 acres at $400 per acre	$15,040.00
36.40 acres at $100 per acre	3,640.00
7.50 acres at $200 per acre	1,500.00
15.65 acres at $10 per acre	156.50
Timber	1,258.00
New road to farm bldgs.	10,965.00
Damage	1,200.00
Amount to be paid owner - chrg to Right of Way	$33,759.50

Subject to liens and exceptions of record.
Mineral rights reserved to Grantor.
Grantor to remove timber N. of Davis Slough 90 days after notice. Grantor to construct roadway from 374+00 to farm bldgs. opp. 390+00.

THINGS TO BE DONE BY THE STATE

Fence both sides of r/w line, S. of 370+00 and install gates at entrances to 4 private roadways. Bridge over Davis Slough to have 40' min. span. Provide conduits for water line crossing at 391+00 and 325+00.

Access: 329+00, W., 354+00, E., 355+00, W., 374+00, E. and W., 415+50, W., 413+50, W., 491+00, W., 415+00, E., and 469+75, E. and W., residential, timber and agricultural.

Access controlled -
Confirmation of phone approval by Reynolds and McIver, June 6 and 10, 1957.

26095 Gulseth, C. J. and M. R. (Curfman)
Right of Way, Stas. 846 - 889
Option expires December 5, 1957

32.8 Acres (9.0 Acres excess)	$1,663.00
Timber	62.00
Damages	500.00
Amount to be paid owners - chrg to Right of Way	$2,225.00

THINGS TO BE DONE BY THE STATE
Fence southerly side with sheep tight fence within one year from start of clearing. Construct approach at Sta. 876. Grade for approaches at Sta. 858.
Accesses: Sta. 876, S. & Sta. 858, N. & S., residential, timber and agricultural.
Access controlled -

28519

EXHIBIT "A" (Cont)

HUNTER CREEK-CAPE SEBASTIAN SECTION - OREGON COAST HIGHWAY

25526 Campbell-McLean Inc. (Riley)
Right of Way, Stas. 104+80 - 109+72.29
Option expires November 22, 1957

1.84 acre	$1,000.00
Severance damage	500.00
Amount to be paid owners - chrg to Right of Way	$1,500.00

Access controlled -

PISTOL RIVER SECTION - OREGON COAST HIGHWAY

25869 Walker, Marion F. and Mildred (Morgan)
Gravel Bar and Haul Road Lease
Lease expires May 31, 1967

35.58 acres lease for 10 yrs. payable in advance	$1,200.00
Amount to be paid owners - chrg to Gravel Pit	$1,200.00

Gravel to be paid for at $0.10 per cu. yd. as removed, or stockpiled.

Lessors to remove to adjoining lands any forest products lodged on land which would interfere with State's operation.
Lessors may pasture or graze stock on premises not in use by State.

THINGS TO BEDONE BY THE STATE

Entrance at public highway to be protected by gate, which will be padlocked when not in use, and lessors to be supplied with key. "No trespass" sign to be erected.

26196 Walker, Allen et al (Morgan)
Haul Road Lease
Lease expires May 30, 1967

1.0 acre lease for 10 yrs at $50 per yr	$500.00
Amount to be paid owners - chrg to Gravel Pit	$500.00

THINGS TO BE DONE BY THE STATE
Set back fence 5' and maintain while hauling from bar. Replace two gates and provide cattle guard at second gate, prior to hauling from gravel bar. Post "No trespassing" signs at entrance and keep gate locked while not hauling. Grantor to be provided with key.

EXHIBIT "A" (Cont)

GRASS VALLEY-KENT SECTION - SHERMAN HIGHWAY

25627 Alley, J. E. and Ethel (English)
Right of Way, Stas. 993+60 - 994+98
Option expires November 21, 1957

0.04 acre at $1,000 per acre	$ 40.00
10 rods fence at $3 per rod	30.00
Allow for replacing doors	200 00
Amount to be paid owners - chrg to Right of Way	$270.00

THINGS TO BE DONE BY THE STATE

Protect Grantors' fence and buildings from washing, if same is caused by re-establishment of ditch closer to property line.

Access not controlled -

25629 Alley, J. E. and Ethel (English)
Right of Way, Stas. 995+65 - 997+00
Option expires November 21, 1957

0.04 acre at $1,000 per acre	$40.00
10 rods fence at $3 per rod	30.00
Amount to be paid owners - chrg to Right of Way	$70.00

THINGS TO BE DONE BY THE STATE

Protect Grantors' fence and buildings from washing, if same is caused by re-establishment of ditch closer to property line.

Access not controlled -

25633 Schilling, Roy G. and Tessie (English)
Right of Way, 1036+52 - 1094+30
Option expires November 14, 1957

7.1 acres at $200 per acre	$1,420.00
Destruction of fruit trees	200.00
426 rods fence at $3 per rod	1,278.00
Severance damage	242.00
Amount to be paid owners - chrg to Right of Way	$3,140.00

Access: 1037+00, 1063+00, 25' wide, W., 1040+50, 30' wide, W., 1084+80, 50' wide, W., all unrestricted. And a 30' farm crossing at 1040+50 and a 50' farm crossing at 1084+80.

Access controlled -

EXHIBIT "A" (Cont)

GRASS VALLEY-KENT SECTION - SHERMAN HIGHWAY (Cont)

25634 Trimble, Ted G. and Thelma L. (English)
Right of Way, 1090+75 - 1147+62
Option expires November 14, 1957

4.15 acres at $200 per acre	$ 830.00
320 rods woven wire fence at $3.50 per rod	1,120.00

Amount to be paid owners - chrg to Right of Way $1,950.00

Access: 1135+00, E. unrestricted.

Access controlled -

25635 Cox, Fred E. and Leona G. (English)
Right of Way, Stas. 1094+82 - 1147+62
Option expires November 15, 1957

0.28 acre at $200 per acre	$ 56.00
79 rods fencing at $3 per rod	237.00

Amount to be paid owners - chrg to Right of Way $293.00

Subject to telephone line easement.
Grantors to re-establish fence between Stas. 1094 and 1108+00, but not required to do so between Stas. 1108+00 and 1147+62.

Access: 1138+00, W., unrestricted.

Access controlled -

25637 Schilling, Robert and Sylvia (English)
Right of Way, Stas. 1147+60 - 1205+85
Option expires November 15, 1957

5.2 acres at $200 per acre	$1,040.00
114 rods fencing at $3 per rod	342.00

Amount to be paid owners - chrg to Right of Way $1,382.00

Access: Farm crossing 60' wide at Sta. 1195+25.
Sta. 1153+00, E. side, unrestricted.

Access controlled

EXHIBIT "A" (Cont)

GRASS VALLEY-KENT SECTION - SHERMAN HIGHWAY (Cont)

25638 Davis, Samuel J. and Itha (English)
Right of Way, Stas. 1174+00 - 1181+28
Option expires November 15, 1957

0.01 acre $25.00

Amount to be paid owners - chrg to Right of Way $25.00

Grantors not required to re-establish present fence line.
Access: 1175+75, W., unrestricted.

Access controlled -

25639 Eakin Co-operative Grain Growers (English)
Right of Way, Stas. 1206+25 - 1215+50
Option expires November 15, 1957

0.01 acre $25.00

Amount to be paid owner - chrg to Right of Way $25.00

Access: 1210+00, E., unrestricted.

Access controlled -

25636 Schwartz, Walter Harris and Merle (English)
Right of Way, Stas. 1147+62 - 1174+00
Option expires November 20, 1957

0.01 acre $25.00

Amount to be paid owners - chrg to Right of Way $25.00

Grantors not required to re-establish fence.

Access: 1152+00 and 1171+50, W., unrestricted.

Access controlled -

25640 Wilcox, George H. and Marie (English)
Right of Way, Stas. 1205+36 - 1224+50
Option expires November 20, 1957

1.7 acres at $200 per acre $340.00
120 rods fence $3 per rod 360.00

Amount to be paid owners - chrg to Right of Way $700.00

Access: 1223+75, W., unrestricted.
Access controlled -

EXHIBIT "A" (Cont)

GRASS VALLEY-KENT SECTION - SHERMAN HIGHWAY (Cont)

25641 Wilcox, George H. and Marie (English)
Right of Way, Stas. 1265+90 - 1272+90, 1272+90 - 1322+70
Option expires November 20, 1957

0.66 acre at $200 per acre	$132.00	
43 rods fence at $3 per rod	129.00	
Amount to be paid owners - chrg to Right of Way		$261.00

Grantors not required to re-establish fence on parcel 2. Grantors reserve right to harvest barley crop on parcel 1.

Access: 1288+75 and 1325+50, 25' wide, 1307+50, 50' wide, W., 1272+90, 50' wide, E. and W., all unrestricted. 50' farm crossing at 1272+90.

Access controlled -

SAGE HEN HILL-HINES SECTION - CENTRAL OREGON HIGHWAY

25926 Edward Hines Lumber Company (Cozad)
Right of Way, Stas. 1601+90 - 1602+90
Option expires July 16, 1957

0.16 acre	$50.00	
Amount to be paid owner -chrg to Right of Way		$50.00

Grantor reserves right to maintain haul road within right of way.

Access: 1602+50, 40', W., for operation of lumber and sawmill activities, only.

Access controlled -

BUTTE CREEK SUMMIT SECTION - JOHN DAY HIGHWAY

26079 Midstate Lumber & Supply Company (Bucknum)
Right of Way and Materials Source, Stas. 946+83 - 959+47
Option expires November 19, 1957, Stas. 973+00 - 1000+00

31.20 acres at $10 per acre	$312.00	
Amount to be paid owner - chrg to Right of Way		$109.40
Amount to be paid owner - chrg to Material Source		202.60
GRAND TOTAL		$312.00

EXHIBIT "A" (Cont)

BUTTE CREEK SUMMIT SECTION - JOHN DAY HIGHWAY (Cont)

26079 Midstate Lumber & Supply Company (Cont)

THINGS TO BE DONE BY THE STATE

Deck on Grantor's remaining land any merchantable timber in path of construction.
Access restriction applies only between Stas. 946+83 and 1000+00.

Access controlled - none allowed -

26078 Wheeler Timber Company (Bucknum)
Right of Way and Temp. Const. Easement, 815 - 973
Option expires December 5, 1957

39.22 acres at $10+ per acre.	$392.40
1.76 acre Temp. Constr. Ease.	17.60
Amount to be paid owner - chrg to Right of Way	$410.00

Grantor to retain ownership of all timber.
Grantor may remove timber from said land when adjacent lands are logged.

THINGS TO BE DONE BY THE STATE

Log and cold deck in convenient locations all timber on said lands. Repair any damage to Grantor's logging roads caused by such logging. Make connection with old highway loop N. of Sta. 910, and connect to Twickenham Rd. W. near Sta. 900, where feasible.

Accesses: 25' Unrestricted, Sta. 816+50, E.; 963+00, N.; and 966+00, S.

Access controlled - Conveyance to be by Bargain & Sale Deed.

B.P.R. PROJECT

FOREST BOUNDARY - UNION COUNTY LINE SECTION - UKIAH-HILGARD HIGHWAY

26199 Markgraf, Walde and Margery (Brainerd)
Right of Way, 538 - 9
Option expires December 3, 1957

0.85 acre	$50.00
Amount to be paid owners - chrg to Right of Way	$50.00

Access not controlled -

EXHIBIT "A" (Cont)

POISON CREEK-SENECA SECTION - JOHN DAY-BURNS HIGHWAY

26574 Begg, Ronald C. and Georgina L. (Coxad)
Material Lease
Option expires November 23, 1957

20.66 acres, 5 year lease	$180.00	
Amount to be paid owners - chrg to Quarry Site		$180.00

If during the term of lease, the State removes more than 6,000 cu. yds. of material, the excess shall be paid for at the rate of $0.03 per cu. yd. in addition to the above.

TUNNEL-NAMORF SECTION - CENTRAL OREGON HIGHWAY

25738 Perry, Jasper and Jennie Lucille (Chatwood)
Right of Way, Stas. 570+25 - 1114+70
Option expires November 8, 1957

1.0 acre at $100 per acre	$100.00	
3.16 acres at $10 per acre	31.60	
1.24 acres at $300 per acre	372.00	
Amount to be paid owners - chrg to Right of Way		$ 403.60

Grantors permitted to fence to guard rails where necessary. Grantors to fence to toe of fill where practical, Stas. 593+00 to 612+00.

THINGS TO BE DONE BY THE STATE

Re-establish 388 rods #1 barb, and 55 rods #2 woven wire fencing, Estimated cost	1,356.50
TOTAL COST Estimate	$1,760.10

Protect and re-establish irrigation system where disturbed. Protect domestic water system at 1158+80, and drain tile or culvert to be discontinued. Provide drainage for fountain at Sta. 585+50.

Access: 1155+25 and 617+00, N., agricultural and residential; 1121+00, 620+80, S., 604+40, and 602+75 N., agricultural.

Access controlled -

EXHIBIT "A" (Cont)

TUNNEL-NAMORF SECTION - CENTRAL OREGON HIGHWAY (Cont)

25448 Vaughan, F. C. et al (Chatwood)
Right of Way, Stas. 351+65 - 372+70, 391+35 - 520+40
Option expires September 20, 1957

1.28 acres at $300 per acre	$ 384.00	
8.50 acres at $25+ per acre	213.75	
Re-establish 450 rods barb fence at $3 per rod	1,350.00	
Re-establish 204 rods woven wire fence at $3.50 per rod	714.00	
Re-establish pump etc. at 496+30	500.00	
Amount to be paid owners - chrg to Right of Way		$3,161.75

THINGS TO BE DONE BY THE STATE

Re-establish 88 rods barb wire fence. Estimated cost 264.00

GRAND TOTAL (Estimate) chrg to Right of Way $3,425.75

Protect and re-establish irr. system where disturbed except at 496+30. Protect spring at 490+75.

Access: 370+00, 372+05, 402+70, 463+50, 472+05, 480+05, 508+35, 496+00, N., 429+40, 459+10, 470+85, 496+85, and 515+75, S. all agricultural; 496+85 and 497+90, N., residential and agricultural.

Access controlled -

25525, 25591 Union Pacific Railroad Company (Chidsey)
Right of Way

6.43 acres	$200.00	
Amount to be paid owner - chrg to Right of Way		$200.00

Access not controlled -

EAST UNIT, BLACK BRIDGE-RICHLAND SECTION - BAKER-HOMESTEAD HIGHWAY

26575 Skooras & Nicolescu (Brainerd)
Temp. ease. for constructing irr. ditch, Stas. 1957+85 - 1962+75
Option expires November 19, 1957

0.2 acre easement and release of obligation to replace siphon	$620.00

EXHIBIT "A" (Cont)

EAST UNIT, BLACK BRIDGE-RICHLAND SECTION - BAKER-HOMESTEAD HIGHWAY (Cont)

26575 Skooras & Nicolescu (Cont)

Amount to be paid owner - chrg to Right of Way $620.00

Grantor to maintain ditch and State not required to reconstruct, maintain or repair siphon at 1959+10.

Access not controlled -

26026 Densley, John W. and Belva Dean SUPPLEMENTAL REPORT
Temp. construction easement, Stas. 2063 - 2064 (Chatwood)
Option expires December 4, 1957

0.13 Acres	$25.00	
Amount to be paid owners - chrg to Right of Way		$25.00

THINGS TO BE DONE BY THE STATE

Re-level and replace top soil for gravity irrigation - Estimate.	50.00
GRAND TOTAL (Estimate) - chrg to Right of Way	$75.00

Access not controlled -

ONTARIO-SNAKE RIVER SECTION - OLD OREGON TRAIL HIGHWAY

23944 Novak, William and Myrtle J. (Brainerd)
Right of Way
Option expires November 7, 1957

1.00 acre at $1,500 per acre	$1,500.00
0.65 acre at $100 per acre	65.00
House, 1066 sq. ft. at $7 per sq. ft.	7,462.00
Shop, 480 sq. ft. at $4 per sq. ft.	1,920.00
House, 175 sq. ft. at $3 per sq. ft.	525.00
136' well, casing, pump with pressure system	500.00
Lawn and landscaping	28.00
Amount to be paid owners - chrg to Right of Way	$12,000.00

Grantors to vacate 15 days after payment or enter into rental agreement.

Entire taking -
Confirmation of phone approval by Reynolds and McIver, June 6 and 10, 1957.

EXHIBIT "A" (Cont)

ONTARIO-SNAKE RIVER SECTION - OLD OREGON TRAIL HIGHWAY (Cont)

26562 Sprauer, William Joseph (Chatwood)
Right of Way, Stas. 1323+08 - 1323+55
Option expires November 7, 1957

0.016 acre	$100.00	
Encroachment damage	100.00	
Amount to be paid owners - chrg to Right of Way		$200.00

Complete restriction of access -

25860 Toedter, A. F. et al (Chatwood)
Right of Way, Stas. 1337+62 - 1344+55
Option expires November 27, 1957

3.98 acres, r/w and 4.07 acres excess at $200 per acre	$1,610.00	
Amount to be paid owners - chrg to Right of Way		$1,610.00

Grantors to rent for bal. of 1957 for $25.00, and $50 per year, thereafter, rent payable on December 31. Grantors to vacate pasture on written notice.

Complete restriction of access -

DAVIS SLOUGH-BANDON SECTION - OREGON COAST HIGHWAY

26111 Bundy, Pearl A. (Morgan)
Right of Way, Stas. 1096 - 1110
Option expires November 20, 1957

0.5 acre at $500 per acre	$250.00	
4.6 acre at $50 per acre	230.00	
Timber	60.00	
Damages	960.00	
Amount to be paid for Land, timber & damages		$1,500.00
Amount to be paid for replacing water system		681 50
GRAND TOTAL - chrg to Right of Way		$2,181 50

THINGS TO BE DONE BY THE STATE

Fence W. side of highway from Sta. 1100+00 to Sta. 1109+00. Reconnect Grantor's roadway.

Access: Sta. 1109+50, W., residential and agricultural.

Access controlled -

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND-SALEM EXPRESSWAY

25929 McCurdy, Calvin E. and Inez M. (Smith)
Right of Way, Stas. 344 - 346
Option expires December 17, 1957

6,320 sq. ft. and damages	$13,000.00	
23,110 sq. ft. land, house & improvements (Excess)	11,500.00	
Amount to be paid owners - chrg to Right of Way		$24,500.00

Grantor to vacate within 30 days of receipt of payment.

Entire taking -
Confirmation of phone approval by Mr. McIver, 6/20/57.

MARION COUNTY LINE-ALBANY UNIT-N. JEFFERSON JUNCTION-ALBANY SECTION - PACIFIC HIGHWAY

25072 Case, S. D. and Beatrice V. CORRECTION REPORT (Hart)
Right of Way, Stas. 1004 - 1007
Option expires December 13, 1957

0.187 acre	$500.00	
Tree, moving sign, loss of direct access, and forfeiture of travel easement	375.00	
Amount to be paid owners - chrg to Right of Way		$875.00
State to assume 1957-58 taxes (Estimate)		9.00
GRAND TOTAL (Estimate)		$884.00

Grantor to vacate by June 27, 1957

THINGS TO BE DONE BY THE STATE

Provide E. frontage road. Provide 12" concrete sleeve under new lanes S. at Sta. 1005+00 & opposite stock-pass N. Grantor allowed to run irrigation pipe through sleeve and stock-pass. Construct driveway from E. r/w line to frontage road.
Supersedes and cancels previous $550 approval of November 8-9, 1956.

Access controlled - none allowed -

EXHIBIT "A" (Cont)

WASHINGTON COUNTY LINE - HILLSDALE SECTION - BEAVERTON-HILLSDALE HIGHWAY

26576 Becker, Haldon Dio and Marjorie (Grant)
Right of Way
Option expires September 16, 1957

0.04 acre	$1,150.00	
Building	1,350.00	
Amount to be paid owners - chrg to Right of Way		$2,500.00
State to assume 1957-58 taxes. Estimate		25.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$2,525.00

Grantor to vacate within 30 days of receipt of notice of acceptance.

Entire taking -

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND-SALEM EXPRESSWAY

26182 Bird, George W.; Orr, Mildred L. (Grant)
Right of Way, Sta. 292
Option expires December 17, 1957

450 sq. ft.	$60.00	
Amount to be paid owners - chrg to Right of Way		$60.00

Access controlled -

26184 Mummey, W. Wayne and Maurine (Grant)
Right of Way, Sta. 291
Option expires December 17, 1957

170 F. Feet (43,315 sq.ft.) at $118- per front foot	$20,000.00	
Store with apartment, shed bldg., parts building, etc.	37,730.00	
Improvements	1,270.00	
Amount to be paid owners - chrg to Right of Way		$59,000.00
State to assume 1957-58 taxes. Estimate		1,200 00
GRAND TOTAL (Estimate) - chrg to Right of Way		$60,200.00

Grantors to vacate 30 days after notice or 5 days after receipt of settlement, whichever is the later.

Entire taking -

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND-SALEM EXPRESSWAY (Cont)

26351 Kelley, Ella H. (Black)
Right of Way, Stas. 281 - 282
Letter of June 12, 1957 accepts Legal Offer

6,000 sq. ft. at $1.40 per sq. ft.	$8,400.00	
Building	3,200.00	
Amount to be paid owners - chrg to Right of Way		$11,600.00

Entire taking -

26149 Johnson, Grace (Grant)
Right of Way, Sta. 380
Option expires December 20, 1957

10,600 sq. ft.	$920.00	
Amount to be paid owner - chrg to Right of Way		$920.00
State to assume 1957-58 taxes. Estimate		10.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$930.00

Access controlled

MARION COUNTY LINE-ALBANY UNIT, N. JEFFERSON JCT. - ALBANY SECTION - PACIFIC HIGHWAY

26481 Settlemier, George and Harriet (Hart)
Right of Way, Stas. 107 - 1014
Option expires December 13, 1957

0.13 acre at $2,500 per acre	$ 325.00	
Moving nursery stock, nursery stock purchased, lath house and trees	$2,075.00	
Damage to house	2,000.00	
Allow for well in lieu of prev. commitment for sleeve under highway	600.00	
Amount to be paid owners - chrg to Right of Way		$5,000.00
State to assume 1957-58 taxes. Estimate		50.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$ 5,050.00

Grantors to vacate by June 27, 1957.

THINGS TO BE DONE BY THE STATE

Provide E. frontage road. Reconnect driveway from new r/w to frontage road.

Complete restriction of access -

EXHIBIT "A" (Cont)

ONTARIO-SNAKE RIVER SECTION - OLD OREGON TRAIL HIGHWAY

25861 Schram, B. J. and Mary (Chatwood)
Right of Way, Stas. 1345 - 1360
Option expires December 13, 1957

8.75 acres at $700- per acre	$6,115.00	
Re-establish 2,500 ft. ditch, lateral and dr. at $1/ ft.	2,500.00	
Allow for Grantor to est. new pumping plant E. of new hwy. in lieu of 200' of 24" drain tile under hwy.	900.00	
Severance damage	5,608.00	
Amount to be paid owners - chrg to Right of Way		$15,123.00

Grantors to retain water rights.

THINGS TO BE DONE BY THE STATE

Provide underpass at Sta. 1359+50. Est. cost $3,400.00
Fence right of way. Conform drain at Sta. 1344+75 to Grantors' new drain ditch

Complete restriction of access -

WEST UNIT, SANDY-FOREST BOUNDARY SECTION - MT. HOOD HIGHWAY

25411 Hochmuth, Joseph J. et al (Smith)
Right of Way, Sta. 28
Option expires December 22, 1957

0.47 acre at $1,500 per acre	$ 705.00	
Shop Building	500.00	
Allow for temp. driveway to hwy at Sta. 28+50	50.00	
Damages	795.00	
Moving cost (Low Bid Burt)	3,896.00	
Amount to be paid owners - chrg to Right of Way		$5,946.00
State to assume 1957-58 taxes. Estimate		60.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$6,006.00

Grantors to move bldgs. and shrubs by September 30, 1957

THINGS TO BE DONE BY THE STATE

Construct 16' wide surfaced approach at Sta. 28+50
Access: 28+50, N., residential.

Access controlled -

EXHIBIT "A" (Cont)

LINN CO. LINE-JUDKINS POINT UNIT, ALBANY-JUDKINS POINT SECTION - PACIFIC HIGHWAY

25188 Stuart, E. C. and Alda (Morgan)
Right of Way, Stas. 68 - 87
Option expires December 6, 1957

190.10 acres at $100 per acre	$19,000.00
50.00 acres at $40 per acre	2,000.00
38.00 acres at $275 per acre	10,350.00
2.00 acres at $750 per acre	1,500.00
Total -280.10 acres (272.21 excess)	
House: 1150 sq. ft. at $5 per sq. ft.	5,750.00
Comb. woodshed & garage, feed barn, hay barn, etc.	850.00
Machine shed, Brooder house, Poultry house	300.00
Chicken house, Tool house & Granary	250.00

Amount to be paid owners - chrg to Right of Way $40,000.00

Approval subj. to Title, desc. & area being satis. to State.
Grantor reserves right to harvest crops and pasture property until Jan. 1, 1958. Thereafter may rent by agreement with State.
Grantors to use buildings until Jan. 1, 1958, and be given 90 days notice before required to move.

THINGS TO BE DONE BY THE STATE

State may enter and test soil and rock and repair any damage they may do.

Entire taking -

INTERSTATE CONN. - MOHAWK ROAD SECTION - EUGENE-SPRINGFIELD HIGHWAY

23552 The 1st Presbyterian Church, Inc. of Springfield (Curfman)
Right of Way, Stas. 212 - 315
Option expires August 17, 1957

3.0± acres at $3000 per acre	$9,000.00
2.0± acres at $1200 per acre (3.62A. Excess)	2,400.00

Amount to be paid owners - chrg to Right of Way $11,400.00

Entire taking -

EXHIBIT "A" (Cont)

MARION COUNTY LINE-ALBANY UNIT, N. JEFFERSON JCT. -ALBANY SECTION - PACIFIC HIGHWAY

25484 Roner, Paul and Frances E. (Friess)
Right of Way, Stas. 1124 - 1133
Option expires December 24, 1957

0.5 acre	$500.00	
Amount to be paid owners - chrg to Right of Way		$500.00

THINGS TO BE DONE BY THE STATE

Fence right of way.

Complete restriction of access -

25740 Draper, Jack et al CORRECTION REPORT (Hart)
Right of Way, Stas. 978 - 993
Option expires December 21, 1957

0.54 acre at $2,500 per acre	$1,350.00	
50 rods fencing at $4 per acre	200.00	
Damage	150.00	
Amount to be paid owners - chrg to Right of Way		$1,700.00
State to assume 1957-58 taxes. Estimate		20.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$1,720.00

Grantors to vacate and remove fence by June 27, 1957.

THINGS TO BE DONE BY THE STATE

Provide E. frontage road.
This supersedes and cancels the $750 approval of November 8-9, 1956.

Complete restriction of access -

26452 Kronsteiner, F. and Kathryn (Hart)
Right of Way, Stas. 1025 - 1026
Option expires December 21, 1957

0.05 acre	$ 200.00	
1,500 sq. ft. lawn at $0.10 per sq. ft.	150.00	
Trees and shrubs	150.00	
Damage	500.00	
Amount to be paid owners - chrg to Right of Way		$1,000.00
State to assume 1956 -57 taxes. Estimate		10.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$1,010.00

EXHIBIT "A" (Cont)

MARION COUNTY LINE-ALBANY UNIT, N. JEFFERSON JCT. - ALBANY SECTION - PACIFIC HIGHWAY (Cont)

26452 Kronsteiner, F. and Kathryn (Cont)

Grantors to vacate by June 27, 1957.

THINGS TO BE DONE BY THE STATE

Provide E. frontage road.

Complete restriction of access -

26455 Seipp, Cora Lee and John H. (Hart)
Right of Way, Stas. 1030 - 1035
Option expires December 22, 1957

0.04 acre	$150.00	
Trees	75.00	
Depreciation and encroachment damage	350.00	
Amount to be paid owners - chrg to Right of Way		$575.00

Grantor to vacate by June 26, 1957.

THINGS TO BE DONE BY THE STATE

Provide E. frontage road.

Complete restriction of access -

25605 Heyerly, John (Hart)
Right of Way, Sta. 1110
Option expires December 22, 1957

0.14 acre	$500.00	
Encroachment damage	500.00	
Amount to be paid owner - chrg to Right of Way		$1,000.00
State to assume 1957-58 taxes. Estimate		10.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$1,010.00

Grantors to vacate by July 1, 1957.

THINGS TO BE DONE BY THE STATE

Reconnect driveway at present location.

Access not controlled -

EXHIBIT "A" (Cont)

S. E. FLAVEL STREET - S. P. O'XING SECTION - CASCADE HIGHWAY

26441 Abbott, Dwain Wilson and Gloria Jeanne (Grothaus)
Right of Way, Stas. 286+13 - 286+20
Bargain and Sale Deed signed 6/19/57

415 sq. ft.	$5.00	
Amount to be paid owners - chrg to Right of Way		$5.00

To clear underlapping of previous deeds.

Access not controlled -

ALBANY-LANE COUNTY LINE UNIT, ALBANY-JUDKINS POINT SECTION-PACIFIC HIGHWAY

25726 Christensen, A. C. and Katherine E. (Hart)
Right of Way, Stas. 2355 - 2384
Option expires November 30, 1957

46.87 acres at $224± per acre	$10,500.00	
Loss of Water rights	1,000.00	
Fencing: 350 rods at $2± per rod	700.00	
Damage	800.00	
Amount to be paid owners - chrg to Right of Way		$13,000.00
State to assume 1957-58 taxes - Estimate		130.00
GRAND TOTAL -(Extimate) - chrg to Right of Way		$13,130.00

Grantor to be allowed water privileges to Muddy Creek at Sta. 2365+00, East. Grantor to vacate before November 1, 1957, or may use land until required by State.

THINGS TO BE DONE BY THE STATE

Fence R/W boundaries, E. & W. Construct approach road at Sta. 2375+00, E. and along County Rd. at Sta 25+00, N. Provide E. frontage road.

Access controlled - None allowed -

25732 Baker, Ira E. and Bertha M. (Hart)
Right of Way, Stas. 2490 - 2530
Option expires December 2, 1957

EXHIBIT "A" (Cont)

ALBANY-LANE COUNTY LINE UNIT, ALBANY-JUDKINS POINT SECTION - PACIFIC HIGHWAY (Cont)

25732 Baker, Ira E. and Bertha M. (Cont)

31.22+ acres at $225 per acre	$7,025.00	
Stock shed, bridge, stock corral & fencing	1,000.00	
Mortgage release	25.00	
Damages	3,800.00	
Amount to be paid owners - chrg to Right of Way		$11,850.00
State to assume 1957-58 taxes - Estimate		120.00
GRAND TOTAL - (Estimate) - chrg to Right of Way		$11,970.00

Grantor to vacate by November 1, 1957, or 5 days after receipt of payment. Grantor may use land until needed by State. Grantor to have right to salvage 20'x40' stock shed & wooden bridge.

THINGS TO BE DONE BY THE STATE

Construct 20' approach to frontage road opposite C/L Sta. 2525+00, E., and S. of Priceboro Rd. at Sta. 19+00. Reconnect driveway and provide culverts, if necessary. Fence E. & W. boundaries, with gates, with No. 2 sheep-type fence. Contemplated channel change will re-establish water course on E. of highway or frontage rd. between Stas. 2530+00, and 2532+00, from which Grantor may irrigate. Provide E. frontage road.

Access controlled - none allowed -

MARION COUNTY LINE-ALBANY UNIT, N. JEFFERSON JCT.-ALBANY SECTION - PACIFIC HIGHWAY

25603 Spichalsky, Carl and Evelyn (Friess)
Right of Way, Opposite Sta. 1110
Option expires December 25, 1957

2750 sq. ft. ±	$275.00	
Construct new driveway, move trees & shrubs	300.00	
Damage	225.00	
Amount to be paid owners - chrg to Right of Way		$800.00

EXHIBIT "A" (Cont)

MARION COUNTY LINE-ALBANY UNIT, N. JEFFERSON JCT. -ALBANY SECTION - PACIFIC HIGHWAY (Cont)

25603 Spichalsky, Carl and Evelyn (Cont)

Grantor to vacate by August 15, 1957. Construct new driveway on remaining land. Remove trees & shrubs by August 15, 1957.

THINGS TO BE DONE BY THE STATE

Construct one 50' approach at S. W. corner of property. Grant permission to Grantor to place tile in ditch and back-fill ditch to grade. Tile to be same as used by State under approach.

Access controlled - none allowed -

CRAWFORDSVILLE - BROWNSVILLE SECTION - HALSEY - SWEET-HOME HIGHWAY

26226 Voigt, Fred W. and Jean Lois (Gemmell)
Temp. detour construction Easement, Stas. 520 - 523
Option expires December 20, 1957

0.3 acre Easement	$ 50.00	
Timber	100.00	
Amount to be paid owners - chrg to Right of Way		$150 00

Construction easement to expire November 1, 1958

THINGS TO BE DONE BY THE STATE

Remove bridge structure from this property prior to expiration date.

Access not controlled -

28539

EXHIBIT "B-1"

Minutes of June 27 and 28, 1957

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land on the Pacific Highway on the 7th Avenue Connection in Eugene described as follows:

A parcel of land lying in the Prior F. Blair D. L. C. No. 39, also lying in Section 36, Township 17 South, Range 4 West, W. M., Lane County, Oregon. The said parcel being described as follows:

Beginning at the most southerly corner of that tract conveyed to the Richfield Oil Corporation by deed recorded in Book 367, Page 303 of Lane County Records of Deeds, said point being on the northeasterly line of the 7th Avenue Connection of the Pacific Highway, 551.75 feet North and 774.9 feet East of the southwest corner of said D. L. C. No. 39; thence along the northeasterly line of said 7th Avenue Connection, North 34°02' 30" West 201.65 feet and on a 113 foot radius curve right (the long chord of which bears North 21°32' 30" West) 49.31 feet; thence South 80°57' 30" West 108.78 feet to a line which is parallel to and 44 feet easterly of the center line of said 7th Street Connection; thence southeasterly along said parallel line to the extended southeasterly line of said Richfield Oil Corporation tract; thence North 41°29' East along said extended line to the point of beginning, containing 25,000 square feet, more or less.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $12,500.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount

NOW THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et Seq. The conveyance of said property shall provide that there is reserved to the State, and waived and relinquished by the purchaser, all rights of ingress and egress to, from and between said real property and the right of way of the Pacific Highway, except two points of access not to exceed 50 feet in width will be allowed at approximate Highway Engineer's Center Line Station 659+90 and Station 662+90 on the northerly side of the Pacific Highway unrestricted as to use.

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 46 be entered in the minutes and records of the Commission as of the 27th day of June, 1957.

28540

EXHIBIT "B-2"

Minutes of June 27 and 28, 1957

RESOL UTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in Jump Off Joe Creek-Grants Pass Section of the Pacific Highway described as follows:

A parcel of land lying in the West half of the Northeast quarter of Section 6, Township 36 South, Range 5 West, W M., Josephine County, Oregon, and being a portion of that tract of land described in that certain deed to the State of Oregon, by and through its State Highway Commission, recorded in Book 179, Page 176 of Josephine County Records of Deeds; the said parcel being that portion of said property lying Northerly of a line which is parallel to and 150 ft. Northerly of the center line of the relocated Pacific Highway which center line is described as follows:

Beginning at Engineer's Center Line Station 1155+00, said Station being 3,422 ft. North and 2,966 ft. West of the Southeast corner of said Section 6; thence South 58°57' 30" East 2,500 ft. to Station 1180+00, said center line crossing the West line of said property approximately at Station 1158+23.

The parcel of land to which this description applies contains 68.75 acres.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $3,500.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et. Seq. The conveyance of said property shall provide that there is reserved to the State, and waived and relinquished by the purchaser, all rights of ingress and egress to, from and between said real property and the right of way of the relocated Pacific Highway.

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 47 be entered in the minutes and records of the Commission as of the 27th day of June, 1957.

28541

EXHIBIT "B-3"

Minutes of June 27 and 28, 1957

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the City of Springfield Section of the McKenzie Highway described as follows:

A parcel of land lying in Lots 7, 8 and 9, Block 8 Railroad Addition to Springfield, Lane County, Oregon, the said parcel being that portion of said Lots 7, 8 and 9, lying Southerly of a line which is parallel to and 30 ft. Southerly of the relocated center line of the McKenzie Highway, which parallel line is more particularly described as follows:

Beginning at the Northwest corner of said Lot 9; thence S 0° 02' 30" West along the West line of said Lot 87.2 ft. to a line which is parallel to and 30 ft. Southerly of the relocated center line of the McKenzie Highway and the true point of beginning; thence parallel to said center line on a 490.87 foot radius curve right (the long chord of which bears N 63°48' 30" E) 71.4 ft. to the East line of said Lot 8; thence continuing parallel to said center line on said 490.87 foot radius curve right (the long chord of which bears N 69°58' 30" E) 34.1 ft. to the East line of said Lot 7.

The parcel of land to which this description applies contains 5,600 sq. ft.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $2,800.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et. Seq. The conveyance of said property shall provide that there is reserved to the State, and waived and relinquished by the purchaser, all rights of ingress and egress to, from and between said real property and the right of way of the McKenzie Highway, except one point of access not to exceed 15 feet in width will be allowed at approximate Highway Engineer's Center Line Station 98+35 on the southerly side of the McKenzie Highway unrestricted as to use.

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 48 be entered in the minutes and records of the Commission as of the 27th day of June, 1957.

EXHIBIT "C"

Minutes of June 27 and 28, 1957

RESOLUTION

WHEREAS, prior hereto and on, to wit, the 26th day of January, 1956, the State Highway Commission duly adopted a resolution, whereby it was found that certain interests or fee simple title to certain parcels of real property owned by Erick Enquist and May B. Enquist, husband and wife, were needed and required for the construction, improvement, betterment, and maintenance of highways of the state highway system and the relocation, construction, improvement and maintenance of the said Dodson-Bonneville Section of the Columbia River Highway as a throughway, together with all rights of access of any nature of all of the contiguous real property of the said Erick Enquist and May B Enquist, except as specifically reserved for the use of the contiguous property; and

WHEREAS, it was necessary for the Legal and Right of Way Departments to institute an action in the Circuit Court of the State of Oregon for the County of Multnomah for the purpose of acquiring the said property for the reason that no satisfactory agreement could be reached with the owners of the said real property as to its value; and

WHEREAS, the project for the said construction and improvement was to be provided for with the assistance of federal aid funds and required the approval of the Bureau of Public Roads; and

WHEREAS, it will be necessary, in order to secure the approval of the Bureau of Public Roads, to make certain alterations and changes in the plans for said construction and improvement; and

WHEREAS, the Commission cannot, at this time, definitely ascertain the exact interest or amount of property that it will be necessary to acquire in order to properly and adequately carry out said plans for the construction and improvement; and

WHEREAS, the Commission on the 4th day of June, 1956 duly entered an amended resolution changing the type of access from one of transportation of farm products from the owners remaining land and for private residential purposes only to that of one of unrestricted access subject to the provisions in both the original resolution and the amended resolution that the Commission, at its option, would have the right to build a frontage road for service of the remaining land of the owners, their heirs and assigns, and in which event, said access to the Columbia River Highway should cease and that access would be allowed on said frontage road only; and

WHEREAS, it is now the judgment of the Commission that the said real properties therein sought to be acquired are no longer necessary or needed at this time for state highway purposes, and that therefor the action hereinbefore referred to should be dismissed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this

EXHIBIT "C" (Cont)

Commission as follows:

1. The Commission, based on the foregoing, does hereby find and declare that certain interests in or fee simple title to certain parcels of real property owned by Erick Enquist and May B. Enquist, husband and wife, are no longer needed or required at this time for the relocation, construction, improvement, and maintenance of the said Dodson-Bonneville Section of the Columbia River Highway as a throughway.

2. That the Chief Counsel is directed and authorized to dismiss the action previously instituted for acquiring such interests and title to said real property.

3. That this resolution be entered in full in the minutes and records of the Commission this 27th day of June, 1957 as Resolution No. 625a.

EXHIBIT "D"

Minutes of June 27 and 28, 1957

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of State Highway projects have been completed according to the terms and provisions of said contracts and that said jobs are now ready for acceptance:

"Contract No. 4423, with Rogers Construction Co. for grading and paving on the North Plains-Hillsboro Section of the Shadybrook-Hillsboro County Road in Washington County, completed June 5, 1957.

"Contract No. 4550, with Valley Construction Co. for constructing the Booth Ranch structures on the Shady-Canyonville Section of the Pacific Highway in Douglas County, completed May 31, 1957.

"Contract No. 4665, with A. E. Fitzgerald for bridge rail replacement on the Spencer Creek Bridge on the Green Springs Highway in Klamath County, completed May 16, 1957.

"Contract No. 4699, with Erick Enquist, for constructing the North Fork Scappoose Creek Bridges on the Pittsburg-Scappose County Road in Columbia County, completed May 13, 1957.

"Contract No. 4711, with Rogers Construction Co. for grading and paving on the Banks Section of the Nehalem Highway in Washington County, completed May 17, 1957.

"Contract No. 4715, with Tom Lillebo, for replacement of the Powers Bridge approaches on the Powers Secondary Highway in Coos County, completed May 17, 1957.

"Contract No. 4849, with Angell Bros., for constructing an overnight camping area in the Big Creek State Park in Lincoln County, completed May 23, 1957.

"Contract No. 4850, with R. I. Randolph Construction Co., for constructing additional facilities in Big Creek State Park in Lincoln County, completed June 18, 1957.

"Contract No. 4853, with Lloyd G. Sperling for constructing additional facilities in Cape Lookout State Park in Tillamook County, completed June 13, 1957.

"Contract No. 4855, with Parker & Fuhrman for constructing an overnight camping area in the Fort Stevens State Park in Clatsop County, completed June 12, 1957.

EXHIBIT "D" (Cont)

"Contract No. 4868, with Shannon Construction Co. for constructing an overnight camping area in the Jessie M. Honeyman State Park in Lane County, completed June 12, 1957.

"Contract No. 4871, with Electric Corporation for installing traffic signals at Lebanon on the Santiam Highway in Linn County, completed June 21, 1957.

"Contract No. 4874, with Rochat Electric Co. for installing traffic signals on the N. E. Portland Highway in Multnomah County, completed June 5, 1957.

"Contract No. 4877, with Calkins Crushing Co. for furnishing crushed materials in stockpiles on the Olney-Jewell Section of the Nehalem Highway in Clatsop County, completed May 9, 1957.

"Contract No. 4881, with J. C. Compton Co., for constructing guard rail on the Willamette and McKenzie Highways in Lane County, completed May 27, 1957.

"Contract No. 4888, with J. C. Compton Co., for oiling work on the Boyd-Dufur Section of the Boyd-Dufur County Road in Wasco County, completed May 24, 1957.

"Contract No. 4895, with Pacific Marine Service, for painting the Robertson Bridge on the Rogue River Loop Highway in Josephine County, completed May 22, 1957.

"Contract No. 4898, with J. C. Compton Co., for fencing on the Willamette River-Hayesville Section of the Portland-Salem Expressway (R. H. Baldock Freeway) in Marion County, completed May 28, 1957.

"Contract No. 4908, with C. A. Lantz, for constructing a chapel building in Silver Falls State Park in Marion County, completed June 10, 1957.

"Contract No. 4909, with V. L. Reinecke, for constructing a latrine at the Gervais Rest Area on the Pacific Highway East in Marion County, completed June 10, 1957.

"Contract No. 4910, with Standard Construction Co., Inc., for constructing the Champoeg State Park latrine in Marion County, completed June 13, 1957.

"Contract No. 4912, with Russell Olson Construction Co., for the paving of DuPont Street in the City of Echo in Umatilla County, completed June 8, 1957.

"Contract No. 4913, with A. E. Fitzgerald for constructing the Ochoco Sand Shed on the Ochoco Highway in Wheeler County, completed June 14, 1957.

EXHIBIT "D" (Cont)

"Contract No. 4926, with Angell Bros., for grading and paving "F" Street in the City of Eastside in Coos County, completed June 14, 1957.

"Contract No. 4927, with Roseburg Paving Co., for shoulder oiling on the Canyonville Section of the Pacific Highway in Douglas County, completed June 10, 1957.

"Contract No. 4928, with Wildish Construction Co., for paving on the Dexter-Lowell Section of the Willamette Highway in Lane County, completed June 13, 1957.

"Contract No. 4962, with J. C. Compton Co., for shoulder oiling on the Sand Station-Washington State Line Section of the Columbia River Highway in Umatilla County, completed June 6, 1957.

THEREFORE BE IT RESOLVED that the work covered by State Highway Contracts for the construction of said State Highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

BE IT FURTHER RESOLVED that this Contracts Completed Resolution No. 63 shall be entered in the minutes and records of the Commission as of the 27th day of June, 1957.

28547

EXHIBIT "E"

Minutes of June 27 and 28, 1957

RESOLUTION

WHEREAS, under ORS 366.320, the Oregon State Highway Commission is authorized to acquire land by purchase, agreement, donation or by the exercise of the power of eminent domain, when such land is deemed necessary for highway purposes; and

WHEREAS, the Lloyd Corporation has expressed its willingness to convey to the Oregon State Highway Commission for no consideration the hereinafter described land; provided that it is accepted by the Highway Commission for public highway purposes; and

WHEREAS, the City of Portland has vacated streets for the petitioner, the Lloyd Corporation, and under the Charter and Ordinances of the City of Portland, whenever any vacation is granted to a petitioner, land of equal value or acreage must be donated by the petitioner; and

WHEREAS, for the purpose mentioned in the last above-mentioned paragraph, the Lloyd Corporation wishes to obtain credit from the City of Portland for the land required to be conveyed to the City of Portland in consideration for the vacation of certain streets and alleys; and

WHEREAS, it is acceptable by the City of Portland that the hereinafter described land be conveyed to the State Highway Commission for public highway purposes to connect the Banfield Express Highway with Holladay Street at 13th Avenue by means of a westbound off ramp and to connect the Banfield Express Highway by means of an eastbound on ramp with 16th Street as it leaves Irving Street, but without any obligation, express or implied, present or future, that the State Highway Commission will be required to construct an overcrossing at said location or otherwise construct any facility to create a complete traffic interchange.

NOW, THEREFORE, based upon the power and authority vested in the Oregon State Highway Commission by the State of Oregon, it is hereby ordered and resolved that the Oregon State Highway Commission does accept, for public highway purposes, the following described land, to wit:

Parcel No. 1. A parcel of land lying in Blocks 183, 184, 190 and 191, Holladay's Addition to East Portland; Block 37, Sullivan's Addition to East Portland; and those vacated portions of Northeast 17th Avenue, 18th Avenue, Northeast Pacific and Northeast Oregon Streets, situated in Section 35, Township 1 North, Range 1 East, W.M., Multnomah County, Oregon, the said parcel being described as follows:

Beginning at the Southwest corner of said Block 184; thence Easterly along the South line of said Block 184 a distance of 60 feet; thence Northwesterly to a point on the South line of Lot 3 of said

EXHIBIT "E" (Cont)

Block 184, said point being 20 feet Easterly of the Southwest corner of said Lot 3; thence Northeasterly to a point on the South line of said Block 191, said point being 50 feet Easterly of the Southwest corner of Lot 5 of said Block 191; thence Northeasterly to the Northwest corner of Lot 4 of said Block 37; thence Northeasterly to the East line of Lot 6, said Block 37, at a point 15 feet South of the Northeast corner of Lot 6 said Block 37; thence Northerly along the East lines of Lots 6 and 7 of said Block 37 at a distance of 25 feet, to the South line of that property previously conveyed to the State of Oregon, by and through its State Highway Commission by that deed recorded in Book 1559, Page 425, of Multnomah County Deed Records; thence Westerly along said South line to a point on the West line of said Block 37, said point being 90 feet Southerly of the Northwest corner of said Block 37; thence Southwesterly to the Northeast corner of Lot 6 of said Block 191, said corner also being on the southerly line of said State of Oregon property; thence Southwesterly along the Southerly line of said State of Oregon property to the center line of N. E. 17th Street; thence Southwesterly to the Northwest corner of said Block 184; thence Southerly along the West line of said Block 184 to the point of beginning, subject to that area dedicated as street

The parcel of land to which this description applies contains 2.15 acres.

Parcel No. 2. A parcel of land lying in Blocks 151, 162, Holladay's Addition to East Portland and vacated N. E. Holladay Street, N. E. 15th Avenue, and vacated N. E. 14th Avenue, situated in Section 35, Township 1 North, Range 1 East, W. M., Multnomah County, Oregon, the said parcel being described as follows:

Beginning on the East line of N. E. 13th Avenue at a point which is 10 feet Southerly of the Northwest corner of said Block 151; thence Northerly along the East line of Northeast 13th Avenue, 60 feet; thence Easterly, parallel to and 30 feet Southerly of the North line of said N. E. Holladay Street, 250 feet, to the Northerly prolongation of the East line of said N. E. 14th Avenue; thence Northerly along said prolongation, 10 feet, to a line which is parallel to and 20 feet Southerly of the North line of said Northeast Holladay Street; thence Easterly along said parallel line to the Northwesterly right of way line of the O. W. R and N. Co. right of way; thence Southerwesterly along the O. R. R. and N Co. right of way to the South line of Lot 8 of said Block 162; thence Westerly along the South line of Lots 1 and 8, of said Block 162 to the Southwest corner of said Lot 1; thence Northerly along the West line of said Lot 1 to a point that is 10 feet Southerly from the Northwest corner of said Lot 1; thence Westerly to the point of beginning, subject to that area dedicated as street.

EXHIBIT "E" (Cont)

The parcel of land to which this description applies contains 0.98 acre.

This resolution be entered in the minutes and records of the Oregon State Highway Commission this 27th day of June, 1957, as Miscellaneous Resolution No. 207, and the Secretary is directed to mail a duly certified copy thereof to the Common Council of the City of Portland, Oregon.

EXHIBIT "F-1"

Minutes of June 27 and 28, 1957

RESOLUTION

WHEREAS, the Springfield-Creswell Secondary Highway No. 222 in Lane County, Oregon, is a state secondary highway under the jurisdiction and control of the Oregon State Highway Commission; and

WHEREAS, pursuant to ORS 366.290, with the written consent of the county, State may eliminate from the system secondary highways or any part thereof, and said part shall pass to county for its maintenance and control; and

WHEREAS, Lane County and the Oregon State Highway Commission entered into an agreement on the 10th day of June, 1957, relating among other things, to the disposition to be made of the portion which may be eliminated, hereinafter referred to as Unit "A"; and

WHEREAS, said agreement provided that Unit "A" would be eliminated by State as part of the Springfield-Creswell Secondary Highway No. 222 by formal resolution and that Unit "A" would be maintained thereafter by the County as part of the County road system as long as needed for the service of persons living thereon, or communities served thereby, and that all right, title and interest which state may have in the right of way of said Unit "A" shall pass to and vest in County; and

WHEREAS, it is the purpose of the Oregon State Highway Commission to take official action and impress upon its records the disposition made of the portion of unit of right of way of said highway referred to herein as Unit "A";

NOW, THEREFORE, based upon the power and authority vested in the Oregon State Highway Commission by the State of Oregon, it is hereby ordered and resolved that:

1. That portion of the right of way of the Springfield-Creswell Secondary Highway No. 222, which is no longer needed as part of said highway is identified as Unit "A" and described as follows:

Unit "A": All the land situated within the right of way boundaries of the Springfield-Creswell Secondary Highway No. 222 beginning on said highway at the southerly right of way line of the Willamette Primary Highway No. 18 opposite Highway Engineer's Survey Station 202+25 of said Willamette Highway in the northwest quarter of the northwest quarter ($NW\frac{1}{4}$-$NW\frac{1}{4}$), Section 29, Township 18 South, Range 2 West, W. M.; thence southerly via said Springfield-Creswell Highway to the southerly right of way line, extended, of the Georgia D. Gilstrap County Road No. 888 where the same intersects said highway in the southwest quarter of the northwest quarter ($SW\frac{1}{4}$-$NW\frac{1}{4}$), Section 8, Township 19 South, Range 2 West, W. M.

EXHIBIT "F-1" (Cont)

2. Pursuant to the agreement entered into with Lane County on the 10th day of June, 1957, Unit "A", indicated on the map attached hereto, marked Exhibit "A", and by this reference made a part hereof, is hereby duly eliminated as part of the Springfield-Creswell Secondary Highway No. 222 and the state highway system; and all right, title and interest which the State has in the right of way of Unit "A" herein described, pass to and vest in said Lane County. *

3. This resolution be entered in the minutes and records of the Oregon State Highway Commission this 27th day of June, 1957, as Abandonment and Retention Resolution No. 332, and the Secretary is directed to mail a duly certified copy thereof to the Board of County Commissioners of Lane County.

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*FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 332 under the heading "Abandonment and Retention Resolutions", and said map by this reference is made part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "F-2"

Minutes of June 27 and 28, 1957

RESOLUTION

WHEREAS, on November 13, 1931, the Oregon State Highway Commission selected and designated, and on August 15, 1935, revised a secondary state highway described as follows:

> Beginning at the junction of the Springfield-Lowell County Market Road No. 36 with the McKenzie State Highway No. 15 east of the city of Springfield, thence southeasterly via the Springfield-Lowell County Market Road No. 36 to Jasper, thence southerly via the Jasper South County Market Road No. 35 to the Willamette Highway No. 18 east of Pleasant Hill, thence westerly common with the Willamette Highway to a point west of Pleasant Hill, thence southerly and westerly via the Cloverdale County Market Road No. 32 to a junction with the Pacific Highway No. 1 in the city of Creswell,

which said county roads, on their selection and designation as a secondary highway, were thereafter identified in the records of the Highway Commission as the Springfield-Creswell Secondary State Highway No 222 in Lane County; and

WHEREAS, Lane County and the State Highway Commission entered into an agreement on the 10th day of June, 1957, relating, among other things, to a change in the route of the Springfield-Creswell Highway; and

WHEREAS, ORS 366.295 authorizes the Highway Commission to make such changes in the location of highways as, in the judgment and discretion of the Commission, will result in better alignment, more advantageous and economical highway operation and maintenance or as will contribute to and afford a more serviceable system of state highways;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission that:

1. The route of the Springfield-Creswell Secondary State Highway No. 222 in Lane County shall be altered and the new route shall be designated as follows:

> Beginning at the McKenzie Highway at Mile Point 4.61 east of Springfield, thence southeasterly via Jasper to a point where said highway crosses the Willamette Highway No. 18 at Mile Point 5.62 of said Willamette Highway east of Pleasant Hill, thence southwesterly along a proposed alignment from the Willamette Highway crossing via Cloverdale to a junction with the proposed Goshen Divide Secondary Highway No. 226 in Creswell. Said route is shown colored in blue on the attached Exhibit "A". *

EXHIBIT "F-2" (Cont)

2. This resolution be entered in the minutes and records of the Oregon State Highway Commission this 27th day of June, 1957, as Secondary Highway Designation Resolution No. 40, and the Secretary is directed to mail a duly certified copy thereof to the Board of County Commissioners of Lane County.

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*FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 40 under the heading "Secondary Highway Designation Resolutions" and said map by this reference is made part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "F-3"

Minutes of June 27 and 28, 1957

RESOLUTION

WHEREAS, the relocated Deception Creek-Oakridge Section of the Willamette Primary State Highway No. 18 located in Lane County, the westerly terminus of which is at Highway Engineer's Survey Station 975+00 and the easterly terminus of which is at Highway Engineer's Survey Station 1128+73.73 on the relocated highway, has been completed and is now open for public travel; and

WHEREAS, due to the relocation of the aforesaid section, a portion of the former right of way is no longer needed for right of way purposes and may be eliminated from the boundaries of the relocated highway; and

WHEREAS, Lane County and the State Highway Commission entered into an agreement on the 10th day of June, 1957, relating to the disposition to be made of the portion that may be eliminated, therein and hereinafter referred to as Unit "A" and relating to the responsibility of County in the maintenance of said Unit "A"; and

WHEREAS, said agreement provided that Unit "A" would be eliminated to County by State as part of the Willamette Highway by formal resolution; and that Unit "A" would be maintained thereafter by the county as part of the county road system as long as needed for the service of persons living thereon, or communities served thereby;and

WHEREAS, it is the judgment of the Highway Commission that certain portions of the right of way of the Willamette Primary Highway No. 18, Deception Creek-Oakridge Section, together with other real property acquired by State for roadway right of way and other public purposes, is needed and valuable for right of way and public use; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon its records the disposition made of the portion or unit of the former right of way of the said highway referred to herein as Unit "A" as well as all the property affected by reason of said realignment,

NOW, THEREFORE, based upon the power and authority vested in the Commission by the State of Oregon, it is HEREBY ORDERED AND RESOLVED that:

1. The portion of the former right of way which by reason of the relocation of the Deception Creek-Oakridge Section of the Willamette Highway is no longer needed as part of the new right of way, is identified as Unit "A" and described as follows:

All the land situated within the right of way boundaries of the Willamette Highway as formerly routed, beginning on said highway as formerly routed at the westerly right of way line,

EXHIBIT "F-3" (Cont)

extended, of the Westfir County Road where the same intersects said highway as formerly routed in the southwest quarter of the southwest quarter ($SW\frac{1}{4}$-$SW\frac{1}{4}$), Section 12, Township 21 South, Range 2 East, W. M.; thence southerly and easterly via said highway as formerly routed to the northerly right of way line opposite Highway Engineer's Survey Station 1086+00 of said highway as relocated in Lot 4, Section 18, Township 21 South, Range 3 East, W. M.

2. Pursuant to the agreement entered into with Lane County on the 10th day of June, 1957, Unit "A" indicated on the map attached hereto marked Exhibit "A", as shown colored in red, and by this reference made a part hereof, is hereby duly eliminated as part of the Willamette Highway and the state highway system; and all right, title, and interest which the State has in the right of way of Unit "A" herein described, pass to and vest in said Lane County.

3. The right of way of the former and of the relocated Deception Creek-Oakridge Section of the Willamette Highway, together with the real property acquired by the State for roadway right of way and other public purposes, as indicated on Exhibit "A" attached hereto, as shown colored in green shall be retained and held by the State. *

This Abandonment and Retention Resolution No. 331, be entered in the minutes and records of the Oregon State Highway Commission as of the 27th day of June, 1957, and the Secretary is ordered to mail a duly certified copy hereof the Board of County Commissioners of Lane County.

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*FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 331 under the heading "Abandonment and Retention Resolutions", and said map by this reference is made part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "G"

Minutes of June 27 and 28, 1957

RESOLUTION

WHEREAS, ORS 483.520 and ORS 483.524 authorize the State Highway Commission to grant permits for the movements of vehicles and combinations of vehicles having an overall length of not more than 60 feet, except that combinations of vehicles transporting logs, poles or piling may have an overall length in excess of 60 feet, and having a gross weight not in excess of that set forth in ORS 483.524 (3) and (4); and

WHEREAS, on the 16th day of July, 1951, the Oregon State Highway Commission, by Special Matters Resolution No. 40 and amended by Special Matters Resolution No. 40a on the 28th day of February, 1957, authorized the issuance of permits for the movement of vehicles and load not in excess of 60 feet; and

WHEREAS, said resolution set out the form and language of the permits to be issued by Exhibits "A", "B", "C", "D" and "E"; and

WHEREAS, by the terms of said resolution, the Commission reserved the right to change or modify their action by subsequent resolution; and

WHEREAS, the Commission now desires to make certain changes and modifications in the form of permit as hereafter set forth;

NOW, THEREFORE, BE IT AND IT IS HEREBY RESOLVED AND ORDERED by this Commission, all the members being present and voting affirmatively as follows:

1. That Exhibit "C" of Special Matters Resolution No. 40, adopted by the Commission on July 16, 1951, be amended to read as follows:

> "Transportation Permit (Temporary) for Continuous Operation of Overlength or Overweight Vehicles - Group I or II Highways - Permit Form E-271. This permit authorizes the movement over such highways as may be specified therein of combinations of vehicles, including any load thereon having a length and of a description as specified therein, but in no event to exceed 60 feet in length except that an overall length of not more than 65 feet may be allowed over Group I Highways if the commodity carried is short logs or poles on a truck and full trailer combination if the length of the equipment does not exceed 60 feet and having a gross weight of any wheel, axle, tandem axle, group of axles or of the combination of vehicles not in excess of that authorized by ORS 483.524, subsections (2), (3) and (4), provided that the gross weight of any combination of vehicles consisting of a truck having two

EXHIBIT "G" (Cont)

axles and a full trailer having two axles shall not exceed that set forth in the table of weights in ORS 483.524, subsection (4) or the sum of the permissible axle weights, whichever is the lesser. The Principal use of this permit form shall be to authorize movement of combinations of vehicles of a description or transporting a commodity not included in any resolution adopted by the Commission pursuant to the provisions of ORS 483.525 or for operation over highways reclassified or approved subsequent to the adoption of said resolution."

2. That this resolution be entered in the minutes and records of the Commission as of the 27th day of June, 1957, and that the original of this resolution be filed in the office of the Secretary of the State Highway Commission and that a copy of this resolution be furnished to each the Superintendent of State Police and the Public Utilities Commissioner.

EXHIBIT "H"

Minutes of June 27 and 28, 1957

RESOLUTION

WHEREAS, by virtue of the provisions of ORS 366.30, the Highway Commission is directed and authorized to appoint, with the approval of the Attorney General, an Assistant Counsel; and

WHEREAS, G. E. Rohde is an attorney in good standing before the Oregon State Bar and admitted to practice before all of the courts of the State of Oregon, is an Assistant Attorney General, and is qualified to discharge the duties of Assistant Counsel for the Commission; and

WHEREAS, Leonard I. Lindas, an Assistant Attorney General and Chief Counsel to the Oregon State Highway Commission, has requested and recommended that the said G. E. Rohde be appointed and authorized to serve as Assistant Counsel to the State Highway Commission; and

WHEREAS, the Attorney General of the State of Oregon has approved of such appointment;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THIS COMMISSION, all members being present and affirmatively voting, as follows:

1. That G. E. Rohde be and he hereby is appointed as Assistant Counsel for the Highway Commission to serve in such capacity for a period of four years.

2. That G. E. Rohde shall serve under the direction of the Chief Counsel and in the absence of the Chief Counsel shall have full authority to perform any duty required or permitted by law to be performed by the Chief Counsel.

3. That the salary which shall be paid to G. E. Rohde is hereby fixed by the Commission in the sum of $716 per month.

4. That in addition to the salary that shall be paid G. E. Rohde he shall be entitled to and shall be paid his actual traveling and other necessary expenses as may be incurred in the performance of his official duties.

5. That this resolution shall be entered in the minutes and records of the Commission as of the 27th day of June, 1957.

28559

EXHIBIT "I-1"

Minutes of June 27 and 28, 1957

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Wallowa Lake Highway

Highway number 10 Route number ORE 82

Location of Termini		Established Speed
M.P.	to M.P.	M.P.H.
33.58 (0.16 mile west of Wallowa River)	34.05 (0.10 mile East of O.W.R. & N. Undercrossing	35

EXHIBIT "I-1" (Cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 250 be entered in the minutes and records of the Commission as of the 27th day of June, 1957.

28561

EXHIBIT "I-2"

Minutes of June 27 and 28, 1957

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of Highway: Old Oregon Trail

Highway number 6 Route Number US 30

Location of Termini		Established Speed
M.P.	to M.P.	M.P.H.
335.66 (0.4 mile north of north Baker city limits)	335.70 (North Baker City limits)	45

EXHIBIT "I-2" (Cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 251 be entered in the minutes and records of the Commission as of the 27th day of June, 1957.

28563

EXHIBIT "J"

Minutes of June 27 and 28, 1957

RESOLUTION

WHEREAS, the Oregon Coast Highway is under the control and jurisdiction of the State Highway Commission; and

WHEREAS, it appea rs that vehicles are parked on the shoulders of said highway at and near the entrance to Fogarty Creek State Park in Lincoln County; and

WHEREAS, an adequate parking area has been provided off the highway within the part development; and

WHEREAS, the parking of vehicles on the shoulders of said highway at said location creates a hazard to the traveling public; and

WHEREAS, in the opinion of the Commission, public travel and public safety require that parking of vehicles should be prohibited on both shoulders of said highway at said location;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare, based upon recommendations by members of its staff, that the parking of vehicles on both shoulders of the Oregon Coast Highway between M.P. 124.98 (0.21 mile north of Fogarty Creek) and M.P. 125.34 (.15 mile south of Fogarty Creek) creates a hazard to the traveling public.

2. That, in the opinion of this Commission, the right of way of said highway on said section is not of sufficient width to permit parking of vehicles thereon and at the same time to provide the degree of safety and convenience which, in the opinion of the Commission, should be provided the motoring public.

3. That the Commission does further find and declare parking of vehicles on both shoulders of said Oregon Coast Highway within said section should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect signs within said termini and at such points as, in his judgment, are necessary to accomplish the purpose of this resolution, and the action of the Commission as herein declared, on which signs shall be printed in plain letters the words, "NO PARKING ON HIGHWAY SHOULDERS".

EXHIBIT "J" (Cont)

5. That a certified copy of this resolution be sent to the Superintendent of the Department of State Police for his information.

6. That this "No Parking" Resolution No. 164 be entered in the minutes and records of the State Highway Commission as of the 27th day of June, 1957.

28565

EXHIBIT "K-1"

Minutes of June 27 and 28, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate in part, widen, construct, improve and maintain the North Jefferson Junction-Albany Section of the Pacific Highway East; and

WHEREAS, the Highway Commission has, by a resolution, ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is

EXHIBIT "K-1" (Cont)

necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating in part, widening, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation in part, widening, construction, improvement and maintenance of the said North Jefferson Junction-Albany Section of the Pacific Highway East, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the state and the owners should be acquired are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said widened and relocated Pacific Highway East and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A". *

3. That the relocation in part, widening, construction, improvement and maintenance of the said North Jefferson Junction-Albany Section of the Pacific Highway East and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken, is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the

event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 27th day of June, 1957, as Condemnation Resolution No. 819.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 819, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "K-2"

Minutes of June 27 and 28, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street, quarry sites, gravel pits, storage sites, stock pile sites, or for the acquisition or manufacture of roadbuilding materials, approach or hauling roads, connecting roads, frontage road, highway drainage, drainage tunnels, or for the elimination or prevention of hazardous points of entry from adjacent property to state highways, or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, the said Commission is required to designate, locate, relocate, construct and maintain in the State of Oregon a system of highways, including all necessary bridges and culverts; and,

WHEREAS, for the purpose of constructing and maintaining highways of the state highway system, the Commission plans and proposes to acquire certain real property for the acquisition of roadbuilding materials for use in connection with the construction and maintenance of highways of the state highway system; and,

WHEREAS, said Commission is authorized to take fee simple title to said real property.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, certain interests in or fee simple title to a certain parcel of real property. The said parcel of real property, or particular interest therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, is more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

EXHIBIT "K-2" (Cont)

2. That the highway facilities for which the said parcel of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcel of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcel of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 27th day of June, 1957, as Condemnation Resolution No. 820.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 820, under the heading "Real Property Condemnation Resolutions", and said description, map and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

28570

EXHIBIT "K-3"

Minutes of June 27 and 28, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Albany-Judkins Point Section of the Pacific Highway East; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately

needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Albany-Judkins Point Section of the Pacific Highway East, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Pacific Highway East and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A".*

3. That the relocation, construction, improvement and maintenance of the said Albany-Judkins Point Section of the Pacific Highway East and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to

EXHIBIT "K-3" (Cont)

final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 27th day of June, 1957, as Condemnation Resolution No. 821.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 821, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

28573

EXHIBIT "K-4"

Minutes of June 27 and 28, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; weighing stations; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate in part, widen in part, construct, improve and maintain the Sandy-Forest Boundary Section of the Mt. Hood Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated in part, widened in part, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the "Throughway Law"; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is

necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating in part, widening in part, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The State Highway Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment, and maintenance of highways of the state highway system, and the relocation in part, widening in part, construction, improvement and maintenance of the said Sandy-Forest Boundary Section of the Mt. Hood Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there be no rights of access of any nature between the right of way of the said relocated and widened Mt. Hood Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A". *

3. That the relocation in part, widening in part, construction, improvement and maintenance of the Sandy-Forest Boundary Section of the Mt. Hood Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the

event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 27th day of June, 1957, as Condemnation Resolution No. 822.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 822, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "K-5"

Minutes of June 27 and 28, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highway; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, construct, improve and maintain the Moro-Kent Section of the Sherman Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, for the purpose of widening, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled .

EXHIBIT "K-5" (Cont)

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, construction, improvement and maintenance of the said Moro-Kent Section of the Sherman Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2 That it is necessary that there shall be no rights of access of any nature between the right of way of the said widened and improved Sherman Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property, except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A".*

3 That the widening, construction, improvement and maintenance of the said Moro-Kent Section of the Sherman Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5 That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and

EXHIBIT "K-5" (Cont)

records of the Commission this 27th day of June, 1957, as Condemnation Resolution No. 823.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 823, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

28579

EXHIBIT "K-6"

Minutes of June 27 and 28, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites, weighing stations; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels, or for the elimination or prevention of hazardous points of entry from adjacent property to state highways, or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the North Santiam Highway; and

WHEREAS, for the purpose of widening, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The State Highway Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said North Santiam Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That the widening, improvement and maintenance of the said North Santiam Highway and the highway facilities for which each of the said parcels of real property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed,

located and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 26th day of June, 1957, as Condemnation Resolution No. 824.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 824, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

28581

EXHIBIT "K-7"

Minutes of June 27 and 28, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Sunset Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said highway shall be widened, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, for the purpose of widening, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

EXHIBIT "K-7" (Cont)

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said Sunset Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A" under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said widened and improved Sunset Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A".*

3. That the widening, improvement and maintenance of the said Sunset Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 27th day of June, 1957, as Condemnation Resolution No. 825.

EXHIBIT "K-7" (Cont)

*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 825, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "K-8"

Minutes of June 27 and 28, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes. the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Ontario-Snake River Section of the Old Oregon Trail Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter

EXHIBIT "K-8" (Cont)

described are necessary and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Ontario-Snake River Section of the Old Oregon Trail Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Old Oregon Trail Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A". *

3. That the relocation, construction, improvement and maintenance of the said Ontario-Snake River Section of the Old Oregon Trail Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

EXHIBIT "K-8" (Cont)

6. That this resolution be entered in full in the minutes and records of the Commission this 27th day of June, 1957, as Condemnation Resolution No. 826.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 826, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

28587

EXHIBIT "K-9"

Minutes of June 27 and 28, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part and relocate in part, construct, improve and maintain the Grants Pass (6th & 7th Sts.) Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened in part and relocated in part, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, for the purpose of widening in part and relocating in part, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission

EXHIBIT "K-9" (Cont)

that the real properties hereinafter described are necessary and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening in part and relocation in part, construction, improvement and maintenance of the said Grants Pass (6th & 7th Sts.) Section of the Pacific Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said widened and relocated Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A".*

3. That the widening in part and relocation in part, construction, improvement and maintenance of the said Grants Pass (6th & 7th Sts.) Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

EXHIBIT "K-9" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 27th day of June, 1957, as Condemnation Resolution No. 827.

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*FOOTNOTE:

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 827, under the heading "Real Property Condemnation Resolutions", and said description, map and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "K-10"

Minutes of June 27 and 28, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon as set forth and defined in Oregon Revised Statutes, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street, quarry sites, gravel pits, storage sites, stock pile sites, or for the acquisition or manufacture of roadbuilding materials, approach or hauling roads, connecting roads, frontage road, highway drainage, drainage tunnels, or for the elimination or prevention of hazardous points of entry from adjacent property to state highways, or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, the said Commission is required to designate, locate, relocate, construct and maintain in the State of Oregon a system of highways, including all necessary bridges and culverts; and,

WHEREAS, for the purpose of constructing and maintaining highways of the state highway system, the Commission plans and proposes to acquire certain real property for the acquisition of roadbuilding materials for use in connection with the construction and maintenance of highways of the state highway system; and,

WHEREAS, said Commission is authorized to take fee simple title to said real property.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, certain interests in or fee simple title to a certain parcel of real property. The said parcel of real property, or particular interest therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, is more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That the highway facilities for which the said parcel of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be

constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcel of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcel of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 27th day of June, 1957, as Condemnation Resolution No. 828.

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*FOOTNOTE

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 828, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "K-11"

Minutes of June 27 and 28, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites, or for the acquisition or manufacture of roadbuilding materials, approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels, or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to locate, construct, improve and maintain the Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway, and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be located, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of locating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1 The Commission does hereby find and declare that there is needed and required for the construction, improvement, betterment and maintenance of highways of the state highway system, and the location, construction, improvement and maintenance of the said Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2 That it is necessary that there shall be no rights of access of any nature between the right of way of the said Portland-Salem Expressway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property.

3 That the location, construction, improvement and maintenance of the said Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5 That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or in his

absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 27th day of June, 1957, as Condemnation Resolution No. 829.

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*FOOTNOTE

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 829, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

28595

EXHIBIT "K-12"

Minutes of June 27 and 28, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage road, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to locate, construct, improve and maintain the Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be located, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, for the purpose of locating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real

properties hereinafter described are necessary, and that access to and from the said highway should be controlled; and

WHEREAS, prior to the May 16-17, 1957, Commission Meeting, the Highway Commission directed its Legal and Right of Way Department to prepare and submit condemnation resolutions for all real properties necessary for the above-mentioned highway improvement so that condemnation actions could be filed where necessary in order to make possession of the said real properties available to the contractor for construction purposes; and

WHEREAS, the Highway Commission approved the typewritten compilation of said condemnation resolutions submitted pursuant to its direction under the intention and belief that it was approving all such resolutions necessary to make possession of said real properties available to said contractor for construction purposes; and

WHEREAS, by error or oversight the condemnation resolution for File No. R-21166, Chester P. Muzzio, et ux., which is one of said necessary real properties, was not included in the typewritten compilation of condemnation resolutions; and

WHEREAS, because it was vitally necessary to file a condemnation action to acquire the said Muzzio property, Highway Commissioner M. K. McIver on June 10, 1957, authorized the Chief Counsel to formally offer $35,000.00 for said real property and to institute a condemnation action if the offer was not accepted. The Muzzio complaint was filed June 18, 1957, and physical possession of the property was taken by the Highway Commission's contractor on June 18, 1957.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the location, construction, improvement and maintenance of the said Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

EXHIBIT "K-12" (Cont)

2 That it is necessary that there shall be no rights of access of any nature between the right of way of the said Portland-Salem Expressway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property.

3. That the location, construction, improvement and maintenance of the said Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4 That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That in order that the minutes and records of the Highway Commission will truly reflect the actions of said Commission and in accordance with the intention and belief of said Commission that it approved as its May 16-17, 1957, meeting all condemnation resolutions for properties necessary for the construction of the above-mentioned highway improvement, it is hereby ordered that this resolution, File No. R-2116, be approved as of May 16, 1957, and shall be effective from that date.

7. That this resolution be entered in full in the minutes and records of the Commission this 27th day of June, 1957, as Condemnation Resolution No. 830.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 830, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to to the same extent as if copied in full herein.

EXHIBIT "K-13"

Minutes of June 27 and 28, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate in part, widen, construct, improve and maintain the North Jefferson Junction-Albany Section of the Pacific Highway East; and

WHEREAS, the Highway Commission has, by a resolution, ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and

the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating in part, widening, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation in part, widening, construction, improvement and maintenance of the said North Jefferson Junction-Albany Section of the Pacific Highway East, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the state and the owners should be acquired are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and relocated Pacific Highway East, including its Santiam Highway connection leg, and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation in part, widening, construction, improvement and maintenance of the said North Jefferson Junction-Albany Section of the Pacific Highway East and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken, is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

EXHIBIT "K-13" (Cont)

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 27th day of June, 1957, as Condemnation Resolution No. 832.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 832, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

28601

EXHIBIT "K-14"

Minutes of June 27 and 28, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stockpile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate in part, widen, construct, improve and maintain the North Jefferson Junction-Albany Section of the Pacific Highway East; and

WHEREAS, the Highway Commission has, by a resolution, ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is

necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating in part, widening, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation in part, widening, construction, improvement and maintenance of the said North Jefferson Junction-Albany Section of the Pacific Highway East, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the state and the owners should be acquired are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and relocated Pacific Highway East, including its Santiam Highway connection leg, and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.*

3. That the relocation in part, widening, construction, improvement and maintenance of the said North Jefferson Junction-Albany Section of the Pacific Highway East and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken, is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking,

and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 27th day of June, 1957, as Condemnation Resolution No. 833.

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*FOOTNOTE:

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 833, under the heading "Real Property Condemnation Resolutions", and said description, map and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "L"

Minutes of June 27 and 28, 1957

RESOLUTION

WHEREAS, Oregon State Highway route ORE 22 has previously been designated as follows, to wit:

> Over the Three Rivers Highway from its junction with the Oregon Coast Highway US 101, at Hebo southeasterly via Dolph and Grande Ronde Agency to its junction with the Salmon River Highway, ORE 18, at Valley Junction; thence easterly over the Salmon River Highway, ORE 18, to its junction with the Willamina-Salem Highway at Wallace Bridge; thence over the Willamina-Salem Highway from its junction with the Salmon River Highway, ORE 18, at Wallace Bridge approximately two miles west of Willamina, southeasterly via Buell to its junction with the Dolph Corner-Dallas Highway at Dolph Corner; thence over the Dolph Corner-Dallas Highway southerly to its junction with the Dallas-Rickreall Highway, ORE 223, in Dallas; thence easterly over the Dallas-Rickreall Highway to its junction with the Willamina-Salem Highway in Rickreall; thence over the Willamina-Salem Highway easterly via Eola to the Pacific Highway East, US 99, in Salem; thence over the Pacific Highway East, US 99, in Salem to its junction with the Silver Creek Falls Highway; thence over the Silver Creek Falls Highway from its junction with the Pacific Highway East, US 99, in Salem southeasterly to its junction with the North Santiam Highway; thence over the North Santiam Highway southeasterly via Aumsville, Sublimity, Stayton, Mehama, Mill City, Detroit and Idanha to its junction with the Santiam Highway, US 20, approximately 12 miles west of Suttle Lake; and

WHEREAS, Oregon State Highway route ORE 223 has previously been designated as follows, to wit:

> Over the Dallas-Rickreall Highway from its junction with the Dolph Corner-Dallas Highway, ORE 22, in Dallas to its junction with the Dallas-King's Valley Highway in Dallas; thence southerly over the Dallas-King's Valley Highway to its junction with the Corvallis-Newport Highway, US 20, one mile south of Wren; and

WHEREAS, the Highway Commission deems it necessary and in the best interests of the travelling public that Oregon State Highway routes ORE 22 and ORE 223 be rerouted and redefined.

EXHIBIT "L" (Cont)

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, that:

1. The Oregon State Highway routes ORE 22 and ORE 223 be re-defined and described as hereinafter provided:

2. Oregon State Highway Route ORE 22 shall be as follows:

Over the Three Rivers Highway from its junction with the Oregon Coast Highway, US 101, at Hebo southeasterly via Dolph and Grande Ronde Agency to its junction with the Salmon River Highway, ORE 18, at Valley Junction; thence easterly over the Salmon River Highway, ORE 18, to its junction with the Willamina-Salem Highway at Wallace Bridge; thence over the Willamina-Salem Highway from its junction with the Salmon River Highway, ORE 18, at Wallace Bridge approximately two miles west of Willamina, southeasterly via Buell, Rickreall and Eola to the Pacific Highway East, US 99, in Salem; thence over the Pacific Highway East, US 99, in Salem to its junction with the Silver Creek Falls Highway; thence over the Silver Creek Falls Highway from its junction with the Pacific Highway East, US 99, in Salem southeasterly to its junction with the North Santiam Highway; thence over the North Santiam Highway southeasterly in or near Aumsville, Sublimity, Stayton, Mehama, Mill City, Detroit and Idanha to its junction with the Santiam Highway, US 20, approximately 12 miles west of Suttle Lake.

3. Oregon State Highway route ORE 223 shall be as follows:

Over the Dallas-Rickreall Highway from its junction with the Salem-Willamina Highway, ORE 22, near Rickreall to its junction with the Dallas-King's Valley Highway in Dallas; thence southerly over the Dallas-King's Valley Highway via King's Valley to its junction with the Corvallis-Newport Highway, US 20, one mile south of Wren.

4. That this resolution be entered in the minutes and records of the Highway Commission this 27th day of June, 1957, as Primary Highway Resolution.

EXHIBIT "M"

Minutes of June 27 and 28, 1957

RESOLUTION

WHEREAS, under the provisions of ORS 366.300, abandoned sections of a state highway which are no longer needed for right of way purposes, revert to and title revests in abutting owner or owners; and

WHEREAS, under the provisions of ORS 366.395, the State Highway Commission may sell, lease, exchange or otherwise dispose of real and personal property no longer needed, required or useful for highway purposes, in such manner as in the judgment of the Commission will best serve the interests of the State; and

WHEREAS, in 1943, the State relocated a section of The Dalles-California Highway north of Klamath Falls, which section is immediately north of the north line of Terminal City; and

WHEREAS, a portion of the then existing The Dalles-California Highway was eliminated as a state highway and transferred to Klamath County as a county road; and

WHEREAS, by order of the vacation, entered by the Klamath County Court the 29th day of May, 1957, the County Court vacated a portion of the said old The Dalles-California Highway; and

WHEREAS, the State owns the property abutting on the west of said vacated section of the old The Dalles-California Highway; and

WHEREAS, one-half of said vacated section of the old The Dalles-California Highway has reverted and revested in the State; and

WHEREAS, Klamath County is desirous that this portion of the vacated right of way be transferred to them; and

WHEREAS, a new connecting road was built connecting the old The Dalles-California Highway, which is now a county road, and the new The Dalles-California Highway; and

WHEREAS, this new connecting road was built across a stock pile site owned by the State; and

WHEREAS, this new connecting road has never been transferred by deed to Klamath County, although the County has operated and maintained the road since the revision was made; and

EXHIBIT "M" (Cont)

WHEREAS, it would best serve the interests of the State of Oregon and Klamath County if the hereinafter described real property be conveyed to Klamath County;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission:

1. The Commission does hereby find and declare that the hereinafter described real property is no longer needed, required or useful for highway purposes and that it would best serve the interests of the State of Oregon and Klamath County if the hereinafter described real property be conveyed to Klamath County, to wit:

Parcel 1: That portion of said property included in a strip of land 80 feet in width, 40 feet on each side of the center line of the connection road between the present The Dalles-California Highway and the old The Dalles-California Highway (now a county road), which connection road center line is described as follows:

Beginning at Engineer's center line station 125+82.6 on the center line of the old The Dalles-California Highway, said station being opposite and 30 feet easterly of the northeast corner of said State of Oregon property; thence on a 271.5 foot radius curve right to its intersection with the westerly line of said State of Oregon property at a point which is N 2°12' E 150.1 feet from the southwest corner of said State of Oregon property, said point also being on the easterly right of way line of the present The Dalles-California Highway; thence continuing on said 271.5 foot radius curve right a distance of 10 feet.

Parcel 2: Beginning at an iron pipe which is at the intersection of the north line of Terminal City and the westerly boundary of the Old State Highway; thence North 38°46' east along the westerly boundary of the Old State Highway (abandoned to Klamath County) 131.8 feet; thence on a 686.20 foot radius curve left (the long chord of which bears N 37°02' E) 41.6 feet to an iron pin which is at the intersection of the westerly boundary of said abandoned Old State Highway and the southeasterly boundary of an 80 foot state road connecting the Old State Highway to the New State Highway; thence along the extended southeasterly boundary of said State road along the arc of a 311.5 foot radius curve left (the long chord of which bears N 60°27'10" E) 62.8 feet to the center line of the abandoned State Highway at center line Station 124+25.5; thence on a 716.20 foot radius curve right (the long chord of which bears S 34°39' W) 102.9 feet; thence S 38°46'W 107.5 feet to the north line of said Terminal City; thence S 89°41' W 38.65 feet to the point of beginning.

EXHIBIT "M" (Cont)

2. That the Commission shall sign and acknowledge a good and sufficient bargain and sale deed, or deeds, conveying the above-described real property to Klamath County.

3. That this resolution be entered in full in the minutes and records of this Commission as Property Sale Resolution No. 49, this 27th day of June, 1957.

28609

EXHIBIT "N"

Minutes of June 27 and 28, 1957

RESOLUTION

WHEREAS, Fort Stevens State Park is under the jurisdiction and control of the State Highway Commission as provided by ORS 366.205; and

WHEREAS, that certain lake in Fort Stevens State Park known as Coffenbury Lake is suitable for the use of motor boats and other watercraft and for the purpose of swimming; and

WHEREAS, in the judgment of the Commission the operation of motor boats and other watercraft are dangerous to swimmers and a hazard to life unless their speed is restricted; and

WHEREAS, under the provisions of ORS 366.350 the Highway Commission may make regulations and provisions for the use and administration of State Parks,

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED, that

1. The speed of motor boats and all other watercraft when operating on Coffenbury Lake in Fort Stevens State Park, Clatsop County, Oregon, be and hereby is restricted to ten miles per hour.

2. Motor boats and all other watercraft are prohibited from entering the restricted swimming area as heretofore or hereinafter established save for the protection or rescue of human life.

3. The State Parks Superintendent shall cause suitable signs to be erected within the main entrances to the park, and at such other places as he deems necessary, warning persons of the restriction of the speed of motor boats and all other watercraft and of the restricted swimming areas wherein motor boats and other watercraft are not permitted except in cases of emergency.

4. That this resolution be entered in the minutes and records of the Highway Commission this 28th day of June, 1957, as State Parks Resolution, File No. 13.

VOLUME 42

PART II

PART II

OF

VOLUME XLII

MINUTES OF OREGON STATE HIGHWAY COMMISSION

COVERING PERIOD

F R O M

JULY 1, 1957

TO

SEPTEMBER 30, 1957

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OREGON STATE HIGHWAY COMMISSION

Chas. H. Reynolds, Chairman
M. K. McIver, Commissioner
Robert B. Chessman, Commissioner

- - - -

W. C. Williams, State Highway Engineer
Leonard I. Lindas, Chief Counsel
George H. Rohde, Assistant Chief Counsel
H. B. Glaisyer, Secretary

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HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT

LOCATED AT SALEM, OREGON

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Page	Date 1957	Subject
28610	Aug. 8	BID OPENING on August 30, 1957, State Hwy. Building, Salem.
		BIDS received on construction projects.
28615		COMMISSION MEETING MINUTES approved for June 27-28, 1957.
		PARKS SUPT. reports on following matters:
		Columbia-Tillamook Counties. Sunset Hwy. Wayside Strips. Sale of timber authorized.
		Peter Skene Ogden State Park. Jefferson County. Request of Mr. Salmon to sell his paintings in park denied.
		Travel - Out of State. Parks Supt. to Itasca State Park, Minnesota, September, 1957, for National Conference on State Parks.
28616		McCullough Wayside. Coos County. Request of Mr. Humbert to level small area for boat-launching facility approved.
		Cape Lookout State Park. Tillamook County. Crown-Zellerbach Corp. Agreement for use of their quarry approved.
		Lane County. Siuslaw Hwy. Triangle Lake. Proposed development of park area on southeast shore deferred.
		Multnomah County. Columbia River Hwy. Benson State Park. Motorboats barred from small lake. See EXHIBIT "K".
		Big Creek State Park. Lincoln County. Renaming park "Beachside State Park" approved. See EXHIBIT "L".
28617		Additional overnight facilities in state parks approved.
		Rooster Rock State Park. Multnomah County. Employment of lifeguards at park deferred.
		Owyhee Reservoir. Malheur County. Additional park development urged. No commitment until survey completed.
28618		REAL PROPERTY. Acquisition approved. See EXHIBIT "A".
		REAL PROPERTY. Acquisition of property not previously authorized.
		MISCELLANEOUS SALES AND RENTAL REPORT accepted.
		SALE OF EXCESS PROPERTY authorized. See EXHIBIT "B-1".
28619		LANE COUNTY. Pacific Hwy. Eugene. 11th Avenue Connection. Larsen property. Exchange of properties approved.
		POLK COUNTY. Salmon River Hwy. Valley Jct.-Wallace Bridge Section. Trust agreement with BPA approved for rearranging power line.
		UNION-UMATILLA COUNTIES. Old Oregon Trail. Meacham-Glover Section. Trust agreement with BPA approved for rearranging power line.
		LANE COUNTY. Eugene. Westmoreland Addition. Block 3 - Lot 21. Sale of excess land to Mr. Horn approved.
		LANE COUNTY. Pacific Hwy. East. Albany-Judkins Point Section. Sale of 1.2 acres to Eugene Water & Electric Board approved.
28620		ACCESS CHANGES on seven properties approved.
		JEFFERSON COUNTY. The Dalles-California Hwy. Willowdale-Lyle Gap Section. Easement granted Pacific Tel. & Tel. Company.
28621		DOUGLAS COUNTY. Umpqua Hwy. Hinsdale Slough-Luder Creek Section. Payment to Douglas Electric Co-op for power line approved.

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28621	Aug. 8	MULTNOMAH COUNTY. Banfield Expressway. 181st Ave.-Wilkes Road Jct. Slope easement granted to UP RR Company.
		MARION COUNTY. Baldock Freeway. Hayesville Interchange. Request for removal of advertising restrictions from deed denied.
		JOSEPHINE COUNTY. Pacific Hwy. Grants Pass. 7th St. Route. Deed to Grants Pass Irrigation District approved.
		POLK COUNTY. Salmon River Hwy. Valley Jct.-Wallace Bridge Section. Sale of 11 acres approved. See EXHIBIT "B-2".
		CONDEMNATION OF REAL PROPERTY deferred pending study.
28629		CONDEMNATIONS. Chairman Reynolds commented on large number of condemnations.
		CONDEMNATION CASES tried. Counsel's report approved.
28631		CONDEMNATION CASES settled. Counsel's report approved.
28633		CONDEMNATION CASES. Offers for property approved.
28635		PUC MATTERS re Hwy. Commission. Counsel reports:
		Clackamas County. Market Road #16. SP RR Company grade crossings.
		Clackamas County. Market Road #16. SP RR Company application to vacate prior order re track construction.
28636		Deschutes County. Century Drive Hwy. Brooks-Scanlon private road overcrossing.
		Deschutes County. Skyliners Road. Brooks-Scanlon private road crossing.
		Sherman County. Sherman Hwy. Grass Valley south. Relocation of RR crossing of OWRR&N and UP RR Companies.
		Deschutes County. Santiam Hwy. Brooks-Scanlon private road overcrossing.
		Deschutes County. McKenzie Hwy. Brooks-Scanlon private road overcrossing.
		Wasco County. Columbia River Hwy. Mosier east. 2nd crossing.
		Lincoln County. Lincoln County Roads #602-#607. Inman-Poulsen Timber Corp. crossings.
		Umatilla County. County Road Overcrossing. Stanfield area. UP RR Company to abolish overcrossing.
28637		Deschutes County. Three Creeks Lake Road. Brooks-Scanlon private road grade crossing.
		Polk County. West Salem. SP RR Company grade crossing.
		Lane County. Eugene. Seneca Road. SP RR Company grade crossing.
		Marion County. Salem. 14th Street. SP RR Company spur track relocation.
		COURT CASES. Counsel's reports accepted on following:
		Lanta M. Burnside vs Marjorie Hewitt, et al.
		John F. Toohey and Ora Toohey vs State of Oregon.
		Coos Bay Oyster Cooperative vs State of Oregon.
		T. R. Gage, et al, vs State of Oregon.
		COUNSEL'S REPORT on following cases:
		Douglas County. Pacific Hwy. Stumbo case.
		Josephine County. Pacific Hwy. Wolf Creek. Moore case.
28638		Multnomah County. Crown Point. Moore case.

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28638	Aug. 8	LEGAL DEPARTMENT. Employment of James R. Kuhn, Jr., approved.
		CONDEMNATION CASES TRIED. July 1, 1956-June 30, 1957. Counsel's report accepted.
		STATE VS BLANCHE TIPTON AND GLENN L. YOUNG. Settlement discussed. Counsel authorized to take legal action.
		LAKE COUNTY. Klamath Falls-Lakeview Hwy. Lakeview area. Vacation of portions of 6th and 7th Streets approved.
		COMMISSION MEETING RECESSED at 12:00 noon to reconvene at 1:30 p.m.
		US FOREST SERVICE programming $100,000 for surveys on forest road projects. Letter from Forest Service approved.
		HIGHWAY INTERIM COMMITTEE. Counsel reported on organizational meeting.
28639		AWARD OF CONTRACTS. Engineer reports awards.
28640		LANE COUNTY. Alsea-Deadwood Hwy. 11-mile section. Construction of 33 turnouts approved.
		MULTNOMAH COUNTY. Portland. Ross Island Bridge. Speed zone established until construction completed.
28641		PORTLAND-SALMON RIVER HWY. ASS'N. Salmon River Hwy. Changes in signs approved at Valley Jct. & Sunset-Tualatin Hwy. Jct.
		DOUGLAS COUNTY. Pacific Hwy. Roseburg. Rose-Stephens Sts. 1-way couplet project to proceed when City requests it.
		CLACKAMAS COUNTY. Mt. Hood Hwy. Sandy Public Hearing. Hwy. improvements approved for bids.
28644		WEIGHMASTER'S RECORDS. 1953-1957. April-June. Tabulation of statistics presented by Engineer.
		WASHINGTON COUNTY. R. H. Baldock Freeway. Norwood Road. Request for access again denied.
28645		CLACKAMAS COUNTY. Mt. Hood Hwy. Timberline Lodge Road Jct. Request from Standard Oil Co. for access to new hwy. denied.
		POLK COUNTY. Monmouth-Independence Hwy. Monmouth. Improvement to be considered for next construction program.
		RECLASSIFICATION OF HWYS. on 4 state hwy. sections confirmed.
28646		JACKSON COUNTY. Pacific Hwy. Gold Hill-Rockpoint Section. Request to designate old hwy. as "Business Route".
		UNFINISHED BUSINESS MATTERS discussed:
		LINCOLN COUNTY. Big Creek State Park. Request that name be changed to Waconda Beach State Park.
		WASHINGTON COUNTY. R. H. Baldock Freeway. Norwood Road. Request for access.
		SALE OF HWY. BONDS for general construction and Oregon Coast Hwy. in Curry County. Action deferred to September mtg.
		CLATSOP COUNTY. Hugg Point area. County Road. Taking over for parking area deferred to September meeting.
		POLK COUNTY. Monmouth-Independence Hwy. Monmouth. Request for hwy. improvement.
28647		LANE COUNTY. Alsea-Deadwood Hwy. 11-mile section. Request for widening and placing of gravel.
		SALMON RIVER HWY. ASS'N. Request for improved signing in Portland and at Valley Junction.

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28647	Aug. 8	BAKER COUNTY. Baker-Homestead Hwy. Black Bridge-Richland project. J. O. Young & Sons relieved of bid bond payment.
		UMATILLA COUNTY. Ukiah-Hilgard Hwy. Contract #4648. Agreement with surety to complete contract approved.
		LINCOLN COUNTY. Agate Beach Trail. Request for improvement of trail and restroom facilities denied.
28648		LINN COUNTY. Sweet Home. "M" Street-Holley Road Jct. Installation of flashing beacon on 50-50 basis approved.
		JACKSON COUNTY. Pacific Hwy. Ashland. Southern Oregon College of Education. Traffic signal installation approved.
		MULTNOMAH COUNTY. Portland. Traffic signals approved as follows: Beaverton-Hillsdale Hwy. SW Sunset Blvd. Jct. 50-50 basis. Oswego Hwy. SW Mitchell Street Jct. 50-50 basis.
		US GEOLOGICAL SURVEY. 5-year agreement for measuring flood runoff waters in Oregon approved.
28649		UNION COUNTY. Old Oregon Trail. Glover Overcrossing. Contract #4920. Increase in project authorization approved.
		DOUGLAS COUNTY. Sutherlin. Central Avenue. Stockpile site. Assessment of $364 approved.
		SURVEYS completed and adopted on 5 hwy. sections. See EXHIBITS
28650		"I-1" through "I-3".
		MULTNOMAH COUNTY. Portland. Grand Ave.-Union Ave. 1-way couplet. Public hearing authorized if requested.
		DOUGLAS COUNTY. Pacific Hwy. Roseburg. Fairgrounds Interchange. Request from County Fair Board for landscaping approved.
28651		SPECIAL STATE TAX STREET FUND. January 1-June 30, 1957. Distribution of funds approved. See EXHIBIT "D".
		JOSEPHINE-JACKSON COUNTIES. Pacific Hwy. Grants Pass-Rock Point Section. Survey completed. Public hearing authorized.
		LINN-LANE COUNTIES. Pacific Hwy. East. Harrisburg Bridge. Bank protection project confirmed.
		EXTENSIONS OF TIME to complete contracts granted.
28652		CONTRACTS completed and accepted. See EXHIBIT "C".
28653		MULTNOMAH COUNTY. Columbia River Hwy. Sun Dial-Rooster Rock project. Call for bids authorized.
		FEDERAL-AID SECONDARY HWY. SYSTEM. Polk-Wasco Counties. Additions to system approved.
		FEDERAL-AID COUNTY ROAD SECONDARY SYSTEM. 1959 County FAS Funds. Polk-Wasco Counties. Additions to system approved.
28654		MULTNOMAH-CLACKAMAS-WASHINGTON COUNTIES. Contract #4632. Delano Aerial Surveys. Contractor declared in default.
		CURRY COUNTY. Oregon Coast Hwy. Nesika Beach and Wedderburn Interchanges. Illumination authorized.
		CURRY COUNTY. Oregon Coast Hwy. Myers Creek-Brookings Section. Public hearing authorized if requested.
		NO PARKING ZONES ESTABLISHED on the following: Coos County. Oregon Coast Hwy. Green Acres Road area. See EXHIBIT "G-1".

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28655	Aug. 8	Coos County. Coos River Secdy. Hwy. Allegany east. Weyerhaeuser Timber access. See EXHIBIT "G-2".
		Tillamook County. Necanicum Hwy. Foss Road Jct. See EXHIBIT "G-3".
		Multnomah County. Portland. SW Barbur Blvd. SW Hamilton St. south. See EXHIBIT "G-4".
		TRAVEL - OUT OF STATE approved for five employees.
28656		COOS COUNTY. Oregon Coast Hwy. Coquille south. Settlement of White car damage claim approved.
		LINCOLN COUNTY. Oregon Coast Hwy. Siletz Bay-Depoe Bay Section. Abandonment agreement and resolution approved. See EXHIBIT "E".
		COLUMBIA COUNTY. Columbia River Hwy. Goble-Tide Creek Section. Agreement with County to take over sections of road approved.
28657		Agreement with County re county roads on this project approved.
		SPEED ZONES ESTABLISHED for following:
		Klamath County. Klamath Falls-Lakeview Hwy. See EXHIBIT "H-1".
		Douglas County. Pacific Hwy. Tri-City area. See EXHIBIT "H-2".
		DOUGLAS COUNTY. Pacific Hwy. Roseburg north. Scale house area. Permit granted Pacific Tel. & Tel. to install phone booth.
28658		NO PARKING ZONE ESTABLISHED AND REMOVAL OF POSTS for:
		Klamath County. ORE66-ORE39. "Y" Connection. See EXHIBIT "G-6".
		DESCHUTES COUNTY. Central Oregon Hwy. Bend. Settlement of Mrs. Reeder's clothes damage claim approved.
		COOS COUNTY. Oregon Coast Hwy. North Bend-Coos Bay Section. Agreement with PP&LCO for hwy. illumination approved.
		KLAMATH COUNTY. Klamath Falls east. Hogback Mt. Radio Station. Agreement with Weyerhaeuser re power line approved.
28659		HIGHWAY RESEARCH CORRELATION SERVICE. July 1, 1957-June 30, 1958. Payment of dues approved.
		SECRETARY'S REPORT on papers signed approved.
		COMMISSION MEETING DATES set for September 12-13 - regular; October 24-25 - tentative; August 30, 1957 - bid opening.
		OVERLENGTH AND OVERWIDTH VEHICLES. Resolution covering changes made by 1957 Legislature approved. See EXHIBIT "F".
		PERMITS. Movement of house trailers 10' wide authorized. Policy adopted.
28660		LOSS OF TOOLS. Virgil F. Baldwin. State Hwy. Department mechanic. Payment of loss approved.
		NO PARKING ZONE ESTABLISHED. See EXHIBIT "G-5".
		Grant County. John Day-Burns Hwy. MP 0.67 - MP 1.97.
		DELEGATION PROBLEMS discussed.
		HOOD RIVER COUNTY. Columbia River Hwy. Port of Hood River. Property transfer deferred. Removal of trees and construction of fill approved.

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28661	Aug. 8	BAKER COUNTY. Old Oregon Trail. Snake River Dams. Discussion of plans with Idaho Power Company re hwy. reconstruction.
		KLAMATH COUNTY. Klamath Falls-Malin Hwy. Klamath Falls. Procedure for deeding excess property to City discussed.
		COOS COUNTY. Oregon Coast Hwy. Bandon. Ferry Creek channel. Permission granted from Standard Oil for fence.
		COOS COUNTY. Simpson State Park. North Bend. Deeding park property to City approved. Stockpile site not needed.
28662		RECLASSIFICATION OF HWYS. Test Runs. Equipment furnished by trucking industry. Test runs to be made when equipment available.
		UMATILLA COUNTY. Ukiah-Hilgard Hwy. Contract #4648. Jack Robinson default. Bids to be called for constract completion.
		SNOW REMOVAL on private road approaches. Maintenance Department policy is to open private approaches after hwy. is open.
		CONTRACTS. Award of contracts publicly announced.
28665		MALHEUR COUNTY. Ontario-Olds Ferry Secdy. Hwy. Old Malheur River Bridge. Repair bids rejected. State forces to repair bridge.
28666		PARKS ADVISORY COMMITTEE. Members to be recommended to Governor. Relationship of Committee to Parks Department discussed.
		TRAVEL ADVISORY COMMITTEE. Advertising agent. Letter re handling of State's advertising business. Procedure discussed.
		NATIONAL STUDY OF HWY. ACCIDENTS. Oregon records to be used.
		MULTNOMAH COUNTY. Interstate Bridge approaches. Installation of heating elements not necessary.
		CLATSOP COUNTY. Cannon Beach. Request for speed limit on ocean shore must come from city or county.
28667		INSPECTION TRIP OF WESTERN OREGON. Week starting August 26. No formal appointments with citizens enroute.
		AGREEMENTS and other papers signed.
28669		COMMISSION MEETING ADJOURNED at 4:55 p.m.
	Aug. 9	COMMISSION MEETING RECONVENED at 9:30 a.m.
		WHEELER COUNTY. Mitchell flood cases. Counsel authorized to continue negotiations on a lump-sum basis if possible.
28670		OKANOGAN CARIBOO TRAIL ASSOCIATION. Wenatchee. Route 97. Engineer to attend annual convention September 6-7, 1957.
		CONDEMNATION OF REAL PROPERTY approved. See EXHIBITS "J-1" through "J-18".
		STATUS OF FUTURE PROJECTS discussed. Portland. East Bank Freeway and Stadium routes discussed.
		HIGHWAY INTERIM COMMITTEE. Material from WASHO meeting to be submitted to Committee.
28671		POLK COUNTY. Salem-Willamina Hwy. Dolph Corner-Rickreall Section. Garrard property. Request for additional money denied.
		YAMHILL COUNTY. Pacific Hwy. West. Newberg-Middleton Section. Delegation requests 4-lane construction.
28672		OREGON CENTENNIAL COMMISSION. Pacific International Livestock Building. Improvement of road facilities discussed.

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28673	Aug. 9	MULTNOMAH COUNTY. Columbia River Hwy. Rooster Rock State Park. Request for safety measures and facilities to be studied.
		JOSEPHINE COUNTY. Redwood Hwy. Cave Junction. Sign criticizing State Hwy. employees questioning of tourists. No action.
28674		MARION COUNTY. Salem By-pass. Paradise Island. Park development does not meet State park requirements.
		MULTNOMAH-CLACKAMAS-WASHINGTON COUNTIES. Contract #4632. Delano Aerial Surveys in default. Surety to complete.
		COMMISSION MEETING ADJOURNED at 11:45 a.m.
28675		EXHIBIT "A". Real property acquisition.
28707		EXHIBITS "B-1" - "B-2". Sale of excess property.
28710		EXHIBIT "C". Contracts completed and accepted.
28715		EXHIBIT "D". Special State Tax Street Funds.
28727		EXHIBIT "E". Abandonment agreement.
28729		EXHIBIT "F". Overlength-Overwidth Vehicles. Changes made by 1957 Legislature.
28755		EXHIBITS "G-1" through "G-6". No parking zones established.
28764		EXHIBITS "H-1" - "H-2". Speed zones established.
28768		EXHIBITS "I-1" through "I-3". Surveys adopted.
28773		EXHIBITS "J-1" through "J-18". Condemnations.
28822		EXHIBIT "K". Multnomah County. Columbia River Hwy. Benson State Park. Motorboats barred from small lake.
28824		EXHIBIT "L". Lincoln County. Big Creek State Park. Renaming park "Beachside State Park".
28825	Aug.29	SPECIAL MEETING re proposed sale of $20,600,000 Highway Bonds authorized by 1957 Legislature.
		SCHEDULE of maturities and maturity dates covering entire issue approved.
28826		BIDS to be received for purchase of bonds October 1, 1957.
		ADVERTISING MEDIA discussed for sale of bonds. Practice followed in the past to be continued.
28827		PRINTING OF BONDS to follow same procedure as in previous bond issues.
		BOND ATTORNEY to be Winfree, McCulloch, Shuler and Sayre, Portland, Oregon.
		RESOLUTION to be prepared covering this meeting for adoption at next meeting September 12, 1957.
		AASHO TEST ROAD. Additional funds needed. Oregon's share is $49,000. Payment authorized to Hwy. Research Board by BPR.
		MULTNOMAH-CLACKAMAS-WASHINGTON COUNTIES. Contract #4632. Delano Aerial Surveys. Settlement with contractor approved.
28828		YAMHILL COUNTY. Dayton Jct. Interchange. Expenditure of $14,000 for illumination project authorized.
		WHEELER COUNTY. Ochoco Hwy. Mitchell. Flood damage cases discussed. Settlement of Sigfrit case approved.
		DOUGLAS COUNTY. Umpqua Hwy. Hinsdale Slough-Luder Creek Section. Josephson condemnation case. Access resolution adopted.
28830		MARION COUNTY. Pacific Hwy. East. Salem By-pass Section. Salem C of C property. Acquisition approved for material source.

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28830	Aug.29	Ellis property condemned for r/w only. No park use.
28831		STATE HIGHWAY COMMISSION MEETINGS. September 12-13 meeting. Recording meeting verbatim on recording machine approved. COMMISSION MEETING ADJOURNED at 4:00 p.m.
28832	Sept.12	BIDS received on construction projects.
28836		CLATSOP COUNTY. Hug Point Road. State to accept County deed conveying 80' strip of road for access and parking.
28837		BRADLEY STATE PARK. Clatsop County. Columbia River Hwy.(old). Rumor erroneous re abandonment of park.
28838		BOND SALE. $20,600,000 Hwy. Bonds authorized by 1957 Legislature. Sale under one issue approved. Resolution adopted.
28843		COMMISSION MEETING MINUTES APPROVED FOR AUGUST 8-9, and deferred approval for August 29, 1957 - special meeting.
		PARKS SUPT. reports on following matters:
		Shore Acres State Park. Coos County. 13th Naval District agreement extension approved.
		Champoeg State Park. Marion County. Aurora Tel. Company. Request for phone booth installation approved.
		Morrow County. Heppner-Spray Secdy. Hwy. Chapin Creek-Rock Creek Jct. Park development to be studied.
		Silver Falls State Park. Marion County. County Road #884. Request for vacation of portion within park approved.
28844		Owyhee Lake. Malheur County. Gordon Creek development. Expenditure of $20,000 for park area development approved.
		Malheur County. Nyssa. Snake River Bridge (old). August 15, 1955, approval for county to receive old bridge confirmed.
28845		Umpqua Wayside. Douglas County. Umpqua Hwy. Reedsport east. Relocation of boat launching site approved.
		Columbia Gorge. Multnomah County. Luscher property. Negotiations to purchase 8 acres authorized.
		Overnight Camping Revenues Report ending July 31, 1956-57 presented and accepted.
		Armitage State Park. Lane County. Bussell property. Purchase of 1.3 acres adjacent property approved.
28846		Lincoln County. Delake. Overnight camping area. 29.1 acres. Deed from City accepted.
		REAL PROPERTY. Acquisition approved. See EXHIBIT "A".
		RIGHT OF WAY APPRAISALS. Discussion of policy. Present policy to be continued.
28847		MISCELLANEOUS SALES AND RENTAL REPORT presented.
		ACCESS CHANGES on four properties approved.
		BENTON COUNTY. Monroe area. Long Tom River Dike. License with Corps of Engineers for gravel pit haul road approved.
		SALE OF EXCESS PROPERTY authorized. See EXHIBIT "B".
		SALE OF EXCESS PROPERTY as follows:
		Multnomah County. Beaverton-Hillsdale Hwy. Washington County Line-Hillsdale Section. 0.114 acre to Mr. Seymour.

Page	Date 1957	Subject
28847	Sept.12	Lane County. Pacific Hwy. Goshen-Divide Section. 0.1 acre to Miss Hawley.
28848		Josephine County. Pacific Hwy. Jumpoff Joe Creek-Grants Pass Section. 74 acres to Mr. Joy.
		CONDEMNATION OF REAL PROPERTY deferred.
28853		CONDEMNATION CASES TRIED AND SETTLED. Counsel's report approved.
28854		CLAIMS THAT HAVE BEEN COMPROMISED. Counsel's report approved.
		CONDEMNATION CASES. Offers for property approved.
		PUC MATTERS re Hwy. Commission. Counsel's report accepted.
		LAKE COUNTY. Thomas Creek Drainage Project. Settlement of condemnation cases approved.
		COMMISSION MEETING RECESSED at 11:45 a.m. to reconvene at 1:30 p.m.
28855		CASES PENDING IN COURT. Counsel presented progress report.
		LEGISLATIVE HIGHWAY INTERIM COMMITTEE. Counsel's report accepted.
		MULTNOMAH COUNTY. Portland. State-owned residence. Counsel authorized to bring eviction action against Mr. Feather.
28856		DELEGATION OF AUTHORITY as passed by 1957 Legislature. Legalizing procedure of Commission.
		MALHEUR COUNTY. Old Oregon Trail. Thayer property. Stockpile site. Movement of livestock across site authorized.
		MULTNOMAH COUNTY. Columbia River Hwy. Troutdale area. Martin property. Amended condemnation resolution adopted. See EXHIBIT "G-11".
		CLAIMS. Abandonment of six claims approved.
		BENTON COUNTY. Alsea Hwy. MP 50.25. Corvallis Sand & Gravel Co. hwy. damage. Settlement with surety approved.
28857		DOUGLAS COUNTY. Pacific Hwy. Roseburg north. Korhonen claim. Payment for tire damage denied.
		TRAVEL - OUT OF STATE. Right of Way Seminar. Olympia - September 13-14. Attendance of 5 Legal-R/W Department members confirmed.
		COURT CASES. Counsel's reports accepted on following: Thornburn vs the State. Wyatt vs T. R. Williams, et al. Walter N. Knutson, et ux., vs the State.
28858		LANE COUNTY. Pacific Hwy. Divide-Rice Hill Section. Lawrence property. Quitclaim deed in favor of C. A. Lawrence approved.
		BID PROPOSALS. Elimination of descriptive matter in the reading of bids referred to Counsel to investigate and report.
		AWARD OF CONTRACTS. Engineer reports awards.
28859		LOAD LIMITS placed on hwy. section.
		SALE OF USED EQUIPMENT-SCRAP MATERIALS-ENGINEERING EQUIPMENT of August 19 and 22, 1957, approved.
		HWY. RECLASSIFICATION to Group I status on 6 hwy. sections.
28860		UNFINISHED BUSINESS MATTERS discussed: SALE of Hwy. Bonds. CLATSOP COUNTY. Hug Point County Road. MALHEUR COUNTY. Owyhee Reservoir. Gordon Creek area. CLACKAMAS COUNTY. Mt. Hood Hwy. Sandy east. Access restriction.

Page	Date 1957	Subject
28860	Sept.12	JACKSON COUNTY. Pacific Hwy.(old). Gold Hill. Route designation.
		MULTNOMAH COUNTY. Rooster Rock State Park. Establishment of additional facilities. Report at next meeting.
28861		MARION COUNTY. Salem. State Highway Building. Photogrammetry Section. Expenditure for proper lighting approved.
		INCREASE IN PROJECT AUTHORIZATION approved for contracts: #4735, #4917, #4991, #4575, #4567.
		CLATSOP COUNTY. Oregon Coast Hwy. Seaside. Roosevelt Drive. Survey of by-pass route authorized.
28862		SURVEYS completed for the following:
		Jackson County. Medford-Provolt Secdy. Hwy. Medford. Main St.-8th St. Couplet. See EXHIBIT "F-1".
		Union County. Old Oregon Trail. Hilgard-La Grande Section. See EXHIBIT "F-2".
		JACKSON COUNTY. Pacific Hwy. Medford By-pass route. Agreement to be completed within 3 weeks.
		CONTRACTS. Liquidated Damage Clause. Requests for extensions of time reduced since clause inserted in contracts.
		EXTENSIONS OF TIME to complete contracts granted.
28863		CONTRACTS completed and accepted. See EXHIBIT "C".
28864		CLACKAMAS COUNTY. Milwaukie. Building for storage headquarters. Construction and transfer of funds approved.
		KLAMATH COUNTY. The Dalles-California Hwy. Klamath By-pass route. Hearing authorized for October 17, 1957.
		TILLAMOOK COUNTY. Wilson River Hwy. Tillamook-Donaldson Creek. Interchanges illumination authorized.
		BAKER COUNTY. Halfway-Cornucopia Secdy. Hwy. Pine Valley Ski Club. Request for snow removal denied.
		FAS COUNTY ROAD PROJECT ADDITIONS approved in Coos County.
28865		FAS COUNTY ROAD FUNDS - 1959. Allocation of funds approved as presented.
28867		REDUCED SPEED ZONES ESTABLISHED on the following:
		Marion County. Cascade Secdy. Hwy. See EXHIBIT "E-1".
		Clackamas County. Pacific Hwy. East. See EXHIBIT "E-2".
		YAMHILL COUNTY. Three Mile Lane Secdy. Hwy. Galer property. Settlement of well-sump damage claim approved.
		TRAVEL - OUT OF STATE approved for eight employees.
28868		BUREAU OF BUSINESS RESEARCH. University of Oregon. Study of benefits to public utilities by use of hwy. r/w approved.
		PACIFIC HIGHWAY old route redesignation of 2 sections as follows:
		Douglas County. Extension of Coos Bay-Roseburg Hwy. and Dillard Secdy. Hwy. See EXHIBIT "D-1".
		Lane County. Goshen-Divide Secdy. Hwy. See EXHIBIT "D-2".
		JACKSON COUNTY. Phoenix. Sewer assessment. Payment of $372.79 and sale of excess property authorized.
28869		LINCOLN-TILLAMOOK COUNTIES. Oregon Coast Hwy. Neskowin-Salmon River Section. Agreement approved with Forest Service re jurisdiction of old section when new section completed.

Page	Date 1957	Subject
28869	Sept.12	PUC PERMIT - SCHEDULE B - Hauling poles-piling-logs prohibited. Following removed from list: Clackamas County. Woodburn-Estacada Secdy. Hwy. Carver Road-Estacada Section. Clatsop County. Oregon Coast Hwy. Warrenton Jct.-Old hwy. Jct. Baker County. Sumpter Valley Secdy. Hwy. McEwen-Salisbury Section.
		CLACKAMAS COUNTY. Clackamas Secdy. Hwy. Clackamas. Evelyn St. Channelization agreement with County approved.
		SECRETARY'S REPORT on papers signed approved.
		COMMISSION MEETING DATES set for October 31-November 1 - regular; December 5-6 - tentative; October 1, 1957, for bond sale.
		WALLOWA COUNTY. Wallowa Lake Hwy. Enterprise SE. Permit granted Valsetz Lumber Company to move overweight-oversize logs across hwy.
28870		US BUREAU OF RECLAMATION AGREEMENTS approved as follows: Jackson County. Green Springs Hwy. Keene Creek Section. Hwy. relocation. Jackson County. Talent Division. Rogue River Basin Project.
		COOS COUNTY. Oregon Coast Hwy. Shinglehouse Slough Crossing. Easement granted Game Commission for boat-landing construction.
		DELEGATION PROBLEMS discussed.
		BAKER COUNTY. Brownlee Dam area. Agreement with Idaho Power Co. re rebuilding 5 hwy. sections approved.
		GREYHOUND BUS CORPORATION. Permits to be granted for towing disabled buses without posting of bonds.
		BUILDING CONSTRUCTION for Department of Motor Vehicles and State Police. Report to be given at next meeting.
28871		MULTNOMAH COUNTY. Baldock Freeway. US99W Jct. Bailey property. Offer for property to be made when appraisals obtained.
		BID PROPOSALS. Elimination of reading descriptive matter. Counsel to investigate Department of Commerce regulations.
28872		UNIFORMS FOR PARK EMPLOYEES. Report at next meeting.
		COMMISSION MEETING MINUTES. Recording proceedings. Discussion and decision to prepare minutes from verbatim recordings.
		GARNISHMENTS. Discussion of procedure used. Engineer to report.
28873		CONTRACTS. Award of contracts publicly announced.
28876		AGREEMENTS and other papers signed.
28877		COMMISSION MEETING ADJOURNED at 4:30 p.m.
	Sept.13	COMMISSION MEETING RECONVENED at 10:00 a.m.
28878		LINCOLN COUNTY. Oregon Coast Hwy. Oceanlake area. Delegation requests to be investigated.
		CLATSOP COUNTY. Oregon Coast Hwy. Seaside. Roosevelt Drive. Discussion of hwy. route and further investigation.
28879		CONDEMNATION OF REAL PROPERTY approved. See EXHIBITS "G-1" through "G-20".
		HARNEY COUNTY. John Day-Burns Hwy. Grant County Line-Burns Section. Clemens gravel pit. Condemnation authorized.

Page	Date 1957	Subject
28880	Sept.13	COMMISSION MEETING ADJOURNED at 11:00 a.m. COMMISSION MEETING TO RECONVENE at 10:00 a.m., October 1, 1957, to receive bids for purchase of $20,600,000 Oregon Hwy. Bonds.
28881		EXHIBIT "A". Real property acquisition.
28913		EXHIBIT "B". Sale of excess property.
28915		EXHIBIT "C". Contracts completed and accepted.
28919		EXHIBITS "D-1" - "D-2". Pacific Hwy. old route redesignation of 2 sections in Douglas-Lane Counties.
28923		EXHIBITS "E-1" - "E-2". Speed zones established.
28927		EXHIBITS "F-1" - "F-2". Surveys adopted.
28930		EXHIBITS "G-1" through "G-20". Condemnations.

Portland, Oregon
August 8, 1957

The Oregon State Highway Commission met in regular session at 9:00 a.m. in the Queens Room of the Imperial Hotel. Present were:

Chas. H. Reynolds, Chairman
M. K. McIver, Commissioner
Robert B. Chessman, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway Engineer
W. W. Stiffler, Assistant State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
L. I. Lindas, Chief Counsel
G. E. Rohde, Assistant Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

Prior to the opening of bids for highway construction, Chairman Reynolds announced to the contractors and others assembled that a bid opening will be held in the State Highway Building in Salem on August 30, 1957. He advised that bids will be opened on that day but award of contracts will be deferred until the next Commission meeting which is scheduled for September 12 and 13, 1957, in Portland.

Bids as follows were then opened and read aloud by the Secretary, who announced that the Commission would award contracts at 4:00 p.m. in the same room.

BAKER COUNTY
RECONSTRUCT EXISTING STEEL TRUSS BRIDGE ON BLACK BRIDGE-RICHLAND SECTION OF BAKER-HOMESTEAD HIGHWAY

J. O. Young & Sons, Nampa, Idaho	$ 38,785.00
Steel Construction Co. of Oregon, Portland	42,700.00
West Coast Steel Works, Portland	44,980.00

COLUMBIA COUNTY
GRADING AND PAVING ON GOBLE-TIDE CREEK SECTION OF THE COLUMBIA RIVER HIGHWAY

Rogers Construction Co., Portland	$678,196.00
Durbin Bros., Eugene	719,621.00
C. R. O'Neil, Myrtle Creek	726,366.00
Parker Schram Co., Portland	743,224.50
Gibbons & Reed Co., Portland	784,791.80
Kuckenberg Construction Co., Portland	800,256.00
R. A. Heintz Construction Co., Portland	839,293.00

Grading and paving on Goble-Tide Creek Section of Columbia River Highway, Cont.

Porter W. Yett, Portland	$ 857,750.50
J. N. Conley, Portland	870,945.00
K. L. Goulter, & Son, Seattle, Wn.	911,241.00
Peter Kiewit Sons' Co., Vancouver, Wn	917,196.00
Earl L. McNutt Co., Eugene	1,001,302.50
Fred H. Slate Co., Ore. Ltd., Portland	1,010,062.00
G. D. Dennis & Sons, Portland	1,013,399.50
Morrison-Knudsen Co., Inc., Seattle, Wn	1,024,342.00

CURRY COUNTY
ILLUMINATION INSTALLATION ON GREGG CREEK-WEDDERBURN SECTION OF THE OREGON COAST HIGHWAY

Steeck Electric Co., Medford	$ 5,423.00
Trowbridge Electric Co., Roseburg	6,350.00
Rochat Electric Co., Portland	7,300.00
Snider Electric, The Dalles	10,462.00

GRANT COUNTY
GRADING AND PAVING BRIDGE STREET IN THE TOWN OF PRAIRIE CITY

Interstate Paving Co., The Dalles	$ 17,816.10
H. J. & H. W. Miller, Baker	17,864.00
Russell Olson Construction Co., Inc., Pendleton	22,011.00
Cartwright Construction Co., Durkee	27,627.00

HOOD RIVER COUNTY
PARKDALE ROCK PRODUCTION PROJECT ON THE MT. HOOD AND HOOD RIVER HIGHWAYS

Dolan Construction Co., Tillamook	$ 56,350.00
Rogers Construction Co., Portland	80,500.00

JACKSON COUNTY
GRADING AND PAVING ON ROSS LANE-JACKSONVILLE SECTION OF THE CRATER LAKE HIGHWAY-JACKSONVILLE ROAD

Glen Ousley Construction Co., Eugene	$156,703.50
M. C. Lininger & Sons, Medford	156,957.50
J. C. Compton Co., McMinnville	157,874.50
Keith Bros. Construction, Medford	158,916.00
F. L. Somers, Medford	159,375.00
Peter Kiewit Sons' Co., Vancouver, Wn.	159.632.00
Hughes & Dodd Co. & Tru-Mix Equip. Co., Medford	161,399.50
Warren Northwest, Inc., Portland	162,496.50
Marlin Tryon, Fort Dick, California	164,958.40
Central Paving Co., Independence	169,571.00
Dolan Construction Co., Tillamook	169,716.00

JOSEPHINE COUNTY
CONSTRUCT A MASONRY BLOCK OFFICE BUILDING AT GRANTS PASS

Clyde Hamilton, Grants Pass	$ 24,762.00
L. H. Meloy, Salem	24,910.00
C. Mel Hays Construction Co., Grants Pass	25,900.00
Don L. Jacobs, Medford	26,169.50
Southern Oregon Construction Co., Grants Pass	27,379.00
Ausland Construction Co., Grants Pass	27,630.00
Harold W. Salter, Rogue River	28,370.00
H. G. Wertz, Grants Pass	29,270.00

KLAMATH AND LANE COUNTIES
SOUTHERN PACIFIC UNDERCROSSING-LITTLE DESCHUTES RIVER ROCK PRODUCTION PROJECT

J. C. Compton Co., McMinnville	$ 35,500.00
F. H. McEwen, Eugene	38,250.00
The Central Heating Co., Ore. Ltd., Eugene	45,000.00

LANE COUNTY
HARRISBURG BRIDGE REVETMENT PROJECT ON THE PACIFIC HIGHWAY

Calkins Crushing Co., Oceanlake	$ 25,597.50
Mack Slate, Jr., Albany	27,737.50
Harbert Bros., Estacada	28,975.00
Dolan Construction Co., Tillamook	33,125.00
John H. Bostick, Eugene	33,407.00
J. Bacaloff Co., Portland	39,750.00

LINN COUNTY
STRUCTURE, GRADING AND OILING ON THE McKERCHER BRIDGE (CALAPOOYA RIVER) SECTION OF THE HALSEY-SWEET HOME HIGHWAY

Tom Lillebo Construction Co., Reedsport	$ 77,890.00
A. H. Saxton & Son, Portland	80,545.00
Hamilton & Thoms, Eugene	83,550.00
Dolan Construction Co., Tillamook	88,430.00
Babler Bros., Inc., Portland	89,055.00
Hodges & Barger & Robert Kyle, The Dalles	94,860.00
Lee Hoffman, General Contractor, Beaverton	99,740.00

MALHEUR COUNTY
NYSSA BRIDGE GRADING AND PAVING PROJECT ON THE OLD OREGON TRAIL

H. J. & H. W. Miller, Baker	$ 12,717.50
L. W. Vail Co., Inc., Pasco, Wn.	15,213.00

August 8, 1957

MALHEUR COUNTY
OLD MALHEUR RIVER BRIDGE REPAIR ON THE ONTARIO-OLDS FERRY SECONDARY HIGHWAY

Wayne Construction Co., Seattle, Wn.	$ 74,662.00
West Coast Steel Works, Portland	78,806.00

MARION COUNTY
GRADING SALEM BY-PASS SECTION OF PACIFIC HIGHWAY

Earl L. McNutt Co., Eugene	$415,723.50
Durbin Bros., Eugene	421,244.80
Peter Kiewit Sons' Co., Vancouver, Wn.	455,657.00
Babler Bros., Inc., Portland	467,665.00
Roy L. Houck & Sons, Salem	467,982.50
R. A. Heintz Construction Co., Portland	470,281.50
Rogers Construction, Inc., Portland	484,280.00
Henry H. Miller Contractor, Inc., Roseburg	486,519.00
Kuckenberg Construction Co., Portland	531,896.00
Fred H. Slate Co., Ore. Ltd., Portland	557,736.00
John Havlik, Jr., Scappoose	564,414.00
C. R. O'Neil, Myrtle Creek	578,679.50

MARION-LINN COUNTIES
SIXTEEN STRUCTURES ON NORTH JEFFERSON JUNCTION-SANTIAM JUNCTION SECTION OF THE PACIFIC HIGHWAY

Valley Construction Co. & Tower Sales & Erecting Co., Portland*	$504,182.25 (Alt. B)
Tom Lillebo Construction Co., Reedsport	520,465.00 (Alt. B)
Hamilton & Thoms, Eugene	533,906.00 (Alt. A)
Hannan Bros. Co., Portland**	543,722.60 (Alt. A)
Donald M. Drake Co., Portland	605,030.00 (Alt. A)
Lee Hoffman, Beaverton	619,789.00 (Alt. A)
White Bros. Construction Co., Walla Walla, Wn.	685,176.00 (Alt. A)
Manson Construction & Engineering Co., Seattle, Wn.	735,744.50 (Alt. A)

*Bidder will not accept award of projects totaling more than $700,000 at this letting.
**Bidder will accept award of only one project at this letting.

MULTNOMAH COUNTY
CLAY ST.-COLUMBIA ST. TRAFFIC INTERCHANGE ROADSIDE IMPROVEMENT PROJECT

Benedict Nursery Co., Portland	$ 17,066.00
E. P. Baltz & Son, Portland	17,222.05
Rich & Sons Nursery, Hillsboro	18,196.50
Ernest Ferrante & Co., Portland	22,156.60

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MULTNOMAH COUNTY
CONSTRUCTION OF HIGHLANDS UNDERCROSSING ON THE HIGHLANDS INTERCHANGE SECTION OF THE SUNSET HIGHWAY

S & D Construction Co., Portland	$ 79,994.00
Pacific Concrete Co., Portland	84,734.90
Birkemeier Construction Co., Milwaukie	91,365.00
Gibbons & Reed Co., Portland	91,874.00
Valley Construction Co., Portland*	94,719.00
Orlando C. Bennard, Portland	100,924.00
Erick Enquist, Troutdale	102,627.70
Lee Hoffman, Beaverton	104,575.00

*Bidder will not accept award of projects totaling more than $700,000 at this letting.

MULTNOMAH COUNTY
26th AVE. STRUCTURES ON THE HARBOR DRIVE-WASHINGTON COUNTY LINE SECTION OF THE PACIFIC HIGHWAY AND THE PACIFIC HIGHWAY WEST

Birkemeier Construction Co., Milwaukie	$256,373.50
Orlando C. Bennard, Portland	259,806.00
Valley Construction Co., Portland*	274,290.70
Gibbons & Reed Co., Portland	274,378.00
Tom Lillebo Construction Co., Reedsport	278,627.40
White Bros. Construction Co., Walla Walla, Wn.	280,179.80
Charles R. Schmiedeskamp, Portland	292,438.68
Hannan Bros. Co., Portland**	293,683.20
Lee Hoffman, Beaverton	308,402.00

*Bidder will not accept award of projects totaling more than $700,000 at this letting.
**Bidder will not accept award of more than one project at this letting.

MULTNOMAH COUNTY
CONSTRUCTION OF PACIFIC HIGHWAY UNDERCROSSING OF BARBUR BLVD. AND CAPITOL HIGHWAY ON THE S. W. 14th AVE. -WASHINGTON COUNTY LINE SECTION OF THE PACIFIC HIGHWAY

Gibbons & Reed Co., Portland	$446,236.00
Hannan Bros. Co., Portland*	498,559.00
Donald M. Drake Co., Portland	519,227.00
Lee Hoffman, Beaverton	540,284.00
Valley Construction Co. & Tower Sales & Erect. Co., Portland**	542,168.75
White Bros. Construction Co., Walla Walla, Wn.	580,711.00
Manson Construction & Engineering Co., Seattle, Wn.	715,853.50

*Bidder will not accept award of more than one project at this letting.
**Bidder will not accept award of projects totaling more than $700,000 at this letting.

August 8, 1957

MULTNOMAH COUNTY
CONSTRUCTION OF IOWA STREET BRIDGE ON THE HARBOR DRIVE-WASHINGTON COUNTY LINE SECTION OF THE PACIFIC HIGHWAY

Gibbons & Reed Co., Portland	$340,111.00
C. M. Corkum Co., Inc., Portland	363,196.60
General Construction Co., Portland	379,145.30
Valley Construction Co., Portland *	383,595.00
Frank C. Ralph & Sons, Portland	392,874.00
Lee Hoffman, Beaverton	416,545.00
P. S. Lord Mechanical Contractors, Milwaukie	416,594.00
Donald M. Drake Co., Portland	565,957.00
Manson Construction & Engineering Co., Seattle, Wn.	588,631.00

*Bidder will not accept award of contracts totaling more than $700,000 at this letting.

The Commission approved the minutes of the regular meeting held on June 27 and 28, 1957.

The Parks Superintendent reported on the following park matters:

1. Proposed sale of timber in wayside strips along the Sunset Highway in Columbia and Tillamook Counties: The Parks Superintendent stated that the timber should be cleared from the areas to reduce the fire hazard and for general appearances. A timber cruise revealed that approximately 68.5 MFBM, valued at $1,391.00, should be removed as it has no value to the park area and its removal will not damage the remainder of the stand. The Commission authorized public sale of the timber.

2. Request of H. W. Salmon, Terrebonne, for permission to sell his paintings in Peter Skene Ogden State Park: The Parks Superintendent recalled that the Commission had authorized a study of the necessity of establishing concessions in state parks. It was his feeling that sale of the paintings could not be classified as one of the services needed by visitors to the park and that it might establish a predecent for a variety of other sales which might be inimical to the best interests of the public. The Commission accepted his recommendation that the request be denied.

3. Attendance of the State Parks Superintendent at the National Conference on State Parks at Itasca State Park in Minnesota, September 19 through 21, 1957: The Commission granted authority for the Parks Superintendent to attend this conference at an estimated cost of $275.00.

4. Request of Wilbur Humbert of North Bend for permission to level a small area at the north end of the McCullough Wayside on the old section of the Oregon Coast Highway: Mr. Humbert, the Parks Superintendent stated, wishes to do the leveling at his own expense to establish a boat-launching facility about 1¼ miles north of McCullough Bridge. The Parks Superintendent recommended that his request be approved. The Commission accepted the recommendation.

5. Agreement with Crown Zellerbach Corporation to secure rock from the Corporation's quarry north of Cape Lookout State Park: The Parks Superintendent explained that the State had used material from this quarry under a previous agreement which expired May 17, 1957. It is now necessary to secure additional material for maintenance purposes and the Corporation has requested that another agreement be executed, extending the previous agreement though the balance of the year. As this quarry is the most practical source for the required material and as the Corporation will make no charge, he recommended that the agreement be approved. The Commission approved the agreement.

6. Proposed development of a state park on the southeast shore of Triangle Lake adjacent to the Siuslaw Highway: The Parks Superintendent stated that eventually the highway will be relocated on the south side of the lake but the exact location has not yet been determined. He recommended, therefore, that action on this request be deferred until the highway relocation has been definitely established. His recommendation was accepted by the Commission.

7. Request that boats equipped with motors be barred from using a small lake between the Columbia River Highway and the railroad immediately east of Benson State Park: In response to objections raised by swimmers and other users of the lake the Parks Superintendent stated that an investigation had been made and it was found that the lake is too small to accommodate boats equipped with motors and that such motorboats are hazardous to those who use the lake for swimming. He requested confirmation of previous telephonic authority to bar motorboats from this lake. The Commission confirmed the authority by adopting the attached resolution relative thereto marked EXHIBIT "K", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

8. Proposed renaming of Big Creek State Park on the Oregon Coast Highway in Lincoln County: In studying the possibility of another name, the Parks Superintendent stated that approximately 40 names were considered and that there were some objectionable features to all of them. He recalled that the original request had come from residents in the area who objected to the name of Big Creek because there are so many creeks in Oregon that bear that name. The word "Wakonda", suggested by local residents, is strictly a local name and also applies to some businesses in the area. It appears that the suggested name "Beachside State Park" will cause no conflict with established names of business places and will be somewhat descriptive of the park. He recommended that the park be renamed "Beachside State Park". The Commission approved such name for the park by adopting the attached resolution relative thereto marked EXHIBIT "L", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

9. Construction of additional overnight facilities in state parks: The Parks Superintendent stated that it was determined that sufficient funds are not available in the 1957 budget to cover the entire cost of overnight camping facilities at Tumalo, Beverly Beach, and Sunset Bay State Parks. It was deemed advisable to delay construction so that the additional funds could be secured from allocations in the 1958 budget. In addition to facilities at these three parks, it has been found necessary to construct overnight camping facilities for 1958 use at Fort Stevens, Delake, and Honeyman State Parks, which are not included in the 1957 budget. So that these facilities can be available for next summer's use, the grading work should be contracted as early this fall as possible. The Commission approved his recommendation that contracts for developing these six parks be awarded as soon as possible.

10. Request of Multnomah County Sheriff, Mr. Francis Lambert, for lifeguards at Rooster Rock State Park: The Parks Superintendent pointed out that the use of the park by swimmers and others this summer has been extremely heavy, totaling approximately 95,000 people in the month of July, and on one day, July 28, 10,836 people were counted in the park. At the present water level there is no particular hazard to swimmers as the water is shallow for several hundred feet from the shoreline and, in addition, a log boom has been erected for further protection. It was his opinion, however, that because of the large number of people using the area and to protect swimmers lifeguards should be employed. Commissioner Chessman inquired if the hiring of lifeguards at this location would obligate the Commission to hire lifeguards at other locations where swimming is available in state parks. It was the feeling of the Commission that each location would have to be decided on its individual merits and that lifeguards would be hired where investigation disclosed that they are needed. The Commission deferred its decision pending discussion with Sheriff Lambert, who is scheduled to appear before the Commission on the following day. (See delegation ahead).

The Parks Superintendent introduced Mr. Lloyd Russell and Mr. Wayne Gerner who spoke before the Commission concerning additional park developments at Owyhee Reservoir in Malheur County. Mr. Russell requested the Commission to make water available at Gordon Creek to irrigate a number of young trees. He estimated that the water could be supplied for an investment of $10,000. to $15,000 and urged the Commission to do the work in order to keep up the morale of people who have spent about $25,000 of their own funds in developing the roadway into the Reservoir. He also pointed out that there had been some indication from Congress that Federal help might be obtained if the State would first spend some money in the area. He urged the Commission to make a commitment of some sort at its September meeting. Mr. Gerner pointed out that a considerable amount of money had been expended by individuals in constructing a road to the Reservoir and developing facilities at the Reservoir. Their funds, however, have been exhausted and help is needed. Commissioner McIver observed that as a result of a request from a previous delegation the Commission had authorized a survey of the Owyhee Reservoir area but the survey has not yet been completed and no commitment can be made until the survey has been completed

and a report made. Chairman Reynolds advised Mr. Russell and Mr. Gerner that the request presented today had not come to the Commission's attention until the previous day and there had not been time to make any investigation. No commitment can be made, he stated, until the survey has been completed and a recommendation made by the Parks Superintendent however, the Commission will help as much as is possible.

The Right-of-Way Engineer presented for consideration options secured for acquisition of real property that is needed for State Highway right-of-way or for other purposes. After careful consideration, the Commission unanimously approved closing the options at the prices mentioned therein by adopting the attached resolution relative thereto, marked EXHIBIT "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Right-of-Way Engineer requested authority to negotiate for the purchase of three parcels of property for which no authority previously was given by the Commission. These parcels, he said, are necessary for highway construction purposes. The Commission authorized negotiations for acquisition of the following parcels on the Fanno Creek Bridge Section of the Scholls Highway in Washington County:

1. File No. 26704, Browning, 0.127 acre for easement.

2. File No. 26705, Craig, 0.25 acre for flood control.

3. File No. 26706, Tenant Mortgage Company, 0.21 acre outright purchase; 0.05 acre for easement.

A report was presented by the Right-of-Way Engineer showing miscellaneous sales made since the last Commission meeting, in the amount of $24,300, and a rental report showing new rentals and terminations for the period from June 14 to July 26, 1957. Rental receipts for the month of July were shown at $8,980.11. The Commission accepted the reports. (For details see Miscellaneous Sales Report dated August 8 and 9, 1957 and Supplemental Rental Report dated June 14 and July 26, 1957 in the General Files.)

Authority to offer at public sale three parcels of State-owned property was requested by the Right-of-Way Engineer. He explained that these parcels are no longer required for highway purposes and should be disposed of. The Commission authorized sale of the following parcels and thereupon adopted the attached resolution relative thereto, marked EXHIBIT "B-1", which resolution by this reference is made a part hereof with like effect as though extended in full herein:

a. 12.95 acres of the former Vanguard property on the T. H. Banfield Expressway in Multnomah County for a minimum price of $32,500 subject to an existing lease which contains a six-months'cancellation clause and the further condition that the successful bidder remove the building within six months after expiration of the lease. (SEE EXHIBIT "B-1")

b. 1,920 square feet of the former Ross property on the North Bend-Coos Bay Section of the Oregon Coast Highway, Coos County, for a minimum price of $900.00.

c. 0.64 acre of the former Rodman Property on the Goshen-Divide Section of the Pacific Highway in Lane County, for a minimum price of $150.00.

An exchange of properties with a Mr. Larsen on the 11th Avenue Connection of the Pacific Highway in Block 3, Westmoreland Addition in Eugene, was discussed. The Right-of-Way Engineer explained that when the property was purchased from the Larsens, the taking was of irregular shape. Under the proposed exchange, the State will convey to the Larsens 2,000 square feet in Lots 18, 19, 20, and 21 in exchange for which the Larsens will deed to the State 350 square feet in Lots 17 and 18, and in addition thereto will pay the State the sum of $500.00. This exchange will square up the holdings of both the Larsens and the State and will make easier the disposal of Lots 17 and 18 now owned by the State. Upon his favorable recommendation, the Commission approved the exchange.

Attention was given to a form of Trust Agreement with Bonneville Power Administration for rearranging its power line on the Valley Junction-Wallace Bridge Section of the Salmon River Highway. The Right-of-Way Engineer explained that revision of the power line is necessary in construction of the highway and under usual procedure with the Federal Government, it is necessary for the State to deposit with the Government the estimated cost to rearrange the facility, which is estimated at $4,800, and which amount is incorporated in the agreement. Following his favorable recommendation, the Commission approved the agreement.

The Commission also gave attention to a Trust Agreement with Bonneville Power Administration concerning relocation of Bonneville Power facilities on the Meacham-Glover Section of the Old Oregon Trail in Union and Umatilla Counties. This agreement, the Highway Engineer explained, is of the same type as the one covering the Valley Junction-Wallace Bridge Unit, but the estimated cost as provided in the agreement is $43,550. The Commission approved this agreement.

Sale to Mr. Floyd W. Horn, Eugene, of 11 square feet of excess land situated in Lot 21, Block 3, Westmoreland Addition to Eugene, was considered. Mr. Horn, the Right-of-Way Engineer stated, has offered to pay for this property the same price for which he was paid and has submitted his check in the amount of $5.00. He added that the land is not required for highway purposes. The Commission approved the sale.

The Commission also considered and upon the favorable recommendation of the Right-of-Way Engineer approved sale of 1.2 acres of excess property on the Albany-Judkins Point Section of the Pacific Highway East in Lane County to the Eugene Water and Electric Board for the sum of $1,000. The Right-of-Way Engineer explained that this is a part of the former Wolter property on the west side of the Highway at Engineer's Station 562+00, and is

to be used by the Water and Electric Board as right of way for a transmission line.

Changes in access provisions for a number of properties was discussed. The Right-of-Way Engineer presented seven items and explained that all of them, with the exception of the Butterfield property in Grants Pass and the McCall property in Marion County, involve changes of access only, no additional access being granted. Concerning the Butterfield property he explained that there had been no intent to restrict access to this property but inadvertently the restriction had been incorporated in the deed. This action will allow access to the property. Concerning the McCall property, it was originally planned to construct a frontage road and allow access to it and the deed had been prepared with this plan in mind. However, it has now been decided not to construct the frontage road and this action is to allow access to the highway itself. Upon his favorable recommendation, the Commission approved the following indentures of access:

a. Duckworth property, File No. 26125, on the 6th and 7th Street Section of the Pacific Highway in Grants Pass, Josephine County.

b. Butterfield property, File No. 26133, on the 6th and 7th Street Section of the Pacific Highway in Grants Pass, Josephine County.

c. Duckworth property, File No. 26124, on the 6th and 7th Street Section of the Pacific Highway in Grants Pass, Josephine County.

d. Vroman property, File No. 22364, on the Salem-Stout Creek Section of the North Santiam Highway in Marion County.

e. McCall property, File No. 22363, on the Salem-Stout Creek Section of the North Santiam Highway in Marion County.

f. Ferring property, File No. 17396, on the Big Creek Section of the Columbia River Highway in Clatsop County.

g. Coburn property, File No. 23439, on the McMinnville Airport-Dayton Junction Section of the Three Mile Lane Secondary Highway in Yamhill County.

Granting of a right-of-way easement to the Pacific Telephone and Telegraph Company on a 10 foot strip along the westerly side of the Willowdale-Lyle Gap Section of The Dalles-California Highway was considered. The Right-of-Way Engineer explained that a quitclaim deed has been secured from the company to release their present easement on private property, and in exchange for this quitclaim deed, it is proposed to grant the company a reciprocal 10-foot easement on the westerly side of and parallel to the 60-foot right of way line on the recently acquired State right of way. Following his favorable recommendation, the Commission approved the easement.

The Commission also considered the matter of compensating Douglas Electric Coop in the sum of $1,094.69 for adjustments necessary to their power line on the Hinsdale Slough-Luder Creek Section of the Umpqua Highway in Douglas County. This rearrangement, the Right-of-Way Engineer stated, was caused by reconstruction conducted by the Bureau of Public Roads. He also explained that in construction projects of this sort with the Bureau of Public Roads, it is customary for the State to pay the cost of such rearrangements, and he recommended that the Coop be reimbursed in this instance. The Commission accepted his recommendation.

Consideration was given to a form of easement agreement whereby the State grants to the Union Pacific Railroad Company a slope easement near the intersection of 181st Avenue and Wilkes Road on the T. H. Banfield Expressway in Portland. This easement, the Right-of-Way Engineer explained, has been requested by the railroad in connection with developing industrial property owned by them. The Commission approved the easement.

Attention was given to a request made by a Mr. Taylor and a Mr. Dilger for removal of advertising restrictions from the deed on excess property which was purchased by them from the State at the Hayesville Interchange on the R. H. Baldock Freeway north of Salem. The Right-of-Way Engineer pointed out that the advertising restrictions were a part of the sale which was conducted at public auction and he recommended that the request be denied. His recommendation was accepted.

The Right-of-Way Engineer reported that in constructing the 7th Street route of the Pacific Highway in Grants Pass, it was necessary to acquire and relocate a portion of the Grants Pass Irrigation District canal. By error, the easement for this relocation was taken in the name of the State Highway Commission. As the State has no use for title to the ditch and does not wish to be burdened with maintenance, he recommended that a Bargain and Sale Deed be tendered to the Grants Pass Irrigation District. The Commission accepted his recommendation.

Authority was requested by the Right-of-Way Engineer to offer at public sale approximately 11 acres of excess property acquired under File No. 26222 on the Valley Junction-Wallace Bridge Section of the Salmon River Highway. It was his opinion that the property is worth approximately $300 per acre. The Commission authorized the sale and thereupon adopted the attached resolution relative thereto, marked EXHIBIT "B-2", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Chief Counsel requested authority to acquire by condemnation, if necessary, the following properties that are needed as right of way in connection with various highway improvements or for other purposes, and to tender offers for the same in conformity with instructions given him by the Commission in its resolution adopted December 20, 1951:

(List of properties on following page)

Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway

R-22526 - Almas J. Overby and Jacquline Overby
Right of Way (Multnomah County)
5,336 square feet

R-22772 - George A. Rahoutis and Lucy Rahoutis
Right of Way (Multnomah County)
26,200 square feet

R-22778 - John H. Janusch
Right of Way (Multnomah County)
5,000 square feet

R-22890 - Ravena T. Spurrier
Right of Way (Multnomah County)
5,000 square feet

R-22892 - Louie Foo
Right of Way (Multnomah County)
5,000 square feet

R-22895 - Howard J. DeVeny, et al.
Right of Way (Multnomah County)
14,287 square feet

R-22908 - Hawkin J. Johnson and Grace M. Johnson
Right of Way (Multnomah County)
3,667 square feet

R-23716 - H. F. Witzel and Katherine W. Witzel
Right of Way (Multnomah County)
7,546 square feet

R-24608 - Millen F. Kneeland and Martha F. Kneeland
Right of Way (Multnomah County)
5,000 square feet

R-24638 - Leonard I. Haynes and Selma Haynes
Right of Way (Multnomah County)
5,000 square feet.

R-24639 - Walter T. Sherman and Alice M. Sherman
Right of Way (Multnomah County)
5,000 square feet

R-26373 - C. M. McGuire and Lena McGuire
Right of Way (Multnomah County)
21,600 square feet

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Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway Cont.

R-26374 - Charles C. Smith and Pearl M. Smith
(Multnomah County)
Parcel No. 1: 7,030 square feet for right of Way
Parcel No. 2: 313 square feet for Right of Way

R-26375 - Ruth Eckhardt, et al.
Right of Way (Multnomah County)
26,133 square feet

R-26581 - Abe Bercovitz and Pauline Bercovitz
Right of Way (Multnomah County)
4,750 square feet

L-2816 (R-26411) - Ira R. Lyon
(Multnomah County)
Parcel No. 1: 0.23 acre for Right of Way
Parcel No. 2: 0.4 acre for a Perpetual Slope Easement
Amended resolution to add reservation of access

Salem By-Pass Section of the Portland-Salem Expressway

R-24874 - Louis C. Lorenz and Berneta Lorenz
Right of Way (Marion County)
0.4 acre

R-26546 - Emile F. Aufranc and Evelyn M. Aufranc
Right of Way (Marion County)
0.07 acre

R-26548 - Norris-Walker Paint Mfg. Co.
Right of Way (Marion County)
0.53 acre

R-26549 - M. T. Harmon and Stella R. Harmon
Right of Way (Marion County)
0.35 acre

R-26551 - Virginia Keech and Homer H. Best
Right of Way (Marion County)
0.08 acre

R-26553 - W. C. Ryan and Madeleine Ryan
Right of Way (Marion County)
0.05 acre

R-26557 - General Petroleum Corporation
Right of Way (Marion County)
0.37 acre

Salem By-Pass Section of the Portland-Salem Expressway - Cont.

R-26558 - Robert L. Elfstrom, Jr., and Jean Weger Elfstrom
Right of Way (Marion County)
0.06 acre

R-26870 - John A. Jelderks and Katharine M. Jelderks
Right of Way (Marion County)
0.99 acre

Portland-Salem Expressway

R-26544 - Chris J. Neilsen
Material Source (Marion County)
0.46 acre

Valley Junction-Sheridan Section of the Salmon River Highway

R-26205 - John Breeden and Lottie Breeden
(Polk County)
Parcel No. 1: 3.66 acres for Right of Way
Parcel No. 2: 1.1 acres for Right of Way
Parcel No. 3: 0.7 acre for Right of Way
Parcel No. 4: 0.2 acre for Excess Taking

R-26206 - W. F. Lewis and Katherine R. Lewis
Right of Way (Polk County)
4.49 acres

R-26207 - D. D. Willis and Ardella Willis
(Polk County)
Parcel No. 1: 7.5 acres for Right of Way
Parcel No. 2: 1.13 acres for Excess Taking

R-26208 - Zelma Boyer and Wilson Boyer
Right of Way (Polk County)
4.20 acres

R-26209 - Foster Mills, Incorporated
Right of Way (Polk County)
1.96 acres

R-26210 - Virgil Tharp and Amy Tharp
Right of Way (Polk County)
1.96 acres

R-26211 - Virgil Tharp
Right of Way (Polk County)
2.10 acres

Valley Junction-Sheridan Section of the Salmon River Highway - Cont.

R-26212 - Wilson Boyer and Zelma Boyer
Right of Way (Polk County)
3.0 acres

R-26219 - Johns Mills
(Polk County)
Parcel No. 1: 2.25 acres for Right of Way
Parcel No. 2: 2.08 acres for Right of Way
Parcel No. 3: 3.79 acres for Right of Way
Parcel No. 4: 0.15 acre for Right of Way

R-26233 - I. E. Lawrence
Right of Way (Polk County)
0.28 acre

Goble-St. Helens Section of the Columbia River Highway

R-26403 - L. A. Dubois and Rosa Dubois
Right of Way (Columbia County)
1.0 acre

R-26404 - R. W. Foster
Right of Way (Columbia County)
1.7 acres

R-26405 - Daniel W. Carter and Lydia E. Carter
Right of Way (Columbia County)
13.4 acres

R-26406 - Paul D. Wyatt and Joyce Wyatt
Right of Way (Columbia County)
2.0 acres (net)

R-26408 - Jane Reeves, et al
(Columbia County)
Parcel No. 1: 20.5 acres for Right of Way
Parcel No. 2: 0.34 acre for a Temporary Construction Easement
Parcel No. 3: 0.19 acre for a Temporary Construction Easement

R-26409 - Charles R. Holden and Mary F. Holden
(Columbia County)
Parcel No. 1: 6.8 acres (net) for Right of Way
Parcel No. 2: 0.5 acre for a Temporary Construction Easement

R-26410 - Robert C. Bishop and Maria W. Bishop, et al.
(Columbia County)
Parcel No. 1: 4.75 acres (Net) for Right of Way
Parcel No. 2: 0.54 acre for Right of Way
Parcel No. 3: 0.62 acre for a Temporary Construction Easement

Goble-St. Helens Section of the Columbia River Highway - Cont.

R-26429 - Investment Mortgage Corporation
Right of Way (Columbia County)
0.41 acre (net)

Sunset Highway (Highlands Interchange)

R-26850 - Wilbur F. Preble and Fay Boyer Preble
Right of Way (Multnomah County)
0.05 acre

R-25883 - A. Victor Rosenfeld and Betty C. Rosenfeld
Right of Way (Multnomah County)
0.15 acre

R-25888 - Humphrey Parry and Flossie Parry
Right of Way (Multnomah County)
31,397 square feet

Davis Slough-Bandon Section of the Oregon Coast Highway

R-26097 - David R. Philpott and Ruth J. Philpott, et al.
(Coos County)
Parcel No. 1: 15.1 acres for Right of Way
Parcel No. 2: 9.2 acres for Right of Way
Parcel No. 3: 10.7 acres for Material Source

R-26100 - William Biescke and Junie J. Biescke
(Coos County)
Parcel No. 1: 6.9 acres (net) for Right of Way
Parcel No. 2: 0.01 acre for Right of Way

Pacific Highway

R-23605 - Hayden Island Amusement Co.
(Multnomah County)
Parcel No. 1: 2.896 acres for Right of Way
Parcel No. 2: 0.025 acre for Right of Way
Parcel No. 3: 0.46 acre for Right of Way
Parcel No. 4: 1,265 square feet for a construction easement

R-26139 - Hayden Investment Co.
Right of Way (Multnomah County)
0.25 acre

R-26140 - The Hayden Co., Inc.
Right of Way (Multnomah County)
0.1 acre

Newport-Toledo Section of the Corvallis-Newport Highway

R-24857 - John W. Goodyear and Carol H. Goodyear
(Lincoln County)
Parcel No. 1: 0.12 acre for Right of Way
Parcel No. 2: 1,000 square feet for a Slope Easement

Oregon Coast Highway

R-25827 - Interstate Tractor and Equipment Company
Right of Way (Coos County)
0.17 acre

Heppner-Spray Highway

R-26756 - Emma P. Elder and Marlo Ochs
(Morrow County)
Parcel No. 1: 4.98 acres (net) for Right of Way
Parcel No. 2: 1.33 acres (net) for Right of Way

North Jefferson Junction-Albany Section of the Pacific Highway East

R-25535 - P. W. Drushella, et al.
Right of Way (Linn County)
1,000 square feet
Amended resolution designating use of property being acquired

R-26483 - John Heyerly, et al.
Right of Way (Linn County)
890 square feet
Amended resolution designating use of property being acquired

Hinsdale Slough-Luder Creek Section of the Umpqua Highway

L-2756 (R-12834) - D. D. Hail and Willene B. Hail
(Douglas County)
Parcel No. 1: 4.6 acres for Right of Way
Parcel No. 2: 6.2 acres for Material Source
Amended resolution to change access provisions

Tillamook-Donaldson Creek Section of the Wilson River Highway

L-2536 (R-23509) - Margarite Becker, et al.
Right of Way (Tillamook County)
4.10 acres
Amended resolution to add encroachment easement for the lifetime of a building.

County Market Road No. 11

R-26436 - Elmer Sohrweid and Edith Sohrweid
Material Site (Yamhill County)
16.38 acres
Amended Resolution

Portland-Salem Expressway

R-26541 - Salem Chamber of Commerce
Material Source (Marion County)
14.8 acres

Salem By-Pass Section of the Portland-Salem Expressway

R-26695 - Otto R. Nation and Sara K. Nation
(Marion County)
Parcel No. 1: 0.18 acre for Right of Way
Parcel No. 2: 0.24 acre for a Temporary Construction Easement

R-26894 - Rex Ellis and Nona Ellis
(Marion County)
Parcel No. 1: 0.67 acre for Right of Way
Parcel No. 2: 0.68 acre for a Slope Easement

R-26902 - Rex B. Morris and Kathleen Morris
Right of Way (Marion County)
0.09 acre

R-26696 - Carroll M. Robinson and Evelyn H. Robinson
(Marion County)
Parcel No. 1: 0.06 acre for Right of Way
Parcel No. 2: 0.04 acre for a Temporary Construction Easement

R-26698 - Rex B. Morris and Kathleen Morris
Right of Way (Marion County)
0.23 acre (net)

Goble-St. Helens Section of the Columbia River Highway

R-26407 - Arnold L. Leppin and Anna Marie Leppin
(Columbia County)
Parcel No. 1: 20.5 acres (net) for Right of Way
Parcel No. 2: 2.0 acres for a Temporary Construction Easement
Parcel No. 3: 0.19 acre for a Temporary Construction Easement

Right-of-way maps and other data were submitted to the Commission and the Engineer advised that acquisition of the properties listed is required in order to carry out plans for highway improvements and other projects heretofore authorized by the Commission. Action was deferred on this matter pending study. (Condemnation of the several parcels was authorized by the Commission on the following day. See ahead for minute entry.)

In connection with the condemnations authorized, Chairman Reynolds commented that he did not like to see so many potential condemnations and inquired if there was some means whereby the number could be reduced. The Right of Way Engineer stated that for various reasons during the last few weeks it has been difficult to close options, and to prevent delay in awarding contracts it has been necessary to ask for a large number of condemnations. He also pointed out that although a large number of condemnations had been authorized only a small percentage will actually be brought to trial, as past experience has shown that by far the greater percentage of them will be settled by negotiation.

A report submitted by the Chief Counsel, enumerating details concerning cases that have been tried in court since the Commission meeting held June 27 and 28, 1957, was accepted by the Commission and is summarized as follows:

REPORT OF CONDEMNATION CASES TRIED
June 21, 1957 to August 1, 1957

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
Miller, et al. R-25604	Linn	Pacific East	N. Jefferson Jct. -Albany	$ 8,250	$ 8,250	$ 8,250
Bloomer, et al. R-24531	Marion	Pacific East	N. Jefferson Jct. Albany	3,150	3,150	3,150
Preston, et al. R-23945	Malheur	Old Oregon Trail	Ontario-Snake River	14,600	14,600	14,600 Def. Jdgmt.
Spriggs, et al. R-21453	Lane	Pacific	Goshen-Divide	300	300	300 Def. Jdgmt.
Burgess, et al. R-23285	Josephine	Pacific	Jump-off-Joe-Grants Pass	150	None	153 Def. Jdgmt.

Report of Condemnation Cases Tried - June 21, 1957 to August 1, 1957, Cont'

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
Ewers, et al. R-23321	Josephine	Pacific	Jump-off-Joe-Grants Pass	$ 8,500	$ 8,500	$ 8,500 Def. Jdgmt.
Sundeleaf, et al. R-21290	Multnomah	Portland-Salem Expressway	Harbor Drive-Barbur Blvd.	10,125	20,000	14,175
City of Albany R-25465	Linn	Pacific East	N. Jefferson-Albany	57,500	109,000	55,000
Fleming, et al. R-18164	Polk	Willamina-Salem	Dolph Corner-Rickreall	2,000	15,000	7,000
Ryan, et al. R-18167	Polk	Willamina-Salem	Dolph Corner-Rickreall	1,350	6,750 By answer	4,500 Stipulation
Hathaway, et al. R-25874	Hood River	Columbia River	Cascade Locks-Viento	9,150	30,000	10,000

REPORT OF TRIAL OF OTHER CASES

Case	Plaintiff	Defendant	County	Cause of Action	Demands of Plaintiff	Verdict or Judgment
L-2563	Gene H. West	Gall, et al.	Coos	Automobile accident	$ 20,000	Dismissed
L-2564	James West	Gall, et al.	Coos	Automobile accident	12,500	Dismissed
L-2565	Linda West	Gall, et al.	Coos	Automobile accident	7,500	Dismissed
L-2566	Doris West	Gall, et al.	Coos	Automobile accident	25,000	Dismissed
L-2390A	Ballard	State of Oregon	Marion	Blasting Damage	11,175	Dismissed

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Report of Trial of other cases - Cont.

Case	Plaintiff	Defendant	County	Cause of Action	Demands of Plaintiff	Verdict or Judgment
L-2485A	Ballard	R. H. Baldock	Marion	Blasting Damage	$ 11,175	Dismissed

(For additional details concerning these cases, see the Chief Counsel's tabulation attached to his letter of August 2, 1957, entitled "Report of Cases Tried", in the General Files).

A report was presented by the Chief Counsel and accepted by the Commission concerning condemnation cases and other cases which have been settled out of court since the Commission meeting held June 27 and 28, 1957, as follows:

REPORT OF CONDEMNATION CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
Landrith R-26355	Coos	Sunset Bay State Park	----	$ 7,500	$ 8,500
Agee R-23883	Douglas	Oregon Coast	Reedsport-Hauser	100	100
Adams, et al. R-22600	Multnomah	Portland-Salem Expressway	Harbor Drive-Barbur Blvd.	250	450
Hotelling, et al. R-26183	Multnomah	Portland-Salem Expressway	Harbor Drive-Barbur Blvd.	70,000 for building & equipment	69,500 owner to take equipment valued at $2200
Ploen R-25911	Douglas	Umpqua	Hinsdale Slough-Luder Creek	Complaint filed because owner could not be located. Subsequently located and optioned.	250
Brasseau R-26188	Multnomah	Portland-Salem Expressway	Harbor Drive-Barbur Blvd.	100	100

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Report of Condemnation cases settled - cont.

Case	County	Highway	Section	State's Offer	Amount of Settlement
Pliley, et al. R-26151	Mult-nomah	Portland-Salem Expressway	Harbor Drive-Barbur Blvd.	$ 7,500	$10,000
Thompson, et al. R-24529	Marion	Pacific East	North Jefferson Jct. -Albany	975	1,200
Henningsen, et al. R-24535	Marion	Pacific East	North Jefferson Jct. -Albany	$15,500	17,600
Koennecke Realty Co. R-25553	Clackamas	Mt. Hood	Sandy-Forest Boundary	1,365	1,400
Jones, et al., legal owner; Poe, contract purchaser R-25016	Mult-nomah	Portland-Salem Expressway	Harbor Drive-Barbur Blvd.	8,650	9,350
Grigsby, et al. R-26425	Mult-nomah	Portland-Salem Expressway	Harbor Drive-Barbur Blvd.	16,200	17,800
Koltsch R-23603	Mult-nomah	Pacific	Denver Ave. - Union Ave. Intersection	1,450 partial taking	35,000 entire
Thayer, Merton H. R-22165	Malheur	Old Oregon Trail	Olds Ferry-Ontario	1,025	11,600
Thayer, Glen R-22168	Malheur	Old Oregon Trail	Olds Ferry-Ontario	6,620	10,850

REPORT OF OTHER CASES SETTLED

Case	Plaintiff	Defendant	County	Cause of Action	Demand of Plaintiff	Settlement
L-2809	Toohey	State Highway Commission	Lane	Damages from slide	$13,500	$ 7,500
L-2664	Drake Lumber Company	State Highway Commission	Multnomah	Change of grade damages	60,000	45,000
L-2802	Jannsen	State Highway Commission	Washington	Damages from grade change	3,475	3,475

(For additional details see tabulations attached to the Chief Counsel's letters of August 2 and 6, 1957, entitled "Report of Cases Settled", in the General Files).

In conformity with a resolution adopted by the Commission on December 20, 1951, the Chief Counsel presented offers that have been tendered for acquisition of real property prior to the institution of condemnation proceedings, as follows:

Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway

R-25016 - Harold L. Jones, et al. 7,500 square feet for right of way purposes. Offer of $8,650.00 approved by Mr. McIver July 15, 1957.

R-26151 - Fred Orval Pliley, et ux. 13,300 square feet for right of way purposes. Offer of $7,500.00 approved by Mr. McIver July 3, 1957.

R-26153 - John A. Stone, et al. 0.25 acre for right of way purposes. Offer of $42,000.00 approved by Mr. McIver July 3, 1957. An offer of $32,500.00 was previously authorized by Mr. McIver May 29, 1957. This increase is due to additional appraisals.

R-26170 - Norman C. Hill, et ux. 0.04 acre for right of way purposes. Offer of $200.00 approved by Mr. McIver July 3, 1957.

R-26411 - Ira R. Lyon, et al. 0.23 acre for right of way purposes and 0.4 acre for a perpetual easement for the construction and maintenance of slopes of cuts or fills. Offer of $8,500.00 approved by Mr. McIver July 3, 1957.

North Jefferson Junction-Albany Section of the Pacific Highway East

R-25470 - John D. Nelson, et al. 0.94 acre (net) for right of way purposes. Offer of $2,000.00 approved by Mr. McIver July 26, 1957.

R-25535 - P. W. Drushella, et al. 1,000 square feet for right of way purposes. Offer of $100.00 approved by Mr. McIver July 9, 1957.

R-26449 - John M. Brenneman, et ux. 0.11 acre for right of way purposes. Offer of $1,200.00 approved by Mr. McIver July 3, 1957.

R-26450 - Frank Flamme, et ux. 0.05 acre for right of way purposes. Offer of $975.00 approved by Mr. McIver July 3, 1957.

R-26451 - Bernard Sudtell, et ux. 0.09 acre for right of way purposes. Offer of $270.00 approved by Mr. McIver July 3, 1957.

R-26492 - Armine Cooper, et ux. 0.07 acre for right of way purposes. Offer of $210.00 approved by Mr. McIver July 3, 1957.

Sandy-Forest Boundary Section of the Mt. Hood Highway

R-25551 - Marie E. Koennecke, et vir. 3.72 acres for right of way purposes. Offer of $875.00 approved by Mr. McIver July 15, 1957.

R-25566 - Harry Hanson, et al. 0.20 acre for right of way purposes. Offer of $280.00 approved by Mr. McIver July 12, 1957. An offer of $200.00 was previously authorized by Mr. McIver May 31, 1957. This increase is due to revision of appraisals to include fruit trees.

R-25697 - Sarah Carey, et al. 0.36 acre for right of way purposes. Offer of $160.00 approved by Mr. McIver July 12, 1957.

Moro-Kent Section of the Sherman Highway

R-25628 - Unknown Heirs of Anton C. Young. 0.02 acre for right of way purposes. Offer of $50.00 approved by Mr. Reynolds July 25, 1957.

R-25630 - T. W. Alley, et al. 3.88 acres for right of way purposes. Offer of $1,484.00 approved by Mr. Reynolds July 12, 1957.

R-25632 - United States National Bank of Portland, et al. 9.22 acres for right of way purposes. Offer of $1,693.00 approved by Mr. Reynolds July 12, 1957.

Ontario-Snake River Section of the Old Oregon Trail Highway

R-23928 - Joseph P. Spencer, et al. 0.50 acre for right of way purposes. Offer of $6,048.00 approved by Mr. Reynolds July 17, 1957.

Ontario-Snake River Section of the Old Oregon Trail Highway - Cont.

R-25843 - Oliver C. Calhoun, et al. 63.5 acres for right of way purposes. Offer of $9,335.00 approved by Mr. Reynolds July 12, 1957.

Myrtle Creek-Canyonville Section of the Pacific Highway

R-26509 - Lois M. Clough, et al. 2.0 acres for right of way purposes. Offer of $500.00 approved by Mr. McIver July 12, 1957.

Grants Pass (6th and 7th Sts.) Section of the Pacific Highway

R-23338 -Milo J. Davis, et al. 0.12 acre for right of way purposes. Offer of $11,475.00 approved by Mr. McIver July 12, 1957.

R-26498 - King Lumber Co. 113 square feet for right of way purposes. Special benefits to remaining property exceed value of property sought, therefore, property owner was advised accordingly. Approved by Mr. McIver July 10, 1957.

Mill City-Gates Section of the North Santiam Highway

R-25972 - Ray S. Peterson, et al. 0.03 acre for right of way purposes. Offer of $500.00 approved by Mr. McIver July 17, 1957.

Sunset Highway (Highlands Interchange)

R-26190 - C. William Kempthorn, et ux. 0.20 acre for right of way purposes. Offer of $1,000.00 approved by Mr. McIver July 26, 1957.

The Chief Counsel presented a written report concerning orders issued by the Public Utilities Commissioner in proceedings in which the State has been made a party, which orders have been issued subsequent to his report on June 21, 1957. The orders are summarized as follows:

PUX 215: Application of Southern Pacific Company for authority to construct grade crossings across Market Road No. 16, near Clackamas, in Clackamas County. The application covered the installation of spur tracks and will involve crossings of the roadway on which the mainline crossings was ordered closed in connection with the Clackamas Overcrossing project. No objection was made to the issuance of a proper order.

PUX 217: Application of Southern Pacific Company to vacate a prior order authorizing construction of a track across Market Road No. 16, near Clackamas, in Clackamas County. This is a companion proceeding to PUX 215, and no objection was made to the issuance of a proper order.

PUX 221: Application of Brooks-Scanlon, Inc., for authority to construct a private road overcrossing over the Century Drive Highway near Bend, in Deschutes County. Plans for the structure have been approved by the State Highway Bridge Engineer and the entire cost is to be borne by Brooks-Scanlon. No objection was made to the order.

PUX 222: Application of Brooks-Scanlon, Inc., for a private crossing on the Skyliners Road in Deschutes County. This is a county road and the Commission does not participate except that the plans for an overcrossing structure were approved by the Commission's Bridge Engineer.

PUX 223: Application of Highway Commission for a relocated crossing of the tracks of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, south of Grass Valley on the Sherman Highway in Sherman County. This involved a slight relocation of a section of the highway under contract between Grass Valley and Kent. After construction the railroad will maintain its facilities and the Highway Commission will maintain the highway crossing, including the area between the tracks and the railroad.

PUX 224: Application of Brooks-Scanlon, Inc., for a private road overcrossing over the Santiam Highway, near the town of Sisters, in Deschutes County. Plans for modifying the existing railroad structure for truck hauling were approved by the Commission's Bridge Engineer. All costs are to be borne by Brooks-Scanlon, including maintenance.

PUX 225: Application of Brooks-Scanlon, Inc., for a private truck road overcrossing over the McKenzie Highway, near the town of Sisters, in Deschutes County. The facts in regard to this crossing are the same as those pertaining to PUX 224.

PUX 226: Application of the State Highway Commission for a second crossing of the revised location of the Columbia River Highway, 1.4 miles east of Mosier, known as the Second Shogren Overcrossing in Wasco County. This structure will provide a four-lane crossing over the Oregon-Washington Railroad & Navigation Company and the Union Pacific Railroad Company tracks, without cost to the Railroad Companies.

PUX 228: Application of Inman-Poulsen Timber Corporation to cross Lincoln County Roads Nos. 602 and 607, in Lincoln County. These crossings involve county roads only and no objection was made to the issuance of a proper order.

PUX 230: Application of Union Pacific Railroad Company for authority to abolish an overcrossing of its tracks by a county road near Stanfield, in Umatilla County. This matter involves elimination of an existing overcrossing structure and substitution of the use of a parallel road. Umatilla County gave its consent and no objection was made to the issuance of orders which might be proper.

PUX 231: Application of Brooks-Scanlon, Inc., for a private road crossing at grade with the so-called Three Creeks Lake Road, near Sisters, in Deschutes County. This involves conversion from railroad log hauling to truck log hauling between Bend and the Sisters area. No objection was made by Deschutes County and no objection was made by the State to the issuance of proper orders.

PUX 235: Application of Southern Pacific Company for authority to construct a crossing at grade across 9th Street in West Salem. The City of Salem did not oppose the application and the State made no objection to the issuance of proper orders.

PUX 237: Application of Southern Pacific Company for authority to construct a crossing at grade of Seneca Road in Eugene. The City raised no objection to the application and no objection has been made by the State.

PUX 244: Application of Southern Pacific Company for authority to relocate an industrial spur track across 14th Street in Salem, in Marion County. The City made no objection to the relocation and no objection was made by the State.

Written reports were presented by the Chief Counsel concerning the institution of the following cases against the State Highway Commission:

1. Lanta M. Burnside vs. Marjorie Hewitt, et al. including State of Oregon, by and through its State Highway Commission.

2. Case of John F. Toohey and Ora Toohey vs. the State of Oregon.

3. Coos Bay Oyster Cooperative vs. State of Oregon.

4. T. R. Gage, et al, vs. State of Oregon.

The Chief Counsel advised further that action has been taken to protect the interests of the State in each of these cases. The Commission accepted the reports.

The Chief Counsel reported orally concerning the Stumbo Case on the Pacific Highway in southern Oregon. Action has been taken, he stated, to defeat the claim of the Stumbos that the value of the property being acquired from them should be determined in two-inch squares.

Concerning the Katherine Moore case on the Pacific Highway at Wolf Creek, the Chief Counsel reported that action is being held in abeyance as her attorney wishes to contact the Chief Counsel in the near future. The Engineer commented that the fence in front of Mrs. Moore's place, which she had torn down, has been replaced with a fence 42 inches high. Mrs. Moore, however, still has her signs up concerning the fence and has also erected a new one that is not complimentary to him.

Concerning the Moore case at Crown Point, involving concession privileges, the Chief Counsel advised that the case has been refiled in court.

Employment of James R. Kuhn, Jr., as an attorney in the Legal Division at $575.00 per month, effective August 1, 1957, was recommended by the Chief Counsel. He pointed out that since Mr. Robert L. May resigned there has been a vacancy in the Legal Staff. The Commission approved hiring of Mr. Kuhn at the salary recommended.

The Commission discussed a written report of condemnation cases tried, submitted by the Chief Counsel, covering the period of July 1, 1956 to June 30, 1957. The Chief Counsel pointed out briefly that total verdicts were 29.96 percent in excess of offers made by the State and were 45.75 percent less than the total demands made by property owners. The Commission accepted the report.

The Commission gave attention to a proposed settlement of the case of State vs. Blanche Tipton and Glenn L. Young, et al, involving the conveyance of two parcels of land to said parties as part of the settlement. The Chief Counsel reported that subsequent to his written report to the Commission he had received a letter from Mrs. Tipton advising that she would not settle as previously agreed. There has been no time to conduct any negotiations in the matter since receipt of her letter and he recommended that the Commission give him authority to proceed with legal action if such is necessary. The Commission signed the Bargain and Sale Deed, which was a part of the previously agreed upon settlement, but instructed that it be withheld if Mrs. Tipton still refuses to settle as agreed. Authority was given the Chief Counsel to take such legal action as is necessary.

The Chief Counsel presented for consideration, forms involving vacation to the State of portions of 6th and 7th Streets adjoining the Klamath-Falls-Lakeview Highway near Lakeview in O.V.L. Plat in Lake County, Oregon. The State maintains a maintenance headquarters on land adjoining the streets to be vacated. Upon his favorable recommendation, the Commission approved a "Notice of Application to Vacate", a "Petition", and a "Consent to Vacation".

The meeting recessed for luncheon at 12:00 noon and reconvened at 1:30 p.m. in the same room, with the same persons present and participating.

The Engineer presented to the Commission for approval several copies of a letter from the U. S. Forest Service programming $100,000 for surveys on forest road projects. The Commission signed the letter.

The Chief Counsel reported briefly on an organizational meeting of the Highway Interim Committee which was held recently. The Commission accepted the report.

The Engineer reported that under authority previously granted him by the Commission he has awarded contracts referred to him by the Commission to award when certain conditions had been satisfied. These conditions have been met and the following contracts have been awarded:

(1) Grading and oiling the John Day (S. W. 2nd Avenue-South City Limits) Section of John Day-Burns Highway, Grant County. Bids received June 27, 1957. Conditions of award satisfied July 2, 1957. Cartwright Construction Company, Durkee, low bidder.

(2) Grading, paving the Clackamas-Boring Road at Boring, Clackamas County. Bids received June 27, 1957. Conditions of award satisfied July 2, 1957. Oregon Asphaltic Paving Company, Portland, low bidder.

(3) Grading S. W. 14th Avenue-Washington County Line Section of the Portland-Salem Expressway near Portland, Multnomah County. Bids received May 16, 1957. Conditions of award satisfied July 3, 1957. G. D. Dennis & Sons, Portland, low bidder.

(4) Oiling the West Unit, Heppner-Forest Boundary Section of the Willow Creek Road, Morrow County. Bids received June 6, 1957. Conditions of award satisfied July 3, 1957 Barney Helser Rock Production, Beaverton, low bidder.

(5) Construction of five undercrossing structures on North Jefferson Junction-North Albany Section of the Pacific Highway, Marion and Linn Counties. Bids received June 27, 1957. Conditions of award satisfied July 5, 1957. F. H. McEwen, Eugene, low bidder.

(6) Oiling on nine roads near Terrebonne, Redmond and Bend, Deschutes County. Bids received June 27, 1957. Conditions of award satisfied July 8, 1957. The Central Heating Co., Ore. Ltd., Eugene, low bidder.

(7) Construction of Wallowa River and Hurricane Creek Bridges near Enterprise on Fish Hatchery County Road, Wallowa County, Bids received June 27, 1957. Conditions of award satisfied July 8, 1957. Messrs. Harold E. Ray and L. O. Fusby, Hermiston, low bidder.

(8) Grading and oiling Glasgow Road near north end of McCullough Bridge over Coos Bay, Coos County. Bids received June 27, 1957. Conditions of award satisfied July 15, 1957. Sig Andersson, North Bend, low bidder.

(9) Grading the North Unit, SPRR Overcrossing-Santiam Junction Section of Pacific Highway, Linn County. Bids received June 27, 1957. Conditions of award satisfied July 16, 1957. Henry H. Miller Contractors, Inc., Roseburg, low bidder.

(10) Grading and paving the Gates Truck Scale Site on North Santiam Highway, Marion County. Bids received June 6, 1957. Conditions of award satisfied July 19, 1957. Warren Northwest, Inc., Portland, low bidder.

(11) Grading and paving the North Unit, Grass Valley-Kent Section of the Sherman Highway, Sherman County. Bids received June 6, 1957. Conditions of award satisfied July 19, 1957. Central Paving Company, Independence, low bidder.

(12) Construction of the Pudding River and Beaver Creek Bridges in Marion County. Bids received June 27, 1957. Conditions of award satisfied July 23, 1957. Valley Construction Company, Portland, low bidder.

(13) Grading and paving 102nd Avenue-122nd Avenue Section of N. E. Glisan Street, Multnomah County. Bids received June 27, 1957. Conditions of award satisfied July 23, 1957. Rogers Construction Company, Portland, Low bidder.

The Commission confirmed the awards as presented.

The Commission gave attention to a report submitted by the Engineer concerning a request made by a delegation which appeared before the Commission on June 28, 1957, for construction of turnouts on the southerly 11-mile section of the Alsea-Deadwood Highway in Lane County. He said that an investigation that was made indicated the necessity of constructing 33 turnouts which are estimated to cost $5,500. He gave as his opinion that the turnouts are justified for the safety of a school bus which operates over this section twice daily, and especially in view of increased operations in logging and lumbering. He also said that the Erskine Lumber Company which has opened up a quarry four miles north of the Siuslaw Highway has offered to furnish the necessary crushed rock to surface the turnouts and has also offered the use of a bulldozer. He asked the Commission to confirm an expenditure of $2,500 which he has ordered to enable the work to be started before the school term begins in September, and to authorize an amount of $3,000 in the Minor Betterment Budget for 1958 to complete it. The Commission approved the project as presented.

The Engineer reported that construction work on widening of the roadway of the Ross Island Bridge in Portland has necessitated the designation of a speed limit of 20 miles-per-hour, and he recommended that such reduced speed zone be approved effective 9:00 a.m. July 19, 1957, to remain in effect until completion of construction. The Commission confirmed placement of the reduced speed zone.

Attention was given to a report submitted by the Engineer concerning an item of unfinished business from the previous meeting pertaining to improved signing in Portland and at Valley Junction. The Engineer recalled that a delegation representing the Salmon River Highway Association had requested additional signing in these two areas, calling attention to beaches near and south of Otis Junction. The Traffic Engineer, he stated, made a complete investigation and the only changes recommended are in the sign at Valley Junction, which now reads "Newport, Neskowin, Grand Ronde", to read "Newport, Neskowin, Oceanlake", and that the sign at the junction of the Sunset and Tualatin Valley Highways which reads "Astoria, Tillamook, Cedar Hills" be changed to read "To the Coast and Cedar Hills". He pointed out that in signing the Portland area, it is not possible to delineate the various towns along the coast, so proper signing should indicate "To the Coast"; then when major junctions are reached, definite names be used. This method, he added, is a nationwide practice. The Commission approved the changes as suggested and ordered that other signs remain as they are.

The Commission gave attention to a report submitted by the Engineer concerning a proposed one-way couplet route for the Pacific Highway in Roseburg, utilizing Rose and Stephens Streets. He pointed out that at a hearing held in Roseburg on June 20, there was not a great amount of support for the proposed plan and two people offered objections, one because of the noise at the Junior High School and the other who suggested an alternate route. He recommended that as a result of the hearing and the evidence presented, that the city be advised that the Commission will enter into an agreement and proceed with construction of the Rose and Stephens Streets couplet if and when requested by the City of Roseburg. The Commission approved the recommendation. (See notes of the Roseburg hearing in the minutes of the Highway Commission meeting held on June 27, 1957.)

The Commission also considered a report submitted by the Engineer concerning a public hearing held in the City of Sandy concerning improvements to the Mt. Hood Highway in that vicinity. A public hearing, the Engineer stated, was held in Sandy on July 24, 1957, and no objections had been made to the proposed improvement. He recommended that authority be granted to advertise for bids for construction as soon as plans are completed. The Commission granted the authority. There follows a transcript of the record of the Sandy hearing:

Sandy, Oregon
July 24, 1957

A public hearing was held at 10:00 a.m. in the Sandy grade school, City of Sandy, pertaining to revisions in alignment of the Mt. Hood Highway between Sandy and Alder Creek, approximately 8.5 miles east of Sandy. The following State Highway personnel were present:

W. C. Williams, State Highway Engineer
A. G. Skelton, Division Engineer

D. J. Barbee, Assistant Construction Engineer
A. V. Benedict, Assistant Division Engineer
Willard Scofield, Locating Engineer
Floyd Query, Assistant Secretary
Frances Patrick, Stenographer

Present representing the U. S. Bureau of Public Roads was Mr. Theodore Dec, Planning Engineer.

Also present were fourteen local people.

Mr. Williams explained that the hearing is being held as required by Federal and State laws, to allow interested persons to express their opinions on the proposed highway changes. He called attention to detail maps which had been posted on the walls of the building, showing the proposed routing. The project is divided into three sections, the first being from Sandy to Firwood, the second from Firwood to Cedar Creek, and the third between Cedar Creek and Alder Creek. There are no changes in highway location within the city, but he explained that additional right of way will have to be acquired to provide for a four-lane highway with necessary shoulder areas. He detailed a typical section for a four-lane highway and stated that the opposing traffic lanes are planned to be separated by raised asphalt bars. Improvement of the Mt. Hood Highway, he stated, has been made necessary because of increased recreational and commercial traffic. He called for comments from anyone either for or against the proposed improvements within the city.

Mr. Ruben Hoffman, Mayor of the City of Sandy, stated that concern is felt about the cost of moving water mains which lie within the State Highway right of way. Mr. Williams replied that the mains would be moved at State expense and without cost to the city. Mr. Frank Rehberg, Sandy City Recorder, commented that the city has been provided with maps and information concerning the proposed improvement and he felt that cooperation between the city and Highway Department had been excellent.

Mr. John E. Mills, member of the Sandy Chamber of Commerce and a Sandy businessman, inquired as to the State's procedure in acquiring right of way. Mr. Williams explained that properties are valued by at least two appraisers and where the valuation is in excess of $10,000, outside appraisers, who are licensed real estate appraisers, are called in to determine values. Appraisals are made on the value of the property acquired plus damages to remaining property which in effect is the value of the property before and after the taking for right of way purposes. If a price cannot be agreed upon, conde nation proceedings are then undertaken and a jury of twelve people decide how much should be paid for the property. He pointed out that approximately 90 percent of all right of way is acquired by negotiation, and of the remaining 10 percent, an agreement is reached in about half of the cases before they actually come to court.

Mr. Mills then commented that some property owners have been contacted and property acquired, whereas others have not been approached.

Mr Williams replied that right of way agents are few in number and may have worked on this project at intermittent intervals as contracting for construction is not scheduled until this fall.

Mr. Duane S. Knapp, Sandy City Councilman, inquired if it would be possible to move the old water main or to install a larger line if the city so wished. Mr. Williams stated that the Commission has an established policy that all moving costs will be paid by the State, but if the city wishes to install new pipe, they may do so by paying for the pipe.

Mr. Mills then inquired if this section is to be restricted as to access. Access, Mr. Williams replied, will be controlled but the highway will not be considered as a freeway. Each adjoining property owner will have access to the highway and the deeds for right of way acquired will designate the accesses to be allowed. In the Government Camp area, commercial access has been restricted on the new road for approximately two miles because business establishments are, or may be located on the old roadway which will be retained as frontage road. Mr. Mills inquired as to what disposition would be made of the existing highway through Cherryville This road, Mr. Williams replied, will become a county road and will be maintained by Clackamas County.

Mr. Knapp commented that although he does not always agree with decisions made by the Highway Commission, he did have a great deal of respect and admiration for the Department, for the high type of highways constructed and the honesty displayed in highway operations. He stated that in selling a parcel of his property for highway purposes, the deed had stipulated access for certain purposes. He inquired as to whether access could be granted, for instance, to a metal working plant which might be located at a later time. Mr. Williams stated that the type of option form which Mr. Knapp had signed has been changed by the Commission to remove certain restrictions as to the use of the access and has also removed the provision requiring posting of a bond. He made it clear that access restrictions on this section of highway are not designed to restrict development.

Mr. Mills then inquired concerning extension of a county road from Sandy northerly to the Columbia River Tnis road, Mr. Williams stated, is a county road and no plans that he knew of had been made for its development or extension The Highway Commission has followed a policy of developing existing secondary state highways before adding new ones. The County Court, he continued, has authority to request additions to the Federal Aid Secondary system if there is a need.

He invited those present to examine the detailed maps attached to the walls to determine how the proposed highway construction would affect their properties. He then stated that unless someone else wished to talk on the subject or ask questions, the meeting would be adjourned. There

being no further comments or questions, the meeting was adjourned at 10:35 a.m.

W. C. Williams
State Highway Engineer

Floyd Query
Assistant Secretary

In discussing the hearing in Sandy, the Engineer reported that the matter of access had been brought up by one of the people who attended the hearing, who inquired if industrial access would be granted to a metal-working plant which might be located along this section near Sandy at a later time. This matter, the Engineer stated, had been discussed subsequently with the Chief Counsel and the Right-of-Way Engineer and it appears that modifications recently approved by the Commission in the option form would still prohibit industrial development in this particular case. It was his feeling that such a development should be allowed in this area as the highway is not intended as a freeway, and were access not allowed it would affect the economical development of the district; moreover, it would be very costly to provide two highways. The Commission deferred action in this matter pending further study.

A tabulation of statistics from the Weighmaster's records for a three-month period from April through June for the years 1953 through 1957 was presented by the Engineer. He pointed out that the percentage of violations has been reduced slightly to a point where it is lower than at any time since 1953. Chairman Reynolds inquired as to how long the local justices of the peace could hold up cases concerning fine for local hauling operations. The Chief Counsel replied that this subject is one that the I nterim Committee will probably consider as they had indicated that the justices of the peace should have some discretion in this matter which they do not now have under existing law. The Commission accepted the report.

An item of unfinished business concerning access to the R. H. Baldock Freeway at Norwood Road was discussed. The Engineer explained that Mr. Willard L. Archer has again requested access at Norwood Road and has questioned the accuracy of the Traffic Engineering study conducted in 1955. He said that another study was made during the month of June at three interchanges, as well as at the Norwood Road, which revealed the following: Traffic crossing the Norwood Road overcrossing did show an increase from 270 vehicles in 1955 to 376 vehicles in 1957. However, the traffic pattern at the nearby interchanges did not indicate that this traffic was destined for the Freeway. It appears that there has been no change in the traffic pattern sufficient to justify access at Norwood Road, and he recommended that the request be denied. He suggested that Mr. Archer be

advised of the exact method of arriving at these traffic computations and the fact that he could not check them exactly by simply using the work sheets as used in the field. The Commission approved his recommendation.

A request was considered from the Standard Oil Company for access to the new Mt. Hood Highway at its junction with Timberline Lodge Road near Government Camp. The Engineer exhibited a map showing the plan of the highway improvement and the location of the proposed access. He pointed out that in buying rights of way for the Government Camp by-pass, all rights of commercial access were acquired on the basis that the present road through Government Camp would be retained as a frontage road and that traffic service can be obtained along the old road. Furthermore, such action would protect to some extent the investment of existing businesses at Government Camp. If commercial access is to be granted now on the section where access rights were acquired, there would be an immediate demand for other business to move onto the new highway, and the by-pass instead of being a freeway, would become another congested area such as exists in Government Camp. He recommended that the access to U. S. 26 be denied. The Commission denied the request.

The Engineer submitted a report concerning improvement of the Monmouth-Independence Highway in Monmouth easterly from US 99 W to the east city limits, approximately four blocks long. He pointed out that the matter had been considered in 1951 and that a recommendation made at that time that the project be considered at an early date. Another investigation made recently indicated that the present cost for the project will be approximately $36,000. As the traffic over the section is approximately 4,000 vehicles per day, and the narrow pavement and shoulders do create a hazard, he recommended that consideration be given to this project in an early construction program using Federal funds, provided the city will pay 25 percent of the cost of widening. He also recommended that the city not be required to pay any portion of the cost of resurfacing the existing street. The Commission adopted both recommendations.

The Engineer also reported that under authority previously granted by the Commission, he has reclassified the following sections of State Highways:

1. Crater Lake Highway from its junction with the southerly end of the West Diamond Lake Secondary Highway to the park boundary, from Group II to Group I, effective June 25, 1957.

2. Woodburn-Estacada Secondary Highway from the road to Carver at M.P. 34.14 to a junction with the Clackamas Secondary Highway in Estacada, M. P. 34.19, from Group II to Group I, effective June 25, 1957.

3. Siletz Secondary Highway from M.P. 23.85 in the City of Siletz, to a junction with the Corvallis-Newport Highway, M.P. 31.73, from Group III to Group I.

4. The O'Neil Secondary Highway over its entire length from the junction with The Dalles-California Highway to the junction with the Ochoco Highway in Prineville, from Group III to Group I.

On each of these sections, the Engineer continued, test runs were made with appropriate equipment and it was found in each instance that the equipment could negotiate existing curves without encroaching on the opposing traffic lane. The Commission confirmed the reclassifications as presented.

Consideration was given to a request from Mr. Ferd W. Jones, City Recorder of Gold Hill, that old Highway 99 from Rockpoint through Gold Hill be designated as Alternate 99 or Business Route 99, or just Highway 99, naming the by-pass as Alternate 99. The Engineer stated that no recommendation can be made at this time and he requested authority to make an investigation and submit a report. The request was approved.

Items of unfinished business as shown on the Secretary's Summary dated June 28, 1957, were considered as follows:

1. Request that the name of Big Creek State Park be changed to Waconda Beach State Park: This item was ordered deleted from the list of unfinished business as action was taken earlier in the day.

2. Request of Mr. Willard L. Archer for access to the R. H. Baldock Freeway at Norwood Road: This item was also ordered deleted as a report had been presented earlier in the day.

3. Sale of highway bonds for general construction and for construction of the Oregon Coast Highway in Curry County: The Engineer reported that the bond market is not favorable at this time. It was his opinion that the construction program could be maintained until April 1958 if $4,200,000 of bonds are sold soon. In discussing this matter, Commissioner McIver pointed out that under the law, bonds cannot be sold if the interest rate goes above 4 percent. It was his opinion that bonds should be sold as they are needed in order to maintain the construction program. Another way of looking at this, he continued, would be to sell all of the bonds now and reinvest the excess funds. The Commission deferred action on the sale of bonds until the September meeting. This item is to remain on the list of unfinished business.

4. Request of Clatsop County that the State take over as a parking area a section of county road near Hugg Point south of Cannon Beach: The Park Superintendent stated that he had looked over the area but investigation had disclosed that there are some restrictions on the property being considered. It was his opinion that he could present a final report at the September meeting. This matter is to remain on the list of unfinished business.

5. Request of the City of Monmouth for improvement of the Monmouth-Independence Highway from its junction with US 99W to the easterly

city limits of Monmouth: The Commission ordered this item deleted from the list as action was taken earlier in the day.

6. Request of delegation for intermittent widening and placing of gravel on an eleven mile section of the Alsea-Deadwood Secondary Highway, north of the Siuslaw Highway: This item was also ordered deleted as a report was made earlier in the day.

7. Request of Salmon River Highway Association for improved signing in Portland and at Valley Junction. This item was ordered removed from the list of unfinished business as a report had been made earlier in the day.

The Commission gave attention to a request from J. O. Young & Sons, Contractors of Nampa, Idaho, that their low bid submitted June 27, 1957 for construction of the Black Bridge-Richland Project be rejected and that they be relieved from payment of the bid bond tendered at that time because of an error in their bid. The Engineer explained that when bids were received on June 27, 1957 for remodeling of the Eagle Creek Bridge, J. O. Young & Sons submitted a low bid in the amount of $25,879.50. The second and third low bids were $44,980 and $48,622, respectively. The State's estimate for the project was $38,547. The contractor alleges that the cost to furnish and erect steel was omitted from their bid price. It is evident, the Engineer, continued, from the amount which they bid on this project that an honest mistake was made in computing the bid and he recommended that they be relieved from payment of their five percent bid bond which amounts to $1,293.98. The Commission accepted his recommendation and so ordered.

Attention was given to a proposed agreement with Saint Paul Mercury-Indemnity Company, Surety for Jack Robinson, Inc., on his defaulted contract No. 4648 for grading and topping the Ukiah-Forest Boundary Section of the Ukiah-Hilgard Highway in Umatilla County. The Engineer explained that the agreement has been prepared to outline things that are to be done by the State and the Surety in order to complete this job. The work completed under the old contract and to be completed under a new contract has been remeasured and it is planned to receive bids and award the contract at the September meeting for performance of the balance of the work. He also pointed out briefly that under the terms of the agreement, the Surety agrees to reimburse the State for extra cost above the original contract price and extra engineering cost as well as the sum of approximately $7,500 for maintenance work performed by state forces on the project. Following his favorable recommendation, the Commission approved the agreement.

The Commission considered a request from Yaquina Head Grange No. 934 for installation of rest room facilities and improvement of the lower portion of the trail leading to the beach at Agate Beach, in Lincoln County. The Engineer recalled a previous agreement with Lincoln County whereby the County assumed maintenance of the footpaths. It was his opinion that construction of rest rooms at this location would not solve the problem of

sanitation as they would be located several hundred feet from the beach and accessible by a steep trail. He also pointed out that sanitary facilities have been provided in seven state parks within a distance of sixteen miles. The Commission accepted his recommendation that the request for rest rooms and improvement of the trail be denied.

The Commission also considered a request from the City Manager of Sweet Home that measures be taken to eliminate traffic hazards at the intersection of "M" Street (US 20) and Holley Road, (ORE 228) in Sweet Home. An investigation was made by the Traffic Engineer, the Engineer stated, and it was found that it is not possible to maintain a stop sign in a position where it is readily visible to traffic approaching the intersection from Holley Road. He recommended and the Commission approved installation of a flashing beacon at this intersection at an estimated cost of $600, the cost of the installation to be borne by the State, and the City to maintain the beacon and pay for the electrical energy consumed in its operation. The Commission approved the installation on such basis.

A proposed cooperative project among Southern Oregon College of Education at Ashland, the City of Ashland, and the State was discussed. The Engineer advised that the college has recently constructed a gymnasium and athletic field on the easterly side of the street which carries US 99 traffic through Ashland, whereas, the main college buildings are on the westerly side of the street and as a consequence there is a large volume of pedestrian traffic across the street. Negotiations have been underway for an overpass or an underpass for pedestrian use but it is costly and the college was not able to finance its portion. Plans have been worked out, however to install a pedestrian-operated traffic signal at this crossing, at an estimated cost of $9,000, one-third of which is to be paid by the College, one-third by the City of Ashland and one-third by the State. The Engineer recommended approval of an agreement on such basis. The Commission accepted his recommendation.

Consideration was given to a request from the City of Portland that the State participate with the City in the installation of traffic signals on the Beaverton-Hillsdale Highway at its intersection with S. W. Sunset Boulevard and on the Oswego Highway at its intersection with S. W. Mitchell Street. The two intersections, the Engineer stated, have been under investigation for sometime and it has been determined that the signals are needed. He recommended, therefore, that a semi-actuated traffic signal be installed at the intersection of the Beaverton-Hillsdale Highway and S. W. Sunset Boulevard at an estimated cost of $4,000, the cost to be borne equally by the City and the State and that a pedestrian-actuated signal be installed on the Oswego Highway at Mitchell Street at an estimated cost of $1,500, the cost to be borne equally by the City and the State and the City to maintain the signals and provide electrical energy to operate them. The Commission approved the installations as recommended and ordered that appropriate agreements be prepared covering these two installations.

The matter of extending a cooperative project with the Surface Water Branch of the U. S. Geological Survey to secure data on stream discharges

from small drainage areas was considered. The Engineer explained that for the past six years this cooperative project has been underway in which the State has contributed $5,000 annually and the Federal Government has contributed a like amount. The current agreement expired June 30, 1957. It was his opinion that the program has been of great value to the State, particularly in proportioning minor drainage structures to the need of the particular area. The Assistant Engineer, Mr. G. S. Paxson, pointed out that the data assembled enables construction of proper sized drainage structures and largely eliminates the cost of replacing undersized facilities and also prevents construction of drainage facilities larger than is necessary. He also said that the State of Washington conducts an extensive program in this regard and that the State of Georgia expends approximately $20,000 annually for such data. The Engineer stated that it is advisable to extend the study in western Oregon and also to cover selected sites in eastern Oregon. He recommended that the program be continued for a five-year period on the basis that the State contribute $7,500 annually, to be matched by a like amount from the Federal Government. The Commission approved the recommendation.

The Engineer requested to increase the project authorization in connection with Contract No. 4920 for construction of the Glover Overcrossing structure on the Old Oregon Trail Highway in Union County by an amount of $10,756. The overrun, he stated, was caused by the necessity to place additional piling under bents 2 and 3 and additional excavation work at bents 4 and 5. The Commission approved the increase.

Attention was given by the Commission to an assessment notice received from the City Recorder of Sutherlin in the amount of $332.50. The Engineer explained that the State owns a stock-pile site on Central Avenue in the city of Sutherlin, consisting of eight 25 foot lots. In 1956 the city constructed a sanitary sewer along Central Avenue and assessments made against abutting property which in the case of the state property amounted to $332.50 plus interest--a total of $364.00. He recommended that the assessment as submitted be paid and that when the materials on the stock pile site are exhausted that the eight lots be offered for public sale inasmuch as other stock pile sites consisting of less valuable property are available in the vicinity. The Commission approved his recommendation.

The Engineer reported that under authority previously granted by the Commission, he has conducted surveys for reconstruction of several state highway sections. These surveys, he continued, have been completed and they represent the most feasible plan for reconstruction, considering the benefit to the traveling public and the cost of the projects. He recommended approval of the following surveys:

1. Hay Canyon-John Day River Section of the Wasco Heppner Highway in Sherman County. (The Right of Way Engineer was authorized to negotiate acquisition of right of way for this project.)

2. Grand Avenue-Union Avenue one-way couplet section on the Pacific Highway East in the city of Portland. On this project, the

Commission approved a cost breakdown as follows and authorized acquisition of right of way:

Construction	$ 38,000
Right of Way	25,000
Signals	52,000
	$115,000

Participation in cost:

Construction - State and Federal Aid	$ 30,000
State (resurfacing)	8,000
Right of Way - State and Federal Aid	25,000
Signals - City of Portland	26,000
State	26,000
	$115,000

3. Pleasant Hill-Creswell Section of the Springfield-Creswell Secondary Highway in Lane County. Right of Way acquisition was authorized.

4. Hilgard-La Grande Section of the Old Oregon Trail in Union County. The Commission authorized acquisition of right of way for this project.

5. Union County Line-Rock Creek Section of the Wallowa Lake Highway in Wallowa County. Acquisition of right of way was authorized by the Commission.

The Commission approved the surveys by adopting the attached resolutions resolutions relative thereto marked EXHIBITS "I-1 " through "I-3 ", which resolutions by this reference are made a part hereof, with like effect as though extended in full herein.

In connection with the survey for the Grand Avenue-Union Avenue one-way couplet in Portland, the Engineer requested authority to hold a public hearing as required by law if such hearing is requested. The Commission granted the authority.

A request was considered from the Douglas County Fair Board for landscaping improvements at the Fairgrounds Interchange on the Pacific Highway in the southerly suburban area of Roseburg. The Engineer reported that the project is desirable and he recommended that it be approved, at an estimated cost of $13,000, as an interstate highway project. The Commission approved the project.

The Engineer reported that under Oregon Law the State Treasurer has appropriated out of the highway fund, 10 percent of all monies credited to the fund between January 1 and June 30, 1957. The several cities' share from this fund totals $2,486,235.38, which he recommended be approved. The Commission approved the distribution of funds by adopting the attached resolution relative thereto, marked EXHIBIT "D", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The Engineer also reported that a survey has been completed for the relocation of the Pacific Highway from Grants Pass easterly to Rock Point in Jackson County. He requested authority to hold a public hearing as required by law. The Commission granted the authority. The Commission took no action on the survey pending the results of the public hearing.

The Engineer asked the Commission to confirm the telephonic authority given him by Chairman Reynolds and Commissioner McIver to advertise for bids to install bank protection on the Willamette River upstream from the Harrisburg Bridge. He explained that the bridge has a long pile trestle on the southerly end and the river has cut into the bank above the bridge to such an extent that it will flow through the trestle portion during the next flood season. The Army Engineers, he said, have taken preliminary steps to provide bank protection but cannot do any of the work until next year because of lack of funds. He recalled that bids to accomplish the work were received at today's letting and that the low bid was in the amount of $28,000. The Commission confirmed its telephonic authority allowing the Engineer to proceed with the work.

The Commission considered and upon recommendation of the Engineer, granted the following requests for extensions of time within which to complete highway contracts. Reimbursement for engineering expenses and other expenses incurred by the State in connection with the work during the period of these extensions was waived by the Commission except as noted.

1. J. C. Compton Company, Contract No. 4698, for paving on West Pacific Avenue in the City of Taft in Lincoln County, requested an extension of time from September 15, 1956 to July 31, 1957. Approved to July 1, 1957, the date of completion.

2. Rogers Construction Company, Contract No. 4311, for paving on the Glenwood-North Plains Section of the Wilson River Highway in Washington County, requested an extension of time from November 30, 1955 to July 31, 1957. Approved to May 22, 1957, the actual date of completion.

3. Babler Brothers, Inc., Contract No. 4643, for oiling on the Muddy Creek and Rock Creek County roads in Baker County, requested an extension of time from August 31, 1956 to September 15, 1957. Approved to July 16, 1957, the date of completion.

4. Durbin Bros., Contract No. 4467, for grading and oiling the Deschutes River Section of the McKenzie Highway in Deschutes County, requested an extension of time from July 31, 1956 to June 15, 1957. Approved as requested.

5. Baughman & Sons, Contract No. 4869, for constructing park facilities in Honeyman State Park on the Oregon Coast Highway in Lane County, requested 16 additional work days in which to complete the contract. The Commission granted the additional work days as requested without assessment of liquidated damages, as additional work had been added to the original contract.

6. Hamilton and Thoms, Contract No. 4544, for construction of viaduct and removal of an existing overcrossing structure at Divide on the Pacific Highway in Lane County, requested an extension of time from November 30, 1956 to November 30, 1957; approved as requested.

7. R. A. Heintz Construction Co., Contract No. 4558, for grading on the Fords Bridge Unit, Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County, requested an extension of time from June 15, 1956 to July 1, 1957. Approved to June 7, 1957, the date of completion.

8. P. S. Lord Mechanical Contractors, Contract No. 4701, for construction of the Vine Maple Bridge over the Nehalem River on the Fishhawk Falls Secondary Highway in Clatsop County, requested an extension of time from August 31, 1957 to December 31, 1957. Approved as requested.

9. Tri-State Painting Co., Contract No. 4666, for painting the Ojalla and Fuller Bridges on the Siletz Secondary Highway, requested an additional extension of time from October 31, 1956 to June 15, 1957. The Commission approved the extension with the provision that State engineering costs incurred in connection with the project be assessed against the contractor during the period from October 31, 1956 to the actual date of completion of the job.

FOOTNOTE: The action taken by the Highway Commission upon the extensions of time within which to complete the highway contracts listed above was based upon the recommendation of the Engineer and his reports, which considered but did not necessarily adopt either or any of the reasons given by the contractors in their requests for such extensions of time. For details regarding these extensions, see copies of the contractors' requests and the Engineer's recommendations on file in the respective contracts in the Secretary's office.

The Engineer reported that Contract Nos. 4467, 4558, 4618, 4643, 4666, 4690, 4698, 4726, 4754, 4765, 4792, 4799, 4804, 4809, 4812, 4821, 4830, 4839, 4841, 4844, 4856, 4863, 4866, 4867, 4869, 4872, 4882, 4887, 4892, 4893, 4899, 4900, 4902, 4903, 4904, 4905, 4907, 4914, 4918, 4924,

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4933, 4934, 4954, 4957, 4967 and 4973 for Highway construction have been completed according to the requirements of the contracts or modifications thereof and that said contracts are now ready for acceptance by the Commission. After due consideration, the Commission accepted said contracts by adopting the attached resolution relative thereto marked EXHIBIT "C", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Authority was requested by the Engineer to proceed with construction of a four-lane facility on the Columbia River Highway in Multnomah County between Sun Dial and Rooster Rock, a distance of 7.64 miles. He estimated that the grading of this unit will cost about $1,700,000 and he advised that it is planned to do the work in two sections. Surveys are completed, he continued, and plans can be prepared in about ninety days. The Commission granted authority to call for bids for this project as requested.

The Commission considered requests from Polk and Wasco Counties for additions to the Federal Aid Secondary Highway system. The Engineer stated that the proposed additions to the FAS system have been examined and meet the necessary requirements. He recommended that the following additions be approved:

1. FAS 560 (Extension), 8.8 miles, Polk County: From the northwesterly terminus of 560 at its junction with the Kings Valley State Highway (FAS 190) northwesterly to Falls City and thence easterly to a junction with the Kings Valley Highway at Fern Corner.

2. FAS 706, 33.4 miles, Wasco County: From a junction with FAS 588 at a point approximately 2.4 miles northwest of Emerson, thence southeasterly, southerly and westerly to a junction with The Dalles-California Highway approximately 7 miles south of Dufur.

The Commission approved the additions as recommended by the Engineer.

The Engineer reported that Polk and Wasco Counties have requested projects to be financed with 1959 FAS funds on county roads which were added to the county system at this meeting. Upon his favorable recommendation, the Commission approved the following County FAS projects:

County	FAS Hwy. No.	Section and Description	Programmed Amount	FAS Fund
Polk	560	Falls City (Luckiamute River) Bridge. Structure and grade approaches.	$ 60,000	'59
Wasco	706	Long Hollow Canyon-Hunter Ranch Section, 9 miles, grading.	82,000	'59
TOTAL ADDITIONAL 1959 FAS FUNDS			$142,000	

SUMMARY BY FISCAL YEARS

	1957 & 1958	1959	Total
Available Funds	$ 4,440,000	$3,800,000	$8,240,000
Previously Approved	4,109,000	2,103,000	6,212,000
Unprogrammed Balance	$ 331,000	$1,697,000	$2,028,000
Proposed Projects 8/1/57	- - -	142,000	142,000
Unprogrammed Balance ..	$ 331,000	$1,555,000	$1,886,000

The Commission considered a recommendation made by the Engineer that Delano Aerial Surveys, contractor for the Portland aerial photography project, Contract No. 4632, be declared in default and that the Phoenix Insurance Company, surety on the contractor's bond be notified to complete the project according to specifications. The Commission deferred action on this matter until later in the session on the advice of the Engineer, who advised that he has just received word from the contractor that he had additional information to supply, which may have some bearing on the Commission's decision. (On the following day the Engineer stated that the anticipated information has not been received from the contractor; accordingly, the Commission declared the contractor in default. See minute entry ahead.)

Authority was requested by the Engineer to install highway illumination at the Nesika Beach and Wedderburn interchanges on the Greggs Creek-Wedderburn Forest Highway Project on the Oregon Coast Highway in Curry County. He estimated the cost of the project at $6,550. The Commission approved the project as presented.

The Engineer reported that the revised location of the Oregon Coast Highway between Myers Creek and Brookings in Curry County has now been determined within fairly close limits and that the proposed route will affect the incorporated city of Brookings and two unincorporated communities, Pistol River and Carpenterville. He pointed out that, in order to satisfy the legal requirements, it will be necessary to give local people an opportunity to be heard on the subject at a public hearing. He requested authority to hold a hearing if it is requested. The Commission granted the authority.

The prohibition of parking in the median area and on the shoulders of the Oregon Coast Highway near the Green Acres Road south of Coos Bay was discussed. The Engineer explained that at this point there is a four-lane divided highway, with a median strip ranging from 4 feet to more than 50 feet in width. A field investigation disclosed that people park their cars near the intersection, restricting sight distance for vehicles entering the Oregon Coast Highway from Green Acres Road. He recommended that parking be prohibited in the median area between Engineer's Station 472+50 and 474+25, and that parking be prohibited on the esterly side of the Oregon

Coast Highway between Engineer's Station 473+00 and 474+25. The Commission approved the recommendation by adopting the attached resolution relative thereto, marked EXHIBIT "G-1", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

Attention was given to the prohibition of shoulder parking on the Coos River Secondary Highway No. 241 in the vicinity of the Weyerhaeuser Timber Company access east of Allegany. The Engineer stated that an investigation disclosed that timber workers park their cars at this point during the daytime, which creates a hazard and interferes with highway maintenance and the operation of large trucks turning into and out of the highway. He recommended as a solution of the problem that shoulder parking of cars be prohibited on the southerly shoulder between M.P. 14.68 and M.P. 14.80, and on the northerly side between M.P. 14.74 and M.P. 14.80. The Comission approved such "No Parking" restriction by adopting the attached resolution relative thereto marked EXHIBIT "G-2", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The Commission also considered prohibition of car parking at the intersection of the Necanicum Highway with Foss Road north of Mohler in Tillamook County. The Engineer stated that the Traffic Engineer's investigation disclosed that vehicles are parked in a triangular area formed by the separate turning legs of Foss Road at its intersection with the Necanicum Highway, and that such parking restricts the traveled area at the intersection, thereby creating a hazardous condition to the traveling public. He recommended that parking be prohibited in the triangular area formed by the intersection of Foss Road with the Necanicum Highway at M.P. 17.68. The Commission accepted his recommendation by adopting the attached resolution relative thereto, marked EXHIBIT "G-3", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The Engineer reported that a traffic hazard is created on the westerly side of S. W. Barbur Boulevard in the City of Portland, southerly from S. W. Hamilton Street, by reason of vehicles being parked adjacent to the highway for the purpose of selling produce. Traffic engineers from the State and from the City of Portland, he stated, investigated the situation and it was their joint recommendation that action be taken to prohibit such parking. He recommended that a "No Parking at Any Time" zone be established on the westerly shoulder of S. W. Barbur Boulevard, Pacific Highway West, in the City of Portland between a point .16 mile southerly and .27 mile southerly from S. W. Hamilton Street (M.P. 2.47, Engineer's Station 63+50, to M.P. 2.58, Engineer's Station 69+50). The Commission approved the recommendation by adopting the attached resolution relative thereto marked EXHIBIT "G-4", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Upon the favorable recommendation of the Engineer, the Commission approved out-of-state travel expense for the following State Highway personnel:

F. B. Crandall, Traffic Engineer, and J. Al Head, Assistant Traffic Engineer, to attend the annual meeting of the Institute of Traffic Engineers, in Detroit, Michigan, September 22 - 27, 1957, at a total extimated cost of $700.

Forrest Cooper, Deputy State Highway Engineer, to attend the Executive Development Conference on Highway Management at the University of Wyoming, September 9 - 14, 1957, which is sponsored jointly by AASHO and the National Highway Users Conference, Inc. Estimated cost is $325.

Mark H. Astrup, Landscape Engineer, to attend the Sixteenth Annual Short Course on Roadside Development at Ohio State University in Columbus, Ohio, October 8 - 11, 1957, at an estimated cost of $325.

George LeTourneux, Data Processing Director, to attend IBM Customers' School on Engineering and Electronics at Endicott, New York, September 9 - 13, 1957, at an estimated cost of $294.

Payment of a claim submitted by Adren White, Coquille, for damages to his car caused by a highway section maintenance crew on the Oregon Coast Highway, about five miles south of Coquille, was discussed. The Engineer reported that from the facts disclosed by an investigation, it appears that a maintenance employee inadvertently threw a shovel full of rock onto Mr. White's car after Mr. White had been motioned by a flagman to proceed. Although the accident accurred on March 22, 1956, a receipted statement for the damage had not been received until June 28, 1957. In view of the circumstances, he recommended that Mr. White be reimbursed in the amount of $47.10, which he paid to repair the damage. The Commission approved the payment.

The Engineer reported that when the Siletz Bay-Depoe Bay Section of the Oregon Coast Highway in Lincoln County was reconstructed, the old highway through the Gleneden Beach area was turned back to Lincoln County to maintain under terms of an agreement. Subsequently the approach to Gleneden Beach was shifted northerly approximately one-quarter mile. Lincoln County has agreed to take over this additional section of highway for maintenance and an agreement has been prepared and signed by the County Court to that effect. Following his favorable recommendation, the Commission approved the agreement. In this connection, and in order to implement the terms of the agreement mentioned above, the Commission also adopted a resolution formally abandoning to Lincoln County the additional short section of highway. This resolution, marked EXHIBIT "E" is attached hereto and by this reference is made a part hereof with like effect as though extended in full herein.

In connection with reconstruction of the Goble-Tide Creek Section of the Columbia River Highway, Columbia County, the Engineer stated that three short sections of the existing road will be replaced by new alignment and that agreement has been reached with the Columbia County Court to take over as a county road the existing highway where the new alignment

departs from the present road. Upon his favorable recommendation, the Commission approved the agreement.

The Engineer also recommended approval of an agreement with Columbia County concerning county roads as they pertain to the Goble-Tide Creek project on the Columbia River Highway in Columbia County. The Engineer explained that the County has approved the construction plans, granted portions of right of way to the State involving county roads, and has agreed that no county roads will be connected to this section of highway without first securing written approval from the State. The Commission approved the agreement.

Attention was given to a petition from residents along the Klamath Falls-Lakeview Highway for an extension of the existing 35 MPH speed zone on this Highway from the U.S.R.S. canal to the junction of the Klamath Falls-Lakeview Highway with the Klamath Falls-Malin Highway. The Engineer reported that a traffic engineering investigation had been made and based on facts disclosed in this investigation it is his recommendation that a 50 MPH speed zone be established on the Klamath Falls-Lakeview Highway between a point 50 feet southeast of Patterson Street, at M.P. 4.51, and a point 0.13 mile east of the Klamath Falls-Malin Highway, at M.P. 5.62. The Commission approved such speed zone by adopting the attached resolution relative thereto, marked EXHIBIT "H-1", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission considered a request from Mrs. John R. Birenbaum, Myrtle Creek, Oregon, for establishment of a 35 MPH speed zone on the Pacific Highway in the Tri-City area south of Myrtle Creek. The Engineer recalled that this matter had been presented by petition in 1954 and that a 50 MPH speed zone had been established at that time. The section was reinvestigated and from the facts disclosed, it is his recommendation that the 50 MPH speed zone established by Speed Zone Resolution 162, dated August, 1954, be rescinded and in lieu thereof that a 45 MPH speed zone be established from the south city limits of Myrtle Creek, at M.P. T220.81, to a point 450 feet south of Riddle Junction at M.P. T224.57, except that from a point 600 feet north of Chadwick Lane to a point 100 feet north of Meadow Lane the indicated speed shall be 20 MPH during the hours of school crossings. The Commission accepted his recommendation by adopting the attached resolution relative thereto marked EXHIBIT "H-2", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Consideration was given to a form of permit granting to the Pacific Telephone and Telegraph Company permission to install a public telephone booth near the scale house at the south bound traffic scales on US 99 about five miles north of Roseburg. The Engineer advised that this is the same type of permit that the Commission previously approved for two locations on the R. H. Baldock Freeway, north of Salem. The Commission approved the permit.

The Commission considered a supplemental report submitted by the Engineer concerning the removal of posts and the parking of vehicles in an island at the intersection of the Klamath Falls-Lakeview Highway and the Klamath Falls-Malin Highway. The Engineer reviewed the matter briefly, pointing out that at the June meeting action had been taken to keep the posts in place, thereby eliminating parking in the island. Later the Klamath County Court protested the action and pointed out that during the years 1949 to 1956, inclusive, the island had been rented to an abutting property owner for parking purposes. The Court questioned why, if the island was not hazardous for parking when it was rented, is a hazardous condition created when it was not rented. The Engineer stated that a further investigation was made disclosing facts of which he had not been previously advised, including the fact that the sight posts which would eliminate parking were erected in April of this year, and the further fact that not one chargeable accident during the period of 1949 to 1956 could be attributed to parking within the island. In view of this new information, he recommended that the Commission rescind its action of June 27, 1957, and authorize removal of a number of the posts installed last April to permit access to the parking area. The Commission accepted his recommendation by adopting the attached resolution relative thereto marked EXHIBIT "G-6", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Attention was given to a claim against the Highway Commission by Mrs. R. E. Reeder, Bend, in the amount of $30.90 for asphalt damage to freshly laundered white working clothes that were hanging on her clothes line, located about 75 feet southerly from the Central Oregon Highway on Greenwood Street in Bend, when a highway crew was working in the vicinity. The Engineer stated that an investigation disclosed that a section crew was patching the highway in that vicinity using hot asphalt applied by a power spray and that Mrs. Reeder's clothes were actually damaged by operations of State Highway employees. He recommended that Mrs. Reeder be compensated in the amount of $30.90. The Commission approved the payment.

A form of contract with the Pacific Power & Light Company, Portland, for furnishing electrical energy to illuminate the Oregon Coast Highway between North Bend and Coos Bay was considered. The Engineer reported that the lighting of this section of road was authorized by the Commission on January 22, 1957. He recommended approval of the agreement with the Company. The Commission approved the agreement.

Attention was given to a proposed agreement with Weyerhaeuser Timber Company allowing the Company permission to use a power pole line constructed by the State to serve its radio station on Hogback Mountain about four miles east of Klamath Falls. The Engineer explained that the Weyerhaeuser Company has obtained a permit for a radio station and the agreement is to allow them to use the state facility to provide the electrical energy to operate the station. The company agrees to pay the State $370 per year in monthly installments of $33.00, to cover a portion of the Commission's capital investment in the power line plus maintenance. Following

the Engineer's favorable recommendation, the Commission approved the agreement.

The Engineer recommended and the Commission approved payment of dues in the amount of $2,747.00 to the Highway Research Board for Highway Research Correlation Service covering the period July 1, 1957 to June 30, 1958. The Commission also authorized the Engineer to sign the subscription in behalf of the Department.

The Commission approved the Secretary's Report on papers signed by him in behalf of the Commission during the period June 24 to August 2, 1957.

The Commission confirmed September 12 and 13 as the date for its next regular meeting to be held in the Imperial Hotel in Portland, and also set October 24 and 25, 1957 as a tentative date for the next following meeting. Also approved by the Commission was the holding of a bid opening in Salem on August 30, 1957, and a similar meeting in Salem early in October.

The Engineer reported that in order to facilitate changes made by the 1957 legislative assembly covering the operation of overlength and overwidth vehicles on State highways, it is necessary that the Commission adopt a resolution incorporating such changes. He presented a form of resolution for adoption and observed that Mr. C. W. Enfield, former Chief Counsel for the Commission, now with the Bureau of Public Roads in Washington, D. C., had given his written opinion that an insertion in the resolution concerning a load limit of 74,000 pounds could be made without violating the federal law. The Commission approved the changes by adopting the attached resolution relative thereto, marked EXHIBIT "F", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The matter of granting permits for the movement of house trailers 10 feet wide over Oregon highways was discussed. The Engineer stated that during the past two years most trailer manufacturers have produced 10-foot wide trailers as well as the standard 8-foot width and in May, 1957, 27 percent of the trailers produced were 10 feet wide. There are now only six states in the Union which do not permit the movement of 10-foot wide trailers. The neighboring states of Washington, Idaho, and California allow the movement of these trailers under special permit. He recommended that the Commission also allow the movement of 10-foot wide trailers under special permit to be given for each individual trailer movement. He also presented a written copy of a "Statement of Policy Covering State Highway Permits for the Towing of Trailer Coaches, House Trailers or Mobile Homes". He pointed out that this statement of policy is not set up in resolution form nor does it contain authority for officers of the Highway Department to issue permits, as such authority has previously been granted in the form of resolutions dealing with overweight and overdimensional vehicles. The Commission authorized the movement of trailers as recommended by the Engineer and approved the statement of

policy. Messrs. Ed Welch, Attorney for the Trailer Coach Association, and John O'Conor, Executive Director of the Association, were present during the discussion of this subject but neither spoke. (A copy of the Commission's "Statement of Policy Covering State Highway Permits for the Towing of Trailer Coaches, House Trailers or Mobile Homes" as adopted at this meeting, is attached hereto, marked EXHIBIT "M" and by this reference is made a part hereof with like effect as though extended in full herein.)

Payment of $241.30 to Virgil F. Baldwin, a State Highway Department mechanic, was discussed. The Engineer stated that Mr. Baldwin, a mechanic on paving crew No. 8, lost personal tools valued at $241.30 in a fire caused by the overturning of a State pickup truck which he was driving. It appears that a tire blew out on the State vehicle, which overturned and caught fire. It is common practice, the Engineer stated, for mechanics to furnish their own tools, which are not covered by any insurance either restoration or commercial. Chairman Reynolds inquired as to the State's liability in the matter. Action was deferred pending an opinion from the Chief Counsel. (On the following day, the Chief Counsel reported that under Oregon Law the Commission has authority to pay for the tools as long as there was no negligence on the part of the person who sustained the loss. Commissioner McIver commented that it appeared that the loss should be reimbursed as the State required him to furnish his own tools, but in his opinion, each case of this sort should be decided on its merits. Commissioner Chessman stated that there might be some danger of establishing an undesirable precedent but he did not object to payment. The Commission approved the payment.)

The Engineer stated that construction of a footpath along the westerly side of the John Day-Burns Highway between John Day and Canyon City near Grant Union High School had left the highway shoulders too narrow to permit the parking of vehicles and to provide proper safety for the traveling public. To minimize these potential hazards, he recommended that "No Parking On Highway Shoulders" regulation be made effective on both sides of the John Day-Burns Highway between M.P. 0.67 and M.P. 1.97. The Commission approved such "No Parking" regulation by adopting the attached resolution relative thereto marked EXHIBIT "G-5", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission discussed with the Engineer matters to be presented by delegations on the following day. Action was deferred pending the appearance of the delegations.

The Engineer stated that to accommodate a proposed industrial development at the southerly end of the Hood River bridge across the Columbia River, the Port of Hood River had requested that the State deed to the Port 3 1/2 acres of excess property in the area north of US 30 and east of the approach to the Bridge. They also requested permission to remove trees from and to construct a hydraulic fill on a portion of the state-owned land. He recommended that the Port of Hood River be permitted to remove the trees and construct the fill, and that a decision concerning transfer of the excess property to the Port be deferred until later. The Commission approved the recommendation

Reconstruction of a section of US 30 south of Huntington necessitated by construction of the Brownlee Dam in the Snake River by the Idaho Power Company was discussed. The Engineer explained that back water from the dam will inundate portions of the existing highway which will require the raising of the grade along certain units. He exhibited a map showing the units that will be affected, designated as Unit A, B, C, D, E and F thereon. The cost to raise the grade and rebuild Units A, D, E and F to existing standards, he said, is estimated at $524,000, and the estimated cost to raise Units B and C is $281,000. He pointed out that in addition thereto, it would be necessary to acquire right of way to accommodate the new grade along all units. He suggested that all construction work be done under State contract and that the Company be required to remit cash to pay its cooperative share of the cost, which cost has been computed at $524,000 for Units A, D, E, and F and at $281,000 for Units B and C. He asked the Commission to approve the arrangement whereby the Company will pay to the State the sum of $805,000 plus the appraised cost of right of way that is required to raise the existing highway above the backwater pool which would relieve the Company of all future obligations, including maintenance. The State, he added, would then do the necessary reconstruction work on Units A, D, E and F and would apply the sum of $281,000 plus the amount of the right of way appraisal toward reconstruction of Units B and C to interstate standards. He also requested authority to advertise for bids for construction of all Units as soon as is possible inasmuch as the existing highway will be flooded in 1958. The Commission unanimously approved the arrangement as outlined by the Engineer and authorized him to discuss the matter with the Company officials on such basis preliminary to preparation of a written agreement covering the subject. The Commission also authorized the taking of bids for construction as soon as plans for the project have been prepared

The Commission gave attention to the matter of deeding to the City of Klamath Falls certain property consisting of city lots which were acquired from the City and Klamath County as right of way for the eastside entrance of the Klamath Falls-Malin Highway into the City of Klamath Falls. The Engineer advised that a number of lots were obtained from the City at no cost, some of which later were reconveyed to the City for park purposes, and that the City now wishes to secure additional lots for park use, including not only some of those that the City gave the State but also some that were obtained from Klamath County at no cost and some that the Highway Department purchased from private owners. He recommended that the property that was deeded to the State by the City gratis and that is not needed for highway purposes be deeded back to the City without cost. Likewise, that the lots that were obtained from Klamath County be deeded to the City gratis if the County Court concurs, but that the City be required to pay for the lots that the State purchased from the private owners, the cost to be the exact amount that the State paid for them. The Commission approved such disposition of the property and authorized public sale of the last mentioned property if the City is unwilling to pay for it.

The Assistant Engineer, Mr. W. W. Stiffler, reported that the Standard Oil Company of California has given the State permission to construct at State expense, a fence along the side of the channel of Ferry Creek in Bandon. He explained that it is necessary to construct the fence to safeguard children, one of whom recently fell into the creek. The child did not drown but to prevent a recurrence of such happenings it was deemed advisable to construct a small fence. The Commission accepted the permit and authorized construction of the fence.

The Commission gave attention to the matter of deeding to the City of North Bend a portion of Simpson Park in North Bend. The Engineer

recalled that at a previous meeting a request had been received to grant an easement to Rogers and Kuni to construct a hauling road across the park, and the city had been advised that an easement would be granted for the road but that the city should continue its efforts to locate a satisfactory stock pile site before the State would deed the park land to the city. Subsequent to that time the matter has been given additional study, he continued, and it appears that a suitable substitute stock pile site cannot be found; also, the State does not have much use for a stock pile site at this location. He also pointed out that the Simpson Park property was originally deeded to the State by the city without charge. He recommended that the property be deeded back to the city without cost, notwithstanding that the city has not furnished a new stock pile site. Commissioner Chessman inquired if it would be necessary for the State to purchase another stock pile site to replace this one. The Engineer replied that due to changes in handling of maintenance materials fewer stock pile sites are now required and it would not be necessary to acquire a new site. The Commission approved the transfer of the park property to the City of North Bend as recommended by the Engineer.

Chairman Reynolds inquired why test runs could not be made to determine the group classification of a highway for length of vehicles prior to receipt of a request for the reclassification. He pointed out that recently it came to his attention that a truck driver was arrested for driving an illegal length vehicle on a section of highway which had not been reclassified but which was eligible for revision. Mr. Stiffler, Assistant Engineer, replied that the State does not have suitable equipment to conduct test runs, so privately owned equipment must be used when it is available. The Engineer suggested that a letter be written to the trucking industry advising that the State is ready and willing to conduct test runs on any state highway section at any time if the truckers furnish the necessary equipment to conduct them. The Commission approved his suggestion.

Chairman Reynolds also inquired if plans are progressing to secure early completion of the construction contract on the Ukiah-Hilgard Highway, defaulted by Jack Robinson. The Engineer replied that it is planned to call for bids in September for completion of the work, arrangements for which have been effected with the surety on Robinson's performance bond. He also remarked that it appears that it may be necessary either to construct right-of-way fence along the project or to install cattle guards in the roadway. It was his opinion that, if necessary, the fence should be constructed because cattle guards are undesirable.

Inquiry was made by Chairman Reynolds as to the policy followed by the Maintenance Department in removing snow from private road approaches to state highways. The Engineer replied that Maintenance personnel are instructed to open up these private approaches as soon as the state highway has been plowed and if they are not doing that, they are not following orders. He said that he would look into the matter.

The Commission discussed with the Engineer bids received on July 18, 1957, in the State Highway Building in Salem, and the bids received at this morning's session for highway construction. At 4:00 p.m. Commissioner McIver announced awards of contracts as follows:

BIDS RECEIVED IN SALEM ON JULY 18, 1957

"Oiling on 4 units on the Radar Station-Condon Junction Section of the Seales County Road in Gilliam County. The Commission awarded the contract to the low bidder, J. C. Compton Co., McMinnville, at $18,149.00.

"Construction of Stinkingwater Mountain Sand Shed on the Central Oregon Highway in Harney County. The Commission awarded the contract to the low bidder, A. E. FitzGerald, Klamath Falls, at $12,976.00.

"Grading on the South Unit, SPRR Overcrossing-Santiam Junction Section of the Pacific Highway, near Albany, in Linn County. The Commission elects to accept the low bid of Roy L. Houck and Sons, Salem, in the sum of $666,289.50 and directs the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Grading and paving on the Highlands Interchange Section of the Sunset Highway, near Portland in Multnomah County. The Commission elects to accept the low bid of Parker-Schram Co., Portland, in the sum of $500,656.40, and directs the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired and approval of Bureau of Public Roads is received, and the sum of $40,100.00 is deposited by the City of Portland.

"Grading and paving on the Interstate Bridge-Oregon Slough Section of the Pacific Highway, north of Portland, in Multnomah County. The Comission elects to accept the low bid of Warren Northwest, Inc., Portland, in the sum of $246,503.30, and directs the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired.

"Grading on the Valley Junction-Wallace Bridge Unit, Valley Junction-Sheridan Section of the Salmon River Highway, west of Willamina, in Polk County. The Commission elects to accept the low bid of A. L. Harding, Inc., Stayton, in the sum of $149,954.50, and directs the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

BIDS RECEIVED ON AUGUST 8, 1957

"Construct steel truss bridge on the Black Bridge-Richland Section of the Baker-Homestead Highway in Baker County. The Commission awarded the contract to the low bidder, J. O. Young & Sons, Nampa, Idaho, at $38,785.00.

"Grading and paving on the Goble-Tide Creek Section of the Columbia River Highway, south of Rainier in Columbia County. The Commission elects to accept the low bid of Rogers Construction Co., Portland, in the sum of $678,196.00 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Illumination installation on Gregg Creek-Wedderburn Section of the Oregon Coast Highway in Curry County. The Commission awarded the contract to the low bidder, Steeck Electric Co., Medford, at $5,423.00.

"Grading and paving on Bridge Street in Prairie City, in Grant County. The Commission elects to accept the low bid of Interstate Paving Co., The Dalles, in the sum of $17,816.10 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of the City of Prairie City is received and the sum of $900.00 is deposited by the city.

"Parkdale rock production project on the Mt. Hood and Hood River Highways, in Hood River County. The Commission rejected all bids as being too high.

"Grading and paving on the Ross Lane-Jacksonville Section of the Crater Lake Highway-Jacksonville Road, in Jackson County. The Commission elects to accept the low bid of Glen Ousley Construction Co., Eugene, in the sum of $156,703.50 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Jackson County is received and the sum of $71,200 is deposited by the County.

"Construct office building at Grants Pass in Josephine County. The Commission awarded the contract to the low bidder, Clyde Hamilton, Grants Pass, at $24,762.00.

"Rock production project on the Southern Pacific Undercrossing-Little Deschutes River Section of the Willamette Highway, near Summit, in Klamath and Lane Counties. The Commission awarded the contract to the low bidder, J. C. Compton Co., McMinnville, at $35,500.00.

"Harrisburg Bridge Revetment Project on the Pacific Highway in Lane County. The Commission awarded the contract to the low bidder, Calkins Crushing Co., Oceanlake, at $25,597.50.

"Structure, grading and oiling on the McKercher Bridge (Calapooya River) Section of the Halsey-Sweet Home Highway in Linn County. The Commission awarded the contract to the low bidder, Tom Lillebo Construction Co., Reedsport, at $77,890.00

"Nyssa Bridge Grading and Paving Project on the Old Oregon Trail in Malheur County. The Commission awarded the contract to the low bidder, H. J. & H. W. Miller, Baker, at $12,717.50.

"Repair of the Old Malheur River Bridge on the Ontario-Olds Ferry Secondary Highway in Malheur County. The Commission rejected all bids as being too high.

"Grading on the Salem By-pass Section of the Pacific Highway, near Salem, in Marion County. The Commission elects to accept the low bid of Earl L. McNutt Co., Eugene, in the sum of $415,723.50 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Construct 16 reinforced concrete deck girder bridges on the North Jefferson Junction-Santiam Junction Section of the Pacific Highway, in Marion and Linn Counties. Alternate bids were received for construction by the pretensioned-precast method and by the conventional poured-in-place method. The Commission awarded the contract to the low bidder, Valley Construction Co. & Tower Sales & Erecting Co., Portland, at $504,182.25 (Alternate B).

"Roadside improvement at the Clay Street-Columbia Street Traffic Interchange in Portland, in Multnomah County. The Commission awarded the contract to the low bidder, Benedict Nursery Co., Portland, at $17,066.00.

"Construct Highlands Undercrossing on the Highlands Interchange Section of the Sunset Highway in the City of Portland, in Multnomah County. The Commission elects to accept the low bid of S & D Construction Co., Portland, in the sum of $79,994.00 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Construct 26th Avenue structures on the Harbor Drive-Washington County Line Section of the Pacific Highway and Pacific Highway West, in Multnomah County. The Commission elects to accept the low bid of Birkemeier Construction Co., Milwaukie, in the sum of $256,373.50 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Construct Pacific Highway Undercrossing of Barbur Boulevard and Capitol Highway on the S. W. 14th Ave.-Washington County Line Section of the Pacific Highway in Multnomah County. The Commission awarded the contract to the low bidder, Gibbons & Reed Co., Portland, at $446,236.00.

"Construct Iowa Street Bridge on the Harbor Drive-Washington County Line Section of the Pacific Highway in Multnomah County. The Commission elects to accept the low bid of Gibbons & Reed Co. in the sum of $340,111.00 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

In connection with the bids received at the bid opening this date, the Engineer reported that all of the bids for repairing the Old Malheur River Bridge on the Ontario-Olds Ferry Secondary Highway are far in excess of the estimated cost. As the work should be performed before the late fall rains set in, there would not be time to readvertise the job for the next contract letting. He recommended in view thereof that the work be performed immediately with State forces. The Commission accepted his recommendation.

The matter of appointing a Parks Advisory Committee pursuant to action taken by the 1957 Legislative Assembly, was considered. Chairman Reynolds stated that the Commission has given this matter very careful thought and it appears that a well functioning committee should consist of from five to seven members. It will be the Commission's recommendation to the Governor, he stated, that the following persons be appointed on this Committee: Glen Jackson, Manager, California-Oregon Power Company, Medford; Robert B. Frazier, Associate Editor, Eugene Register-Guard, Eugene; A. E. Collier, Klamath Falls; V. W. McCormack, Pendleton; William Tugman, Owner and Editor, Port Umpqua Courier, Reedsport; George Henderson, Vice President, First National Bank, Portland. It is the feeling of the Commission, he continued, that the Parks Advisory Committee should act as an advisory group to the Parks Superintendent in much the same manner as the Travel Advisory Committee acts in relation to the Director of the Travel Information Department, and that all reports should be presented to the Commission through the Parks Superintendent.

Chairman Reynolds stated that a certain advertising firm had written him concerning the handling of the State's advertising business in connection with the Travel Information Division. Mr. Jordan, Travel Information Director, stated that the Travel Advisory Committee has a meeting scheduled in September and the matter probably will be discussed at that time. He explained briefly the policy of the Travel Advisory Committee with respect to such matters, advising that the practice is to recommend to the Comission annually retention of the same advertising agent for a five-year period provided they furnish satisfactory service, and to listen to all interested agencies every five years.

Chairman Reynolds inquired concerning an accident study that is headed by Mr. Marshall Dana, Portland. The Engineer explained briefly that Oregon has been selected as one of eight states in the Nation whose records are to be used in connection with a national study of highway accidents which in his estimation is highly complimentary and an indication that Oregon has excellent accident records.

Chairman Reynolds reported that it had come to his attention that there is some agitation to install heating elements in the approaches to the new Columbia River bridge between Vancouver and Portland. The Assistant Engineer, Mr. G. S. Paxson, remarked that the bridge approach grade, which is 4.6 percent, is not too steep and that even a 7 percent approach should not cause undue difficulty. It was his opinion that the installation of heating units to prevent frost conditions is not justified because of the cost involved.

Consideration was given to a request from M. E. Reynolds, Astoria, City Attorney of Cannon Beach, concerning speed of vehicles on the ocean shore at Cannon Beach. It seems that a maximum speed limit of 15 miles per hour is wanted. . The Engineer stated that a similar request had been filed in his office and that it had been referred to the Traffic Engineer for investigation; however, he added, the Highway Commission cannot legally set a maximum speed unless requested to do so by the city or county.

The Commission discussed with the Engineer the proposed Commission inspection trip through Western Oregon. It was decided to make such trip during the week starting Monday, August 26. The Engineer, Park Superintendent and the Chief Counsel were asked to accompany the Commission on the trip in addition to the Division Engineer in charge of the highways that are to be inspected. The Commission expressed a desire for no formal appointments with citizens enroute.

The Commission signed the following agreements and other papers:

"Agreement" with Crown Zellerbach Corporation covering the taking of material from a quarry on the Corporation's property, north of Cape Lookout State Park. Agreement to extend to the end of this year. No charge for material.

"Trust Agreement" compensating Bonneville Power Administration $4,800 for rearranging its power line on the Valley Junction-Wallace Bridge Unit of Salmon River Highway, Polk County.

"Trust Agreement" with Bonneville Power Administration covering relocation of its facilities on Meacham-Glover Section of Old Oregon Trail, Umatilla and Union Counties. State to deposit with BPA $43,550 which is estimated cost of work.

"Bargain and Sale Deed" to Eugene Water and Electric Board for 1.2 acres on the Albany-Judkins Point Section of Pacific Highway East, Lane County. Consideration $1,000.

"Indentures of Access" on following properties:

a. Duckworth property on Grants Pass (6th and 7th Sts.) Section of Pacific Highway, Josephine County.

b. Butterfield property on Grants Pass (6th and 7th Sts.) Section of Pacific Highway, Josephine County.

c. Duckworth property on Grants Pass (6th and 7th Sts.) Section of Pacific Highway, Josephine County.

d. Vroman property on Salem-Stout Creek Section of North Santiam Highway, Marion County.

e. McCall property on Salem-Stout Creek Section of North Santiam Highway, Marion County.

f. Ferring property on Big Creek Section of Columbia River Highway, Clatsop County.

g. Coburn property on McMinnville Airport-Dayton Junction Section of Three Mile Lane Secondary Highway, Yamhill County.

"Easement" to the Pacific Telephone and Telegraph Company covering a 10 ft. strip along the westerly side of the right of way line of the Willowdale-Lyle Gap Section of The Dalles-California Highway, Jefferson County. In exchange for this, Telephone Company gives to the State a quitclaim deed releasing the Company's present easement on private property acquired for this project.

"Agreement" granting to the Union Pacific Railroad Company a slope easement near the intersection of 181st Avenue and Wilkes Road on the T. H. Banfield Expressway.

"Bargain and Sale Deed" conveying to Grants Pass Irrigation District a canal easement which was inadvertently taken in the name of the State when relocating the District's canal during construction of the 7th Street Route of the Pacific Highway in Grants Pass.

"Petition and Notice to Vacate" authorizing filing of petition to vacate certain streets in O.V.L. Plat, Lake County.

"Agreement" with the Saint Paul Mercury Indemnity Company, surety on defaulted Contract No. 4648, with Jack Robinson, Inc., for grading and topping the Ukiah-Forest Boundary Section of the Ukiah-Hilgard Highway, Umatilla County, covering completion of this contract.

"Agreement" with Lincoln County covering abandonment of the Siletz Bay-Depoe Bay Section of the Oregon Coast Highway.

"Agreement" with Columbia County covering the abandonment of the Goble-Tide Creek Section of the Columbia River Highway.

"Agreement" with Columbia County covering the Goble-Tide Creek Section of the Columbia River Highway.

"Permit" granting to the Pacific Telephone and Telegraph Company permission to install and operate a public telephone booth near the scale house at southbound traffic scales on US 99 near Winchester in Douglas County.

"Contract" with the Pacific Power and Light Company covering the furnishing of electrical energy in connection with the illumination of US 101 between North Bend and Coos Bay. (Authorized by the Commission on January 22, 1957.)

"Agreement" with Weyerhaeuser Timber Company granting permission to the Company to use and transmit electrical energy over a State pole line, located about 4 miles east of Klamath Falls, Company to pay $370 per year, or $33 per month.

"Bargain and Sale Deed" conveying to Dick Hibberd, et ux, a parcel of land containing 4.5 acres, more or less, on the La Grande-Elgin Section of the Wallowa Lake Highway, Union County. (Authorized 5-16-57)

"Lease and Sale of Road Materials" executed by Walter W. Dreher, et ux., leasing to State a parcel of land containing 6.45 acres on the Newberg-Gearin Corner Section of the Hillsboro-Silverton Highway, Marion County. (Authorized 5-16-57)

"Agreement" with city of Burns for proposed flashing beacon installation at intersection of East Monroe Street and Broadway in the city of Burns, Harney County. (Authorized 3-28-57)

"Bargain and Sale Deed" with Glen L. Young et al., covering conveyance of two parcels of land as part of the settlement.

"Forest Highway Program" covering revision of existing Oregon Forest Highway Program, Approved October 30, 1956.

The meeting adjourned at 4:55 p.m. to reconvene at 9:30 a.m. the following morning.

Portland, Oregon
August 9, 1957

The meeting of the Oregon State Highway Commission reconvened at 9:30 a.m. in the Queens Room of the Imperial Hotel. The following people were present:

Chas. H. Reynolds, Chairman
M. K. McIver, Commissioner
Robert B. Chessman, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway Engineer
W. W. Stiffler, Assistant State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
L. I. Lindas, Chief Counsel
G. E. Rohde, Assistant Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary.

The Chief Counsel presented to the Commission a proposed basis of settlement in connection with the Mitchell flood damage cases in which the State is being sued for damages by a number of Mitchell property owners. He reported that an adverse decision to the State was rendered in the Sigfrit case, which was the first one tried. He presented a written summary of the cases which are pending and pointed out that all of the

cases listed in the summary are represented by two attorneys, Mr. Roy Kilpatrick of John Day, and Mr. Owen Panner of Bend, by whom he has been approached with an offer to settle the entire group for the sum of $145,000--the State to take title to all of the property involved. The Chief Counsel and the Commissioners thereupon discussed the pros and cons of the State's liability in the various cases. After such discussion the Commission accepted the Chief Counsel's report and authorized him to continue negotiation for a settlement on a lump-sum basis if possible, of the claims listed on his summary, including two additional claims that are being handled by other attorneys, with the understanding that any settlement that is reached will not be binding until approved by the Commission.

The Engineer reported receipt of a letter from the "Okanogan Cariboo Trail Association" of Wenatchee, Washington, requesting his presence at the annual convention of the Association in Wenatchee on September 6 and 7, 1957. He explained that the Association represents a group who are interested in Route 97, which extends north and south through California, Oregon, Washington and into Canada. He requested permission to attend the meeting at an estimated cost of $67.00. The Commission approved the request.

The Commission discussed the Chief Counsel's request presented on the previous day for authority to proceed with condemnation proceedings to acquire certain parcels of real property that are required for highway right of way or for other purposes. After carefully considering the proposed condemnations and in light of the information and advice submitted, together with the general knowledge of the members of the Commission concerning the projects and the properties involved, the Commission approved the condemnations by adopting the attached resolutions relative thereto marked EXHIBIT "J-1" through EXHIBIT "J-18", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

Status of projects on which bids are to be received in late August and September were discussed briefly by the Commission. In connection with this matter, Commissioner McIver inquired as to the status of plans for new highway routes through the City of Portland. The Engineer exhibited a map showing two proposed routes, one known as the East Bank Freeway, approximately paralleling the east bank of the Willamette River, and the other called the Stadium Route, which by-passes the city center on the west side of the river. These plans, he stated, are in the formative stage and have not yet been approved by the Bureau of Public Roads. However, it is imperative that one of the routes, particularly the East Bank route, be constructed as soon as is possible because Harbor Drive is becoming badly congested.

Commissioner McIver inquired if information similar to that presented at the recent WASHO meeting in Houston, Texas, concerning source

of highway funds, functions of the Highway Departments, etc., would be of value for study by the Legislative Highway Interim Committee. The Engineer replied that such information should be valuable to that Committee and that he would prepare data for submission to the group. The Chief Counsel commented that he had received a model form concerning methods of appraising real property and that the suggested plan is nearly identical to the method used in Oregon.

Mr. James L. Garrard, property owner on the Dolph Corner-Rickreall Section of the Salem-Willamina Highway, came before the Commission concerning a settlement for property that was acquired from him as right of way for this highway section. He presented to the Commission a map showing the location of his land and urged the Commission to reconsider the settlement and allow him additional money. It was his feeling that in negotiating a settlement for the acquisition of his property, he had agreed to sell at too low a price, having been paid the sum of $3850 for 7.30 acres. He pointed out that he had tried to purchase nearby land to replace the acreage sold to the State but found no suitable land for sale. He also said that one-half acre of his remaining land is p ractically useless because of its shape and that a spring which existed has now dried up because of highway construction. He felt that the State had saved money by avoiding litigation and called attention to the amount which had been paid to nearby property owners who had carried their claims through condemnation proceedings. He stated further that he felt a just compensation would be at the rate of $1,000 per acre or the total sum of $7,300. Chairman Reynolds pointed out that although the Commission is appreciative of the cooperative spirit shown by Mr. Garrard in negotiating settlement for his land, the Commission does not feel that it has an obligation in the matter inasmuch as Mr. Garrard agreed to the settlement. Additional payment could very well establish an undesirable precedent as the State Highway Department acquires many parcels of right of way for highway purposes. The Chief Counsel also pointed out that if the State took the position of paying additional moneys for properties already acquired, they should likely take the position of asking for refunds where they felt the price had been too high. The Commission expressed regrets that it could not do what Mr. Garrard requests.

A delegation representing the Chambers of Commerce of the cities of Newberg, McMinnville, and St. Paul appeared before the Commission concerning additional improvement of the Pacific Highway West from the easterly edge of Newberg to Middleton. The following people were present: Hon. Carl Francis, State Senator, Dayton; Herbert Swift, City Attorney; Chester Windsor, Chairman, Art M. Curtis and Carl H. Butler, Highway Committee; Hadley Halgrem (President), Bob Pilkenton (Industrial Committee), John Wanner (City Councilman), Dick Rentfro (Manager Springbrook Packing Co.), Joe Yackey (Real Estate), Martin Redding (Insurance business), Bruce Dixon (Owner, City Tire Co.), R. O. Ordway (President, First National Bank), Edwin W. Gibbs, Mel Dunston, Sidney Collier, and Harold Scharff, all of the Newberg Chamber of Commerce; and Jack Ballinger, Publisher of the Newberg newspaper, also of Newberg; James Stanard, Chairman, Roads & Highway Committee of McMinnville Chamber

of Commerce; and Pete Bernard, City Councilman, St. Paul. Mr. Windsor headed the group. He introduced Mr. Swift, who read aloud and presented a resolution from the Newberg City Council in which the Commission is requested to take early action towards construction of a four-lane section from Middleton to Newberg, a distance of about six miles. He also presented similar resolutions from the St. Paul City Council, from the St. Paul Rodeo Association and from the Dundee City Council, all urging the Commission to take early action to extend the four-lane improvement from Middleton to Gumm's Corner near Newberg. Senator Francis expressed the appreciation of the group for work which has been performed in the vicinity and commented that the Commission has exhibited a great deal of patience in listening to their problems. The project requested, he continued, will provide another link in four-laning the highway over the hills west of Portland into the floor of the Yamhill valley and will be needed to form a proper connection with the new bridge across the Willamette River at Newberg. Construction of this bridge, he continued, will greatly facilitate the movement of vehicular traffic from the St. Paul area northerly and will also provide much better access to Champoeg State Park. In addition to these benefits, he also called attention to the large Alderman Farm south of Dayton, which transports most of its berry and bean-picking help from the Portland area as well as a large amount of its products to Portland. He read aloud a letter signed by U. S. Alderman pointing out that the farms operate 20 to 25 busses over this route seven days a week, and that four-lane construction would provide much greater safety for the busses as well as for the traveling public. Mr. Stanard called attention to the intermittent two-lane and four-lane sections which now exist between Portland and McMinnville. He urged the Commission to provide a four-lane facility at the earliest possible time. At Chairman Reynolds request the Engineer informed the delegation that in the Commission's tentative five-year program, over one million dollars is being considered for expenditure on this highway section and that it is contemplated that work as far as Gumm's Corner will be performed as soon as funds are available.

Mr. Anthony Brandenthaler, Chairman of the Oregon Centennial Commission, and Mr. Floyd Maxwell, Manager of the Centennial Commission, both of Portland, came before the Commission concerning improvement of road facilities leading to and from the Pacific International Livestock Building in north Portland. Mr. Brandenthaler stated that under authority granted by the State Legislative Assembly, he and Mr. Maxwell have been working on plans for the Oregon Centennial Celebration which is planned for 1959. Research which has been conducted indicates that the only suitable site in the Portland area is the Portland International Livestock Grounds. However, transportation into and away from the building area has presented a considerable problem and it appears that cooperation will be needed from the State and from Multnomah County in order to provide adequate highway facilities to serve the Centennial grounds. It has been estimated, he stated, that tourist traffic generated by the Centennial may provide upwards of one million dollars in extra gas tax funds and that the Centennial will also give the State's economy a good boost. He pointed out on a map routes that are proposed to handle the

traffic and he commented that parking space is already available. The Engineer suggested some changes in the traffic plan and stated that from facts presently available, it appears that a workable facility can be constructed for approximately $83,000. Chairman Reynolds pointed out that the proposed roadways are not on the State highway system and he questioned if the Commission has legal authority to spend highway funds for this purpose. The Commission, he continued, wishes to help in the matter but a legal basis for cooperation is needed. He suggested that Multnomah County might designate the proposed roads as county roads which would make it possible for the State to contribute toward the expense. It was his thought that the State would cooperate in the costs with the county on a 50-50 basis. Mr. Brandenthaler stated that he will consult the Multnomah County officials and report back the results.

Mr. Francis Lambert, Sheriff of Multnomah County, came before the Commission concerning safety measures and additional public facilities at Rooster Rock State Park on the Columbia River east of Portland. He thanked the Commission for its approval of a lifeguard, which action was taken on the previous day. It was his opinion that the park, which has already attracted huge crowds, will continue to attract a large number of people. He suggested that the boat landing area be separated by physical means from the swimming area, that a small building be constructed to house a telephone, loud speakers, cots for the ill, and serve as a police headquarters. He also suggested that a concession privilege be allowed for the sale of hotdogs, soft drinks, candy, etc., and that consideration be given to construction of dressing room facilities for convenience of those who want to swim, which could be used by inserting 5 cents or ten cents in the door. The County, he continued, will provide policing in the area. The Engineer commented briefly on the great number of people who had visited the park on a recent Sunday and the lack of adequate parking facilities. Chairman Reynolds expressed appreciation for the suggestions offered by Sheriff Lambert and stated that early consideration will be given to them. After Mr. Lambert departed, the Engineer stated that a concession privilege for the sale of lunch foods and soft drinks is a necessity and it was his opinion that the suggestions offered by Sheriff Lambert be studied during the balance of the summer and this fall. Commissioner McIver observed that this location would probably serve as a good trial spot for a concession.

Chairman Reynolds stated that a letter had come to his attention this morning in which a resident near Cave Junction had placed a sign on his truck along the highway at Cave Junction urging tourists to not answer questions asked them by State Highway employees for the purpose of securing data as to tourist habits while in the State. Mr. Jordan, Director of the Travel Information Department, stated that for the past eleven years, information had been secured for the same purpose in much the same manner and many other states follow the same procedure. Tourists are not required to answer any questions but may do so on a voluntary basis. No complaints have been received prior to this one. The Engineer pointed out that the information secured by the State employees, who are mostly college men, is needed in order to determine the activities of the Travel

Information Department in their advertising and tourist promotion functions. The Commission decided to take no action in the matter.

Chairman Reynolds inquired if the amusement park and picnic area known as Paradise Island on the Salem By-Pass should be acquired as a State Park. The Engineer replied that the existing development is privately owned and does not meet State park requirements.

The Engineer stated that Contract No. 4632, awarded to Delano Aerial Surveys, for an aerial survey in the Portland area is now a year behind schedule and the contractor has not shown ability to furnish material according to the specifications of the contract. He recommended that the Commission declare the contractor in default and that the surety on the bond be instructed to complete the contract. The Commission accepted his recommendation.

There being no further business to conduct, the meeting was declared adjourned at 11:45 a. m.

State Highway Engineer

Chairman

Commissioner

Secretary

Commissioner

EXHIBITS "A" through "L"

MINUTES

of the

OREGON STATE HIGHWAY COMMISSION MEETING

held on

August 8 and 9, 1957

EXHIBIT "A"

Minutes of August 8 and 9, 1957

RESOLUTION

WHEREAS, in connection with the future improvement of the highway herein designated, and for the convenience and benefit of the public, it is and has been necessary to acquire property for rights of way, quarry sites, gravel or other material sites, sites for the storage of materials, and properties for other purposes authorized by statute as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the following described properties are hereby declared to be necessary for State highway, park, and other uses under the jurisdiction of the Commission, and that the several options or bases of settlement hereinafter enumerated be, and the same hereby are approved and accepted and that the attorney for the Commission be, and he hereby is, instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon, by and through its State Highway Commission. The said properties hereby ordered and authorized to be acquired are as follows:

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND-SALEM EXPRESSWAY

22552 Stearns, Sherman D. et al (Young)
Right of Way, 3122 S.W. Hood St., Sta 95W
Option expires December 24, 1957.

3,500 sq. ft. at $0.26 + per sq. ft.	$ 920.00	
House	3,080.00	
Amount to be paid owners - chrg to Right of Way		$4,000.00

Grantor to vacate 30 days after notice.

Entire taking -

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND-SALEM EXPRESSWAY (Cont)

26867	Stearns, Sherman D. et al		(Young)
	Right of Way, Sta. 95W		
	Option expires December 31, 1957.		
	3,500 sq. ft. at $0.40 per sq. ft.	$1,400.00	
	Amount to be paid owners - chrg to Right of Way		$1,400.00
	Grantor to vacate 30 days after notice.		

Entire taking -

22553	Edmonds, Viola		(Young)
	Right of Way, 3129 S.W. Macadam, Sta. 95		
	Option expires January 2, 1958.		
	11,450 sq. ft. at $0.32- per sq. ft.	$3,620.00	
	Houses (two)	7,340.00	
	Improvements	500.00	
	5 cords wood	57.50	
	Amount to be paid owner - chrg to Right of Way		$11,517.50
	Less $40.00 to be deducted for 1957-58 taxes.		- 40.00
	Amount to be paid owner - chrg to Right of Way		11,477.50
	State to assume remainder of 1957-58 taxes - Estimate		80.00
	GRAND TOTAL - (Estimate) - chrg to Right of Way		$11,557.50
	Grantor to vacate not later than October 31, 1957, Grantor may remove rose bushes and picket fence.		

Entire taking -

26369	Pearce, Irene		(Young)
	Right of Way, 8718 S.W. 30th Ave., Sta. 297		
	Option expires January 21, 1958		
	29,530 sq. ft. at $0.10 per sq. ft. (8,980 sq. ft. Excess)	$2,953.00	
	House, 641 sq. ft. at $7.50 per sq. ft.	4,800.00	
	Yard Improvements	147.00	
	Garage	200.00	
	Amount to be paid owner - chrg to Right of Way		$8,100.00
	State to assume 1957-58 taxes. Estimate		165.00
	GRAND TOTAL - (Estimate) - chrg to Right of Way		8,265.00
	Grantor to vacate 30 days after notice		

Entire taking -

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND-SALEM EXPRESSWAY (Cont)

23683 Denton, Raymond C. and Ethel Grace (Young)
Right of Way, 4304-06 S.W. Kelley St., Sta 125W
Option expires January 10, 1958.

1,840 sq. ft. at $0.20- per sq. ft.	$ 360.00	
Yard improvements	50.00	
House	6,240.00	
2 Refrigerators & Gas Range	150.00	
Amount to be paid owners - chrg to Right of Way		$6,800.00
State to assume 1957-58 taxes - Estimate -		140.00
GRAND TOTAL - (Estimate) - chrg to Right of Way		$6,940.00

Grantor to vacate 30 days after receipt of notice.

Entire taking -

22522 Lind, John Gilbert and Elva May (Young)
Right of Way, 4217 S.W. Macadam, Sta. 124
Option expires January 7, 1958

7,736 sq. ft. at $0.05+ per sq. ft.	$ 390.00	
House, 936 sq. ft.	4,460.00	
Yard improvements	130.00	
Amount to be paid owners - chrg to Right of Way		$4,980.00
State to assume 1957-58 taxes. Estimate		100.00
GRAND TOTAL - (Estimate) - chrg to Right of Way		$5,080.00

Grantors to vacate 30 days after notice, or within 5 days after payment, whichever is the later date.

Entire Taking -

26368 Pardey, William A and Vera (Young)
Right of Way, 9875 S.W. Pacific Hwy., Sta. 297
Option expires January 17, 1958

12,800 sq. ft. at $0.18- per sq. ft.	$2,300.00	
Damage	190.00	
Amount to be paid owners - chrg to Right of Way		$2,490.00
State to assume 1957-58 taxes. Estimate		50.00
GRAND TOTAL - (Estimate) - chrg to Right of Way		$2,540.00

Complete restriction of access

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND-SALEM EXPRESSWAY (Cont)

26367	Maxwell, E. Miles and Gladys E.		(Young)
	Right of Way, 8955 S.W. Barbur Blvd., Sta. 297 W		
	Option expires January 22, 1958		
	4,700 sq. ft. at $0.32- per sq. ft.	$1,500.00	
	Amount to be paid owners - chrg to Right of Way		$1,500.00
	State to assume 1957-58 taxes. Estimate		30.00
	GRAND TOTAL (Estimate) - chrg to Right of Way		$1,530.00

Complete restriction of access except to interchange road -

24845	England, Charles E.		(Young)
	Right of Way, 3804 S.W. Kelly Avenue., Sta. 125		
	Option expires December 25, 1957		
	4,750 sq. ft. at $0.20 per sq. ft.	$ 950.00	
	House	3,800.00	
	Yard improvements	250.00	
	Amount to be paid owner - chrg to Right of Way		$5,000.00
	State to assume 1957-58 taxes. Estimate		100.00
	GRAND TOTAL - (Estimate) - chrg to Right of Way		$5,100.00
	Grantor to vacate 30 days after receipt of notice.		

Entire taking -

24996	Bennett, Rosa		(Young)
	Right of Way, 4336 S.W. Kelly Ave., Sta. 126		
	Option expires December 26, 1957		
	6,250 sq. ft. at $0.20 per sq. ft.	$1,250.00	
	House	4,430.00	
	Yard improvement	220.00	
	Amount to be paid owner - chrg to Right of Way		$5,900.00
	State to assume 1957-58 taxes. Estimate		120.00
	GRAND TOTAL - (Estimate) - chrg to Right of Way		$6,020.00
	Grantor to vacate by October 1, 1957		

Entire taking

26154	West Portland Lumber and Hardware Co.		(Smith)
	Right of Way, Sta. 344		
	Option expires January 14, 1958		
	900 sq. ft. and damages	$900.00	
	Amount to be paid owner - chrg to Right of Way		$900.00
	Grantor to vacate 15 days after notice		

THINGS TO BE DONE BY THE STATE

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND-SALEM EXPRESSWAY (Cont)

26154 West Portland Lumber and Hardware Co. (Cont)

Reconstruct driveway, if disturbed.

Access not controlled -

22520 Moore, Laura (Young)
Right of Way, 0339 S.W. Bancroft, Sta. 124
Option expires December 27, 1957

6,200 sq. ft. at $0.07+ per sq. ft.	$450.00	
House, no value		
Amount to be paid owner - chrg to Right of Way		$450.00
State to assume 1957-58 taxes. Estimate		10.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$460.00

Grantor to vacate 30 days after notice.

Entire taking -

26424 Boettcher, William H. and Sophie J. (Grant)
Right of Way, 8640 S.W. 21st
Option expires December 26, 1957

375 sq. ft. at $0.17- per sq. ft.	$ 60.00	
Damage	740.00	
Amount to be paid owners - chrg to Right of Way		$800.00
State to assume 1957-58 taxes. - Estimate -		8.00
GRAND TOTAL - (Estimate) - chrg. to Right of Way		$808.00

Grantor may widen present drive to Northerly property line and State will grant him permanent easement to pave and use State R/W between road and R/W line. New grade of street shall not be lower than bottom edge of Grantor's present concrete drive, and no higher than 12" above.

THINGS TO BE DONE BY THE STATE
Provide drainage from present drain.
Access: via connecting roads.

Access controlled -

23714 Michel, Anna (Black)
Right of Way, 4700 S.W. Corbett Ave., Sta. 137
Option expires December 31, 1957

3,720 sq. ft.	$1,500.00	
Apartments, Store & Tavern	9,000.00	
Amount to be paid owner - chrg to Right of Way		$10,500.00
State to assume 1957-58 taxes. - Estimate -		210.00
GRAND TOTAL - (Estimate) - chrg to Right of Way		$10,710.00

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND-SALEM EXPRESSWAY (Cont)

23714 Michel, Anna (Cont)

Grantor to give possession 30 days after receipt of notice.

Entire taking -

22896 Wollett, Frank C. and Matia (Black)
Right of Way, Sta. 177
Option expires January 1, 1958
16,300 sq. ft. $1,200.00
Amount to be paid owners - chrg to Right of Way $1,200.00
State to assume 1957-58 taxes - Estimate 25.00
GRAND TOTAL - (Estimate) - chrg to Right of Way $1,225.00

Entire taking -

CLACKAMAS OVERCROSSING SECTION - CLACKAMAS HIGHWAY

26307 Latourette, Linn S. and Frances S. (Grothaus)
Right of Way, Stas. 286 - 287
Option expires December 18, 1957
300 sq. ft. at $0.10 per sq. ft. $30.00
Amount to be paid owners - chrg to Right of Way $30.00
THIS IS TO BE DONE BY THE STATE
Surface an approach to r/w line 25' in width.
Access: 287+10, S., service station activity, only.

Access controlled -

26308 Vahl, Emma et al (Grothaus)
Right of Way, Stas. 288 - 290
Option expires December 18, 1957
Optioned to State 4,356 sq. ft.
To be deeded to Grantor 1,900 sq. ft.
Difference: 2,456 sq. ft. at $0.15+ per sq. ft. $370.00
Amount to be paid owner - chrg to Right of Way $370.00
State to assume 1957-58 taxes. Estimate 8.00
GRAND TOTAL - (Estimate) - chrg to Right of Way $378.00

As a part of the consideration the State to convey to Grantors 1,900 sq. ft. as an exchange part of the settlement upon the grounds and for the reason that the said property, in the opinion of the commission, is no longer needed, required, or useful for highway purposes, and the value of the property to be acquired by the State is not less than the value of the property

EXHIBIT "A" (Cont)

CLACKAMAS OVERCROSSING SECTION - CLACKAMAS HIGHWAY

26308 Vahl, Emma et al (Cont)

to be relinquished by the State, and the cash to be paid by the State.

Complete restriction of access -

FLAVEL-GLENCOE ROAD UNIT, FLAVEL ST.-S.P. OVERCROSSING SECTION - CASCADE HIGHWAY

Foot Path and/or Sidewalk easement (SE 82nd Avenue) as listed below

File No.	Name	Width	Square foot area
25241	Allen, Sadie et al	4'	320

Work to be done by State.

WEST UNIT, SANDY-FOREST BOUNDARY SECTION - MT. HOOD HIGHWAY

25437 Godleske, Ward and Shirley (Grant)
Right of Way, Sta. 108
Option expires December 23, 1957

3.01 acres	$ 950.00	
Buildings	1,635.00	
Damages	690.00	
Amount to be paid owners - chrg to Right of Way		$3,275.00
State to assume 1957-58 taxes - Estimate -		40.00
GRAND TOTAL - (Estimate) - chrg to Right of Way		$3,315.00

Grantor will vacate 30 days after receipt of notice.
Access: Stas. 109+00, 103+00. N., residential, farm, and forest products.
Replaces Recommendation for Condemnation.

Access Controlled -

25398 Alt, Walter A. et al (Grothaus)
Right of Way, Stas. 4 - 8, 0 - 1
Option expires January 11, 1958

0.43 acre	$286.00	
0.016 acre	32.00	
28 rods fencing at $4 per rod	112.00	
Timber	41.00	
Amount to be paid owners - chrg to Right of Way		$471.00

Access: 0+75 Bk., S., unrestricted, 50' wide.

Complete restriction of access on parcel 1 - Access controlled on parcel 2

EXHIBIT "A" (Cont)

WEST UNIT, SANDY-FOREST BOUNDARY SECTION - MT. HOOD HIGHWAY

25818 The Church of Christ (Grothaus)
Right of Way, Stas. 1+00 - 1+25
Option expires January 11, 1958
0.002 acre $100.00
Amount to be paid owner - chrg to Right of Way $100.00

Complete restriction of access -

25439 Blake, William John et ux (Grant)
Right of Way, Sta. 111+40
Option expires January 18, 1958
0.01 acre $50.00
Amount to be paid owners - chrg to Right of Way $50.00
Access: Unrestricted access to old hwy., and access to new road by connecting road at approx. Sta. 107.

Access controlled -

SUNDIAL ROAD-ROOSTER ROCK SECTION - COLUMBIA RIVER HIGHWAY

26347 Bowen, Willis and Anna L. (Grant)
Right of Way
Option expires December 25, 1957.
0.42 acre $100.00
Cabin 350.00
Amount to be paid owners - chrg to Right of Way $450.00
State to assume 1957-58 taxes - Estimate - 25.00
GRAND TOTAL - (Estimate) - chrg to Right of Way $475.00

Entire taking -

HIGHLANDS INTERCHANGE SECTION - SUNSET HIGHWAY

26189 Menefee, L. B. and Mary E. (Grant)
Right of Way,
Option expires December 26, 1957
10,890 sq. ft. at $0.11 per sq. ft. $1,197.90
Amount to be paid owners - chrg to Right of Way $1,197.90
State to assume 1957-58 taxes - Estimate - 25.00
GRAND TOTAL - (Estimate) - chrg to Right of Way $1,222.90
This approval supersedes & cancels prior approval of May 16, 1957 of 8,276 sq. ft. for $950.

Access controlled -
Confirmation of phone approval by Mr. McIver July 30, 1957.

EXHIBIT "A" (Cont)

CORNELIUS-HILLSBORO UNIT, FOREST GROVE-HILLSBORO SECTION - TUALATIN VALLEY HIGHWAY

25338 Ward, Ruth (Black)
Right of Way, Stas. 104 - 104+80
Deed signed July 10, 1957
0.07 acre, 60 F.F. at $12 per F.F. $720.00
Damage 80.00
Amount to be paid owner - chrg to Right of Way $800.00
State to assume 1957-58 taxes. Estimate 8 00
GRAND TOTAL (Estimate) - chrg to Right of Way $808 00
Access: 104+50, S. unrestricted.

Deleted from approved Right of Way Resolution of November 8, 1956 because of title deficiency of optionors.

Access controlled -

FOREST GROVE-CORNELIUS UNIT, FOREST GROVE-HILLSBORO SECTION - TUALATIN VALLEY HIGHWAY

26538 Johnson, Glenn O. and Evelyn P. (Black)
Right of Way, Stas. 256 - 257
Option expires January 19, 1958
Approx. 1,724 sq. ft. at $0.14 per sq. ft. $ 241.36
Yard improvements 138.64
Severance damage 1,320.00
Amount to be paid owners - chrg to Right of Way $1,700 00
THINGS TO BE DONE BY THE STATE
Construct and pave approach with asphalt to r/w line.

Access not controlled -

26539 Smith, Josephine M. (Black)
Right of Way, Stas. 256+60-257+33
Option expires January 19, 1958
0.01 acre $50.00
Amount to be paid owner - chrg to Right of Way $50.00
THINGS TO BE DONE BY THE STATE
Construct approach to owner's present driveway

Access not controlled -

26540 Matzek, Jules C. and Elizabeth J. (Black)
Right of Way, Sta. 275+33
Option expires January 21, 1958
120 sq. ft. $50.00
Amount to be paid owners - chrg to Right of Way $50.00
THINGS TO BE DONE BY THE STATE

EXHIBIT "A" (Cont)

FOREST GROVE-CORNELIUS UNIT, FOREST GROVE-HILLSBORO SECTION - TUALATIN VALLEY HIGHWAY

26540 Matzek, Jules C. and Elizabeth J. (Cont)

Construct approach to Grantors' existing driveway.

Access not controlled.-

ADAMS STREET - MCMINNVILLE SECTION - PACIFIC HIGHWAY

25764 Cobb, Clarence E. and M. F. (Henry)
Channel change,
Option expires January 14, 1958
0.35 acre at $800 per acre $280.00
Amount to be paid owners - chrg to Right of Way $280.00
THINGS TO BE DONE BY THE STATE
Fence Westerly right of way.

Access not controlled -

25765 Osmon, Ella, et al (Henry)
Channel Change, 226 Bills St.
Option expires January 14, 1958
0.05 acre $50.00
Amount to be paid owners - chrg to Right of Way $50.00

Access not controlled -

NESKOWIN-SALMON RIVER SECTION - OREGON COAST HIGHWAY

26116 Pierce, Gladys (Reeder)
Slope Easement, Stas. 249 - 250

Perm. Slope Easement, 0.02 acre $50.00
Amount to be paid owner - chrg to Right of Way $50.00

Access not controlled -
Confirmation of phone approval by Mr. Reynolds July 2, 1957.

VALLEY JUNCTION-WALLACE BRIDGE UNIT, VALLEY JUNCTION-SHERIDAN SECTION - SALMON RIVER HIGHWAY

26218 Ashwell, Charles H. and Lila C. (Gemmell)
Right of Way, Stas. 207 - 211
Option expires December 27, 1957

5.0 acres at $300 per acre (2.08 A. Excess) $1,500.00
House 2,640.00
Shed Addition, garage, well and pump 588.00

EXHIBIT "A" (Cont)

VALLEY JUNCTION-WALLACE BRIDGE UNIT, VALLEY JUNCTION-SHERIDAN SECTION - SALMON RIVER HIGHWAY (Cont)

26218 Ashwell, Charles H. and Lila C. (Cont)

Fruit stand, chicken house, shrubs and trees	$1,272.00	
Amount to be paid owners - chrg to Right of Way		$6,000.00
State to assume 1957-58 taxes - Estimate		120.00
GRAND TOTAL - (Estimate) - chrg to Right of Way		$6,120.00

Grantor to vacate by September 1, 1957

Entire taking -
Confirmation of phone approval by Mr. Reynolds July 2, 1957

26204 Ray, Huber and Freda (Henry)
Right of Way, Stas. 63 - 74
Option expires December 31, 1957

3.3 acres at $250+ per acre	$835.00	
Amount to be paid owners - chrg to Right of Way		$835.00

THINGS TO BE DONE BY THE STATE
Fence right of way. Construct approach designated.
Farm crossing and Access 72+50.

Access controlled -

26213 Sawtelle, C. E. and Jessie A. (Gemmell)
Right of Way, Stas. 161 - 171
Option expires January 7, 1958

2.64 acres at $250 per acre	$660.00	
Amount to be paid owners - chrg to Right of Way		$660 00
State to assume 1957-58 taxes - Estimate -		7 00
GRAND TOTAL - (Estimate) - chrg to Right of Way		$667.00

THINGS TO BE DONE BY THE STATE
Fence right of way.

Access controlled - none allowed -

26220 Board of Trustees of the Sheridan Mennonite Church (Gemmell)
Right of Way, Stas. 217 - 221
Option expires January 7, 1958.

3.53 acres at $200 per acre	$706.00	
Damage	294.00	
Amount to be paid owners - chrg to Right of Way		$1,000.00

THINGS TO BE DONE BY THE STATE
Fence right of way.

Access controlled - none allowed -

EXHIBIT "A" (Cont)

VALLEY JUNCTION-WALLACE BRIDGE UNIT, VALLEY JUNCTION - SHERIDAN SECTION - SALMON RIVER HIGHWAY (Cont)

(Gemmell)

26203 Heider, Nina L. et al
Right of Way, Sta. "B" Leg 20
Option expires January 9, 1958
0.28 acre $100.00
Amount to be paid owners - chrg to Right of Way $100.00
THINGS TO BE DONE BY THE STATE
Fence right of way. Install 8" conduit at Sta. "B" 21+00.
Install 14' gate and construct approach at Sta. "B" 21+50.

Access not controlled -

26869 Bonneville Power Administration
Relocation of Facilities, Salem-Tillamook Line

Moving and adjusting structures 23/5 and 23/7, also installing one new structure, in vicinity of Wallace Bridge Estimate $4,800.00

Trust agreement to be executed.

Confirmation of approval by Commisioner Reynolds July 15, 1957.

(Gemmell)

26221 Yocom, Clara
Right of Way, Stas. 11-19
Option expires January 7, 1958
1.0 acre $500.00
Amount to be paid owner - chrg to Right of Way $500.00
THINGS TO BE DONE BY THE STATE
Fence right of way, construct approach to relocated county road; install 14 foot metal gate at Sta. "B" 15+00.

Complete restriction of access -

WILLAMETTE RIVER-HAYESVILLE SECTION - PORTLAND-SALEM EXPRESSWAY

(Henry)

26642 Taylor, Ralph et al
Slope Easement, Stas. 1847 - 1850
Slope Easement signed July 16, 1957
0.38 acre, easement Gratis

Access not controlled -

EXHIBIT "A" (Cont)

SALEM BY-PASS SECTION - PORTLAND-SALEM EXPRESSWAY

26552 Sandner, Earl A. and Eva P. (Landon)
Right of Way, Stas. 462 - 465
Option expires January 14, 1958
0.13 acre $ 50.00
Trees 100.00
Amount to be paid owners - chrg to Right of Way $150.00
THINGS TO BE DONE BY THE STATE
Re-establish right of way fence.

Access controlled - none allowed -

26554 Birch, Beryl E. and Ida May (Landon)
Right of Way Stas. 478 - 480
Option expires January 14, 1958
0.06 acre at $500 per acre $30.00
Trees 70.00
Amount to be paid owners - chrg to Right of Way $100 00
THINGS TO BE DONE BY THE STATE
Re-establish right of way fence.

Access controlled - none allowed -

26545 State of Oregon Board of Control (Landon)
Right of Way
Approved by Board of Control July 23, 1957
0.33 acre $200.00
Amount to be paid owner - chrg to Right of Way $200.00
THINGS TO BE DONE BY THE STATE
Highway Department to reconstruct right of way fence

Complete restriction of access -

26547 State of Oregon Board of Control (Landon)
Right of Way
Approved by Board of Control July 23, 1957
0.31 acre $125.00
Amount to be paid owner - chrg to Right of Way $125 00
THINGS TO BE DONE BY THE STATE
Highway Department to reconstruct right of way fence.

Complete restriction of access -

NORTH JEFFERSON JUNCTION-LINN COUNTY LINE UNIT, NORTH JEFFERSON JUNCTION-ALBANY SECTION - PACIFIC HIGHWAY

26567 Robertson, Leonard C. and Blanche A. (Henry)
Material Source,

EXHIBIT "A" (Cont)

NORTH JEFFERSON JUNCTION-LINN COUNTY LINE UNIT, NORTH JEFFERSON JUNCTION-ALBANY SECTION - PACIFIC HIGHWAY (Cont)

26567 Robertson, Leonard C. and Blanche A. (Cont)

Option expires December 31, 1957		
3 acres at $50 per acre	$150.00	
Amount to be paid owners - chrg to Material Source		$150.00

MARION COUNTY LINE-ALBANY UNIT, NORTH JEFFERSON JUNCTION-ALBANY SECTION - PACIFIC HIGHWAY

25613 Ropp, Daniel F. and Barbara (Hart)

Right of Way, Sta. 139		
Option expires January 14, 1958		
0.14 acre at $2,000 per acre	$280.00	
Damage to shed	200.00	
Fence	60.00	
Amount to be paid owners - chrg to Right of Way		$540.00
State to assume 1957-58 taxes. Estimate		6.00
GRAND TOTAL - (Estimate) - chrg to Right of Way		$546.00

Premises to be vacated by August 1, 1957.

THINGS TO BE DONE BY THE STATE

Construct 25' wide graveled driveway opposite Sta. 139+00, approximately.

Access not controlled -

25612 Glender, William C. et al (Hart)

Right of Way		
Option expires January 7, 1958		
0.40 acre at $2,000 per acre	$ 800.00	
1½ story house, 1000 sq. ft. at $10 per sq. ft.	10,000.00	
6 trees at $100/ and 6 trees at $50/ tree	900.00	
Well, pump, lawn and landscaping	1,050.00	
Damage	500.00	
Amount to be paid owners - chrg to Right of Way		$13,250.00
State to assume 1957-58 taxes. Estimate		150.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$13,400.00

Grantors to vacate by August 8, 1957.

THINGS TO BE DONE BY THE STATE

Reconstruct driveway with all-weather gravel surfacing.

Access not controlled -

EXHIBIT "A" (Cont)

MARION COUNTY LINE-ALBANY UNIT, NORTH JEFFERSON JUNCTION-ALBANY SECTION - PACIFIC HIGHWAY (Cont)

25472 Heyerly, Edward and Anna (Friess)
Right of Way, 3035 Santiam Hwy., Stas. 1104 & 110
Option expires January 9, 1958
1.41 acres at $1,000 per acre $1,410.00
0.41 acre at $3,000 per acre 1,230.00
Damages to remainder and loss of access 860.00
Low bid for moving house (Baumback) 5,955.00
Amount to be paid owners - chrg to Right of Way $9,455.00
THINGS TO BE DONE BY THE STATE
Provide W. frontage road.

Complete restriction of access -
Confirmation of phone approval by Mr. Reynolds July 26, 1957.

26579 Tonack, Carl and Edna L. (Henry)
Haul road easement
Easement signed 6-26-57.
2.5 acres $250.00
Amount to be paid owners - chrg to Quarry Site $250.00

26595 Shoemate, George and Phyllis (Friess)
Material source, Opposite Sta. 1110
Option expires December 24, 1957.
18.9 acres at $500 per acre $9,450.00
Amount to be paid owners - chrg to Material Source $9,450.00
Added to description: Subject to City of Albany prior option. Grantor reserves right to install irrigation pipe from borrow pit.
THINGS TO BE DONE BY THE STATE
Prepare dust-free haul road within 200' of house.

26578 Davidson, Delmer A. et al (Henry)
Haul Road Easement,
Easement signed July 9, 1957.
1.5 acres at $600 per acre (easement) $900.00
Amount to be paid owners - chrg to Quarry Site $900.00

26453 Mathews, Merle M. and Bernice H. (Hart)
Right of Way, Sta. 1026
Option expires December 21, 1957
40 sq. ft. $40.00
Amount to be paid owners - chrg to Right of Way $40.00
THINGS TO BE DONE BY THE STATE
Provide Easterly frontage road.

Access controlled - none allowed -

EXHIBIT "A" (Cont)

ALBANY-LANE COUNTY LINE UNIT, ALBANY-JUDKINS POINT SECTION - PACIFIC HIGHWAY

25674 McDonald, W. W. et al (Hart)
Right of Way, Stas. 2344 - 2355
Option expires December 24, 1957.

29.4 acres at $200 per acre	$5,880.00	
2 concrete dams	1,490.00	
Dike work	1,600.00	
Amount to be paid owners - chrg to Right of Way		$8,970.00
State to assume 1957-58 taxes - Estimate		100.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$9,070.00

THINGS TO BE DONE BY THE STATE
Allow Grantor use of duck lakes until January 10, 1958.

Entire taking -

25669 Belts, John F. (Hart)
Right of Way, Stas. 2186 - 2200
Option expires January 9, 1958

40.64 acres at $172+ per acre (30.86 A. Express)	$7,000.00	
Severance damage	500.00	
Amount to be paid owner - chrg to Right of Way		$7,500.00
State to assume 1957-58 taxes. Estimate		75.00
GRAND TOTAL (Estimate) - chrg to Right or Way		$7,575.00

Grantors to vacate by January 1, 1958, except that they may continue use of land for farm purposes until construction begins.

Complete restriction of access -

25665 Vannice, James H. (Hart)
Right of Way and Borrow Area, Stas. 2094 - 2120
Option expires November 1, 1957

45.46 acres (10.3 A. Excess) at $175 per acre	$8,000.00	
8 trees at $60+ per tree	500.00	
Rem. 30 rods fencing and rel. 40 rods fencing	200.00	
Prox. and severance damage	3,000.00	
Plus low moving bid (Burt)	895.00	
Amount to be paid owner - chrg to Right of Way		$12,595.00
State to assume 1957-58 taxes. Estimate		120.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$12,715.00

Grantor to vacate by September 1, 1957 or 5 days after payment, whichever occurs later, and may salvage fencing by same time.

THINGS TO BE DONE BY THE STATE

EXHIBIT "A" (Cont)

ALBANY-LANE COUNTY LINE UNIT, ALBANY-JUDKINS POINT SECTION - PACIFIC HIGHWAY (Cont)

25665 Vannice, James H. (Cont)

Reconstruct approach road.

Complete restriction of access -

LONG TOM RIVER BRIDGE UNIT; NOTI - ELMIRA SECTION - RICHARDSON - EUGENE HIGHWAY

(Allen)

26693 Woolbright, Elsie E. et al
Right of Way, Stas. - 236 - 239
Option expires January 14, 1958
0.10 acre $25.00
Amount to be paid owners - chrg to Right of Way $25.00

Access not controlled -

FERRY STREET BRIDGE-MOHAWK ROAD SECTION - EUGENE-SPRINGFIELD HIGHWAY

(Riley)

26739 Runyan, J. P. and Marion L.
Right of Way, Stas. 230 - 231
Option expires January 14, 1958
Approx. 10 sq. ft. $10.00
Amount to be paid owners - chrg to Right of Way $10.00
Subject to a 12' utility easement.

Access controlled - none allowed -

ROSEBURG-CANYONVILLE SECTION - PACIFIC HIGHWAY

(Curfman)

26737 Oakley, K. H. and B. L.
Right of Way, Stas. 842 - 847
Option expires December 21, 1957
0.94 acre $50.00
Amount to be paid owners - chrg to Right of Way $50.00
THINGS TO BE DONE BY THE STATE
Fence right of way.

Access not controlled - Old Pacific Highway -

GLASGOW COUNTY ROAD CONNECTION SECTION - OREGON COAST HIGHWAY

(Curfman)

26683 Shriver, Mabel
Right of Way and Sub. Sta. for P.U.D.

EXHIBIT "A" (Cont)

GLASGOW COUNTY ROAD CONNECTION SECTION - OREGON COAST HIGHWAY (Cont)

26683 Option expires December 27, 1957
0.09 acre± $1.00
Amount to be paid owner - chrg to Right of Way $1.00

Access not controlled -

26682 Central Lincoln P.U.D. (Riley)
Right of Way, Sta. 2-4
Option expires January 2, 1958
0.08 acre $1.00
Amount to be paid owner - chrg to Right of Way $1.00
Grantor reserves title to substation facilities and equipment.

THINGS TO BE DONE BY THE STATE
Reimburse P.U.D. for loss incurred by reason of relocation of substation, cost not to exceed $10,000.
State to deed to Central Lincoln P.U.D. 0.2± acre and 1,000 sq. ft. for $200, as an exchange part of the settlement upon the grounds and for the reason that the said property, in the opinion of the commission, is no longer needed, required, or useful for highway purposes, and the value of the property to be acquired by the State is not less than the value of the property to be relinquished by the State, and the cash to be paid by the State. State to fill and compact are for new substation site.

Access not controlled -

26680 Meincke, R. F. and Gladys (Holt)
Right of Way, Stas. 1-6
Option expires January 20, 1958
.36 acre $1,500.00
Severance damage 2,500.00
Amount to be paid owners - chrg to Right of Way $4,000.00
Coos Co. to reimburse State $2,333.33 as county's share of acquisition.

THINGS TO BE DONE BY THE STATE
Seed the cut slope to be made on property.

Access not controlled -

DAVIS SLOUGH-BANDON SECTION - OREGON COAST HIGHWAY

26109 Detlefsen, Thomas and Helen M. (Morgan)
Right of Way, Stas. 1062 - 1071

EXHIBIT "A" (Cont)

DAVIS SLOUGH-BANDON SECTION - OREGON COAST HIGHWAY

26109 Detlefsen, Thomas and Helen M. (Cont)

Option expires January 2, 1958.

2 acres at $100 per acre	$200.00	
2.2 acres at $75. per acre	165.00	
Damage	35.00	
Amount to be paid owners - chrg to Right of Way		$400.00

THINGS TO BE DONE BY THE STATE

State may remove fill material, gratis, from grantors' remaining land between highway and county road.

Access: 1063+50, W. Unrestricted to Co. Rd.

Access controlled -

BULLARDS BRIDGE-BANDON UNIT, DAVIS SLOUGH-BANDON SECTION - OREGON COAST HIGHWAY

26602 Erdman, Annie (Riley)
Right of Way, 1177-1179
Option expires January 24, 1958

0.99 acre (.12 acre Excess)	$350.00	
Amount to be paid owner - chrg to Right of Way		$350.00

Entire taking -

26617 Welsh, Sterling and Norma (Curfman)
Right of Way, Stas. 1208-1210
Option expires January 24, 1958

.92 acre at $400 per acre	$368.00	
Severance damage	82.00	
Amount to be paid owners - chrg to Right of Way		$450.00

Complete restriction of access -

GRANTS PASS (6th & 7th Sts.) SECTION - PACIFIC HIGHWAY

26128 Jordan, Henry D. and Sadie F. (Morgan)
Ditch Easement,
Option expires December 26, 1957

0.11 acre	$1.00	
Amount to be paid owners - chrg to Right of Way		$1.00

THINGS TO BE DONE BY THE STATE

Relocate present ditch. Any extra material to be placed in old ditch.

Easement to be taken in name of Grants Pass Irrigation District if Grantor will accept.

Access not controlled

EXHIBIT "A" (Cont)

MODOC POINT SECTION - THE DALLES-CALIFORNIA HIGHWAY

26491 Johns-Manville Products Corporation (Cozad)
Permanent Slope Easement
Easement signed July 9, 1957
0.52 acre, slope easement $1.00
Amount to be paid owner - chrg to Right of Way $1.00

NORTH CITY LIMITS KLAMATH FALLS-GREEN SPRINGS HWY. SECTION - THE DALLES-CALIFORNIA HIGHWAY

24750 McBee, Patricia V. (Bucknum)
Right of Way, Stas. 221 - 223
Option expires January 10, 1958
0.7 acre at $600 per acre $420.00
Damage 80.00
Amount to be paid owner - chrg to Right of Way $500.00

Access controlled - none allowed -

B. P. R. PROJECT

CHAPEN CREEK SECTION - HEPPNER-SPRAY HIGHWAY

26756 Ochs, Marlo et al (Bucknum)
Right of Way, Stas. 191-231
Option expires January 23, 1958
3.7 acres at $100 per acre $370.00
2.61 acres at $10 per acre 26.10
Amount to be paid owners - chrg to Right of Way $396.10
Subject to approval of title.
THINGS TO BE DONE BY THE STATE
Re-establish fences and cattle guard on W. wide opp. Sta. 220. Cold deck on Grantors' remaining property merchantable timber in path of construction and remaining timber on property may be removed by Grantors when adjacent lands are logged.

Access not controlled -

MEACHAM-GLOVER SECTION - OLD OREGON TRAIL HIGHWAY

26346 Pendleton Ranches, Inc. (Chatwood)
Right of Way, Stas. 149 - 157
Option expires January 16, 1958
2.7 acres $250.00
Amount to be paid owner - chrg to Right of Way $250.00

Complete restriction of access -

EXHIBIT "A" (Cont)

MILES BRIDGE - BAKER SECTION - MEDICAL SPRINGS HIGHWAY

26741 Prowell, J. E. et al (Chatwood - Brainerd)
Material Source,
Option expires December 27, 1957.
28.7 acres at $25+ per acre $718.00
Amount to be paid owners - chrg to Material Source $718.00
THINGS TO BE DONE BY THE STATE
Fence Stockpile Site - (Estimated cost $150.00)

ONTARIO-SNAKE RIVER SECTION - OLD OREGON TRAIL HIGHWAY

23966 Riverside Addition Irrigation Company (Chatwood)
Right of Way, Stas. 1238-9
Option expires December 31, 1957
0.26 acre (0.11 acre Excess), lump sum $ 310.00
Allow. for re-establishment of pump house, pumping equipment and irrigation system 7,802.69
Amount to be paid owner - chrg to Right of Way $8,112.69

Grantors to remove pumping and electrical equipment, machinery and suction pipe 30 days before construction begins, or it becomes property of State. Machinery and equipment to be removed by December 31, 1957.

Entire taking -

26377 Haynes, Raymond W. et al (Brainerd)
Right of Way, 1715 E. Idaho Ave., Sta. 1296+25
Option expires December 17, 1957
23,900 sq. ft. land with 12 cabin units at $5,300/unit $63,600.00
10 units at $880 per unit, (Unfinished) 8,800.00
7,500 sq. ft., 50 F.F. at $70+per F.F. 3,504.00
Building, 1,423 sq. ft. at $2 per sq. ft. 2,846.00
Amount to be paid owners - chrg to Right of Way $78,750.00

Grantors to vacate 5 days after payment or enter into rental agreement.

Entire taking -

VALLEY JUNCTION-WALLACE BRIDGE UNIT, VALLEY JUNCTION - SHERIDAN SECTION-SALMON RIVER HIGHWAY

26217 Amacher, Sophie (Gemmell)
Right of Way, Stas. 201-9
Option expires January 24, 1958
10 acres (2.28 A. Excess) at $350 per acre $3,500.00

EXHIBIT "A" (Cont)

VALLEY JUNCTION-WALLACE BRIDGE UNIT, VALLEY JUNCTION - SHERIDAN SECTION-SALMON RIVER HIGHWAY

26217 Amacher, Sophie (Cont)

Two houses, etc.	$9,500.00	
Amount to be paid owner- chrg to Right of Way		$13,000.00
State to assume 1957-58 taxes. Estimate		130.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$13,130.00

Entire taking -

26222 Page, Loyal E. and Lena M. (Gemmell)
Right of Way, Sta. Dc Leg 6+
Option expires January 7, 1958

15 acres (11.84 A. Excess) at $350- per acre	$5,127.00	
Amount to be paid owners - chrg to Right of Way		$5,127.00

Entire taking -

SALEM BY-PASS SECTION - PORTLAND - SALEM EXPRESSWAY

26542 Brunkel, Rosa C. (Landon)
Borrow, Area
Option expires January 29, 1958

2.84 acres at $2,500 per acre	$7,100.00	
Amount to be paid owner - chrg to Right of Way		$7,100.00

THINGS TO BE DONE BY THE STATE
Not to leave a pit, or a pond of water as result of removing earth material.

Complete restriction of access -

MARION COUNTY LINE-ALBANY UNIT, NORTH JEFFERSON JUNCTION-ALBANY SECTION - PACIFIC HIGHWAY

26483 Staley, Tillman and Glovene (Hart)
Right of Way
Option expires January 28, 1958

890 sq. ft.	$ 50.00	
Allow. to rem. portion of bldgs. and damage	200.00	
Amount to be paid owners - chrg to Right of Way		$250.00

Grantors to vacate by August10, 1957.
THINGS TO BE DONE BY THE STATE
Reconnect existing Co. Rd. to Hwy. 20 at present location opp. Sta. 137+00.

Complete restriction of access -

EXHIBIT "A" (Cont)

EAST UNIT, CAMP CREEK-PAULINA SECTION - PAULINA SECONDARY HIGHWAY

26895 Bryant, Dick and Bessie (Bucknum)
Right of Way, Stas. 565-578, 386-451
Option expires January 24, 1958
0.87 acre $100.00
Amount to be paid owners - chrg to Right of Way $100.00

Access not controlled -

26896 Severance, H. F. (Bucknum)
Right of Way, Stas. 204-217
Option expires January 24, 1958
0.11 acre $25.00
Amount to be paid owners - chrg to Right of Way $25.00

Access not controlled -

26897 Congleton, C. S. et al (Bucknum)
Right of Way, Stas. 586-289
Option expires January 24, 1958
0.06 acre $25.00
Amount to be paid owners - chrg to Right of Way $25.00

Access not controlled -

GRANTS PASS-JACKSON COUNTY LINE UNIT, GRANTS PASS-ROCK POINT SECTION - PACIFIC HIGHWAY

26162 Milbank, Nichols and Dorothy K. (Allen)
Right of Way, Stas. L3 1217-L46
Option expires January 28, 1958
1 acre at $2,500.00 per acre $2,500.00
1.28 acres at $1,500+ per acre 2,000.00
26+ rods fencing at $4 per rod 105.00
Encroachment damage and reduction in area 8,000.00
Amount to be paid owners - chrg to Right of Way $12,605.00
State to assume 1957-58 taxes. Estimate 130.00
GRAND TOTAL (Estimate) - chrg to Right of Way $12,735.00
Grantor may remove shrubbery and irrigation equipment by time construction begins or by July 1, 1958.
THINGS TO BE DONE BY THE STATE
Provide N. frontage road. Construct approach at Sta. 44+75 on F. line.

Conplete restriction of access -

EXHIBIT "A" (Cont)

BULLARDS BRIDGE-BANDON UNIT; DAVIS SLOUGH-BANDON SECTION - OREGON COAST HIGHWAY

26615 Carver, E. S. and Lucille E. (Riley)
Right of Way, Stas. 1203-1205
Option expires January 28, 1958
0.92 acre, 10 lots at $40 each $400.00
Amount to be paid owners - chrg to Right of Way $400.00

Complete restriction of access -

26616 Chesselet, Stanley R. and Evelyn R. (Riley)
Right of Way, Stas. 1205-1207
Option expires January 29, 1958
0.92 acre, 10 lots at $40 each $400.00
Amount to be paid owners - chrg to Right of Way $400.00

Complete restriction of access -

26623 Lammey, Howard W. and Hazel I. (Riley)
Right of Way, Stas. 1216-1218
Option expires January 29, 1958
1.01 acres $600.00
Amount to be paid owners - chrg to Right of Way $600.00

Complete restriction of access -

BEAVER LOOKOUT-BULLARDS BRIDGE UNIT, DAVIS SLOUGH-BANDON SECTION - OREGON COAST HIGHWAY

26434 Kay, Logan and Lucy M. (Morgan)
Right of Way, Stas. 1109-1118
Option expires January 29, 1958
1.6 acre $2,500.00
Low bid for moving (Mann) 2,250.00
Amount to be paid owners - chrg to Right of Way $4,750.00
THINGS TO BE DONE BY THE STATE
Construct and blacktop driveway at Sta. 1109+75 to r/w line.
Access: 1109+75, W., operation of future commercial activity only.

Access controlled -

WEST UNIT, SANDY-FOREST BOUNDARY SECTION - MT. HOOD HIGHWAY

25551 Koennecke, Marie E. (Grothaus)
Right of Way, Stas. 178-189
Option expires October 23, 1957
3.72 acres $877.00

EXHIBIT "A" (Cont)

WEST UNIT, SANDY-FOREST BOUNDARY SECTION - MT. HOOD HIGHWAY

25551 Koennecke, Marie E. (Cont)

Timber	$123.00	
Adjustment for 1957-58 taxes.	25.00	
Amount to be paid owner - chrg to Right of Way		$1,025.00

THINGS TO BE DONE BY THE STATE

Reconnect private farm road, near Sta. 186+00, to existing hwy.
Construct public connection opp. Sta. 182+00, " " "
Access" 187+43, N., residential, agricultural and timber.

Access controlled -

ALBANY-LANE COUNTY LINE UNIT, ALBANY-JUDKINS POINT SECTION-PACIFIC HIGHWAY

25667 Quimby, Hattie (Hart)
Right of Way, Stas. 2120-2146
Option expires November 8, 1957

69.75 acres (51.78 A. Excess) at $175- per acre	$12,200.00	
Fencing, 255 rods at $3- per rod (Payment for existing fence which owner may salvage)	750.00	
Damage	1,000.00	
Amount to be paid owner - chrg to Right of Way		$13,950.00
State to assume 1957-58 taxes. Estimate		150.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$14,100.00

Grantor to vacate by November 1, 1957, or 5 days after payment, whichever occurs later, and may salvage E. and W. existing fence from r/w by same time. Grantor may farm property until construction begins.

THINGS TO BE DONE BY THE STATE

Fence W. line of r/w with #2 sheep-type fence, also parcel 3, on South.

Complete restriction of access -

25726 Christensen, A. C. and Katharine E. CORRECTION REPORT (Hart)
Right of Way, Stas. 2355-2384
Option expires January 25, 1958

38.57 acres at $200- per acre	$7,710.00	
Severance damage, loss of water and fencing	4,290.00	
Amount to be paid owners - chrg to Right of Way		$12,000.00
State to assume 1957-58 taxes. Estimate		120.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$12,120.00

EXHIBIT "A" (Cont)

ALBANY-LANE COUNTY LINE UNIT, ALBANY-JUDKINS POINT SECTION-PACIFIC HGIHWAY

25726 Christensen, A. C. and Katharine E. (Cont)

Grantors to vacate by November 1, 1957, or within 5 days of payment, whichever occurs later, but may continue use of land until required by State. Grantors to be allowed water privileges to Muddy Creek opp. Sta. 2365+00, on E. side, with culvert under frontage road provided by State.

THINGS TO BE DONE BY THE STATE
Fence E. & W. boundaries of r/w and construct approach road at Sta. 2375+00 on E. side and along county road at Sta. 25+00, on N. side. Provide E. frontage road. This supersedes and cancels June-27-'57 approval of $13,000.

Complete restriction of access -

HARBOR DRIVE-BARBUR BOULEVARD SECTION -PORTLAND-SALEM EXPRESSWAY

26370 Dieter, Harry P. and Edla S. (Young)
Right of Way, 8706 S.W. 30th Ave., Sta. 294
Option expires January 30, 1958

3,675 sq. ft. at $0.06- per sq. ft.	$220.00	
Damage	480.00	
Amount to be paid owners - chrg to Right of Way		$700.00
State to assume 1957-58 taxes. Estimate		20.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$720.00

Access not controlled -

SALEM BY-PASS SECTION (1957 widening) - PORTLAND-SALEM EXPRESSWAY

26556 DeLapp, Russell B. and Ruth G. (Landon)
Right of Way, Stas. 171-175
Option expires February 1, 1958

0.13. 5,663 sq. ft. at $0.25 per sq. ft.	$1,415.75	
Amount to be paid owners - chrg to Right of Way		$1,415.75

THINGS TO BE DONE BY THE STATE
Construct right of way fence.

Complete restriction of access -

VALLEY JUNCTION-WALLACE BRIDGE UNIT, VALLEY JUNCTION - SHERIDAN SECTION - SALMON RIVER HIGHWAY

26210 Tharp, Virgil and Amy (Gemmell)

EXHIBIT "A" (Cont)

VALLEY JUNCTION-WALLACE BRIDGE UNIT, VALLEY JUNCTION-SHERIDAN SECTION - SALMON RIVER HIGHWAY

26210 Tharp, Virgil and Amy (Cont)
Right of Way, Stas. 133-140
Option expires February 4, 1958
1.96 acres at $250 per acre $490.00
Damage 598.00
Amount to be paid owners - chrg to Right of Way $1,088.00

Grantors have right to inter drainage tile in ditch on S. side.
THINGS TO BE DONE BY THE STATE
Fence right of way; install a 20' metal gate and construct approaches on both sides at 133+50.
Access: 133+50, N., for agricultural and residential purposes.
Farm crossing, 133+50.
Access controlled -

26211 Tharp, Helen et al (Gemmell)
Right of Way, Stas. 140-149
Option expires February 4, 1958
2.1 acres $525.00
Damage 605.00
Amount to be paid owners - chrg to Right of Way $1,130.00

Grantors have right to inter drainage tile in ditch on S. side.
THINGS TO BE DONE BY THE STATE
Fence right of way; install a 20' metal gate and construct approaches on both sides at 142+30.
Access: 142+30, N., agricultural and residential purposes.
Farm crossing, 142+30.
Access controlled -

SALEM BY-PASS (1957 widening) - PORTLAND-SALEM EXPRESSWAY

26697 DeTour, William and Gertrude (Landon)
Right of Way, 3704 Turner Rd., Stas. 369-372
Option expires February 1, 1958
0.12 acre at $1,000 per acre $120.00
Allow for failure to re-est. irr. facilities in prev. taking 750.00
Amount to be paid owners - chrg to Right of Way $870.00
THINGS TO BE DONE BY THE STATE
Reconstruct right of way fence.

Complete restriction of access

26543 Taggart, Jack R. and Henrietta M. (Landon)
Easement for Borrow, Stas. 131-134
Option expires February 4, 1958

EXHIBIT "A" (Cont)

SALEM BY-PASS (1957 widening) - PORTLAND-SALEM EXPRESSWAY

26543 Taggart, Jack R. and Henrietta M. (Cont)

Purchase and rem. of earth material	$1,190.00	
Amount to be paid owners - chrg to Right of Way		$1,190.00

Material to be removed prior to August 1, 1958, as specified.

Complete restriction of access -

CRAWFORDSVILLE-BROWNSVILLE SECTION - HALSEY SWEET HOME HIGHWAY

26225 Sayer, Nadine
Borrow Pit, Sta. 535
Option expires January 14, 1958

1.125 acres	$300.00	
50 rods fencing allow. at $4 per rod	200.00	
Amount to be paid owner - chrg to Right of Way		$500.00

Access not controlled -

VALLEY JUNCTION-WALLACE BRIDGE UNIT, VALLEY JUNCTION-SHERIDAN SECTION- SALMON RIVER HIGHWAY.

26208 Boyer, Wilson and Zelma (Gemmell)
Right of Way, Stat. 109-125
Option expires February 6, 1958

4.20 acres at $250 per acre	$1,050.00	
Crop damage	29.04	
Damage to remainder	710.00	
Amount to be paid owners - chrg to Right of Way		$1,789.04

THINGS TO BE DONE BY THE STATE
Fence right of way; install a 20' metal gate and construct approaches on both sides at Sta. 108+50. Farm crossing at 108+50, and access at same Sta., N. side, for residential and agricultural purposes.

Access controlled -

26212 Boyer, Wilson and Zelma (Gemmell)
Right of Way, Sta. 149-161
Option expires February 6, 1958

3.00 acres at $250 per acre	$750.00	
Damage to remainder	650 00	
Amount to be paid owners - chrg to Right of Way		$1,400.00

THINGS TO BE DONE BY THE STATE
Fence right of way, install a 20' metal gate and construct

EXHIBIT "A" (Cont)

VALLEY JUNCTION-WALLACE BRIDGE UNIT, VALLEY JUNCTION - SHERIDAN SECTION - SALMON RIVER HIGHWAY

26212 Boyer, Wilson and Zelma (Cont)

approaches on both sides at Sta. 160+40. Farm crossing at 160+40 and access at same Sta., N. side, for residential and agricultural purposes.

Access controlled -

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND-SALEM EXPRESSWAY

25004 City of Portland (Mayhew)
Bridge Right of Way, Stas. 170-178
Deed signed July 23, 1957
47,000 sq. ft. at $0.05+ per sq. ft. $2,400.00
Amount to be paid owner - chrg to Right of Way $2,400.00

Entire taking -

26371 Throne, Jay H. and Grace (Young)
Right of Way, 8911 S.W. Barbur Blvd., Sta. 297
Option expires February 4, 1958
14,860 sq. ft. $ 500.00
Severance damage 2,000.00
Amount to be paid owners - chrg to Right of Way $2,500.00
State to pay 5/6 of 1957-58 taxes. Estimate 43.00
GRAND TOTAL (Estimate) - chrg to Right of Way $2,543.00
S.W. 28th Ave. to be closed and barricaded approx. 10' S. of N.E. corner of property.

Access not controlled -

26373 McGuire, Lena (Young)
Right of Way, 8611 S.W. 28th Ave., Sta. 297
Option expires February 6, 1958
21,600 sq. ft. at $0.11- per sq. ft. $2,350.00
House, 768 sq. ft. 2,050.00
Yard improvements 100.00
Amount to be paid owner - chrg to Right of Way $4,500.00
State to assume 1957-58 taxes Estimate 90.00
GRAND TOTAL (Estimate) - chrg to Right of Way $4,590.00

Grantor to vacate 45 days after notice.

Entire taking -

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND-SALEM EXPRESSWAY

26839 Walter, John A. and Bertha L. (Scott)
Right of Way, 10851 S.W. 55th Ave., Sta. 387
Option expires February 4, 1958

500 sq. ft. at $0.20 per sq. ft.	$100.00	
Allow. for moving fence, sign post and shrubs	50.00	
Allow. for 1957-58 taxes	14.00	
Amount to be paid owners - chrg to Right of Way		$164.00

Complete restriction of access -

22534 Houston, Irvin and Lois Gene (Young)
Right of Way, 0426 S.W. Pennoyer St., Sta. 106
Option expires January 25, 1958

2,500 sq. ft.	$ 400.00	
House, 666 sq. ft.	2,740.00	
Yard	110.00	
Amount to be paid owners - chrg to Right of Way		$3,250.00
State to assume 1957-58 taxes. Estimate		70.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$3,320.00

Grantors to vacate 30 days after notice.

Entire taking -

26372 Shadduck, Frank A. et al (Young)
Right of Way, 2844 S.W. Spring Garden Blvd., Sta. 297
Option expires January 31, 1958

16,650 sq. ft. at $0.12 per sq. ft. (16,475 sq. ft. Excess)	$1,998.00	
10,000 sq. ft. at $0.06 per sq. ft.	600.00	
House	6,800.00	
Yard and garage	602.00	
Amount to be paid owners - chrg to Right of Way		$10,000.00
State to assume 1957-58 taxes. Estimate		200.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$10,200.00

Grantors to vacate 45 days after notice.

Entire taking -

26374 Smith, Charles E. and Pearl M. (Young)
Right of Way. 2738-40 Spring Garden St., Sta. 297
Option expires February 5, 1958

7,343 sq. ft. at $0.08+ per sq. ft.	$ 600.00	
Damage and yard improvements	1,400.00	
Amount to be paid owners - chrg to Right of Way		$2,000.00

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND-SALEM EXPRESSWAY

26374 Smith, Charles E. and Pearl M. (Cont)

State to assume 1957-58 taxes. Estimate		40.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$2,040.00

THINGS TO BE DONE BY THE STATE
Protect, during construction, existing 4" drain tile.

Access not controlled -

HARRISBURG-JUNCTION CITY SECTION - PACIFIC HIGHWAY

26911 Gavette, Hugh R. and Doratha B. (Hart)
River Revetment Easement
Easment signed August 6, 1957

Construction easement	$1.00	
Amount to be paid owners - chrg to Right of Way		$1.00

SALEM BY-PASS SECTION (1957 widening) - PORTLAND-SALEM EXPRESSWAY

26544 Nielsen, Chris J. (Landon)
Borrow Area
Option expires February 3, 1958

0.46 acre	$1,250.00	
Amount to be paid owner - chrg to Right of Way		$1,250.00

Complete restriction of access -

GOBLE-ST. HELENS SECTION - COLUMBIA RIVER HIGHWAY

21836 Columbia County (Smith)
Right of Way, Sta. 93
Option expires February 6, 1958

2.25 acres	$200.00	
Amount to be paid owner - chrg to Right of Way		$200.00

Conveyance to be by B. & S. deed.
THINGS TO BE DONE BY THE STATE
Fence W. r/w line of the relocated county road.

Entire taking -

WEST UNIT, SANDY-FOREST BOUNDARY SECTION - MT. HOOD HIGHWAY

25722 Moody, Rose Marie (Grothaus)
Right of Way, Stas. 451-453
Option expires August 21, 1957

EXHIBIT "A" (Cont)

WEST UNIT SANDY-FOREST BOUNDARY SECTION - MT. HOOD HIGHWAY

25722 Moody, Rose Marie (Cont)

0.31 acre	$ 3,250.00	
Allow. for moving house (Burt's bid)	10,260.00	
Allow. for moving rock wall, flowers, shrubs, etc	2,750.00	
Allow. for moving 2 signs	250.00	
1957-58 tax adjustment	90.00	
Amount to be paid owner - chrg to Right of Way		$16,600.00

Grantor to vacate and remove improvements by October 1, 1957 or 45 days after notice, whichever is later, or improvements become property of State. Grantor reserves right to maintain present power plant under hwy. bridge.

THINGS TO BE DONE BY THE STATE

Surface an approach to r/w line 25' in width, S., and surface approach on r/w line 40' in width, N., at access points. Access: 451+35, 25' wide, S., residential and 451+50, 40' wide, N. for operation of cafe and tavern activity, future motel activity and residential purposes.

Access controlled -

28707

EXHIBIT "B-1"

Minutes of August 8 and 9, 1957

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in 92nd Avenue-Fairview Section of the T. H. Banfield Expressway described as follows:

A parcel of land lying in Section 26, Township 1 North, Range 2 East, W. M., Multnomah County, Oregon and being a portion of that tract of land described in those certain deeds to State of Oregon, by and through its State Highway Commission, recorded in Book 1458, Page 141 and in Book 1462, Page 362 of Multnomah County Records of Deeds; the said parcel being described as follows:

Beginning at a point in the West line of the William Wilkes D. L. C., Township 1 North, Range 2 East, W. M., said point being 1471.24 feet North of the S. W. corner thereof; thence on a 266.41 foot radius curve left (the long chord of which bears N. 62° 49' E 314.90 feet) 337.01 feet; thence N. 0° 01' 30" W 311.8 feet more or less, to a line which is parallel to and 100 feet Southerly of the located center line of the T. H. Banfield Expressway; thence Easterly parallel to said center line 690 feet more or less, to the Easterly line of said property; thence along the boundaries of said property as follows: S 22° 13' W 799.56 feet, N 67° 47' W 974.94 feet; N 84° 05' 30" W 356.07 feet; N 0° 54' 30" E 128.5 feet; N 89° 32' 33" E 606.4 feet and South 142.06 feet to the point of beginning, containing 12.95 acres.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $32,500.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et. Seq. The conveyance of said property shall provide that there is reserved to the State, and waived and relinquished by the purchaser, all rights of ingress and egress to, from and between said real property and the right of way of the T. H. Banfield Expressway.

EXHIBIT "B-1" (Cont)

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 50 be entered in the minutes and records of the Commission as of the 8th day of August, 1957.

EXHIBIT "B-2"

Minutes of August 8 and 9, 1957

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the Valley Junction-Sheridan Section of the Salmon River Highway described as follows:

A parcel of land lying in the H. C. Lawson D. L. C. #49 and the George Tharp D. L. C. #50, Township 6 South, Range 7 West, W.M., Polk County, Oregon, and being a portion of that property described in that certain deed to Loyal E. and Lena M. Page recorded in Book 140, Page 144 of Polk County Records of Deeds; the said parcel being that portion of said property lying Westerly and Northerly of the following described line: Beginning on the Northerly line of said property at a point 195 feet Westerly of the intersection of said Northerly property line and the Westerly right of way line of the existing Salmon River Highway, said intersection being approximately 520 ft. North and 377 ft. East of the Northeast (NE) corner of said Lawson D. L. C. #49; thence South 20° 40' 57" West 389 ft., thence on a 236.48 foot radius curve right (the long chord of which bears S 59° 30' 20" W) 320.47 feet, thence S 8° 19' 44" West 40 ft., more or less, to the Southerly line of said property.

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 10.5 acres, more or less.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $3,150.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et. Seq. Access will be by way of frontage road only.

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 52 be entered in the minutes and records of the Commission as of the 8th day of August, 1957.

EXHIBIT "C"

Minutes of August 8 and 9, 1957

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of State Highway projects have been completed according to the terms and provisions of said contracts and that said jobs are now ready for acceptance.:

"Contract No. 4467, with Durbin Bros., for grading and oiling on the Deschutes River Section of the McKenzie Highway in Deschutes County, completed June 15, 1957.

"Contract No. 4558, with R. A. Heintz Construction Co., for grading on the Fords Bridge Unit, Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County, completed June 7, 1957.

"Contract No. 4618, with Roy L. Houck & Sons, for grading and paving on the Middle Unit, Pendleton-Pilot Rock Section of the Pendleton-John Day Highway in Umatilla County, completed May 14, 1957.

"Contract No. 4643, with Babler Bros., for surfacing and oiling on the Muddy Creek School-Haines Junction and Middle Unit, Rock Creek-Haines Sections of the Muddy Creek and Rock Creek County Roads in Baker County, completed July 16, 1957.

"Contract No. 4666, with Tri-State Painting Co., for painting the Ojalla and Fuller Bridges on the Siletz Highway in Lincoln County, completed June 5, 1957.

"Contract No. 4690, with United Builders, Inc., for widening the Dairy Creek Bridge on the Tualatin Valley Highway in Washington County, completed June 28, 1957.

"Contract No. 4698, with J. C. Compton Co., for the paving of West Pacific Avenue in the City of Taft in Lincoln County, completed July 1, 1957.

"Contract No. 4726 with Barney B. Helser for furnishing crushed materials in stockpiles on the Klamath Agency Section of the Crater Lake, The Dalles-California and Modoc Point Highways in Klamath County, completed April 27, 1957.

"Contract No. 4754, with Perkins Bros., for grading and paving on the Oswego Section of the Country Club Road and "A" Avenue in Clackamas County, completed June 3, 1957.

"Contract No. 4765, with Keizer Sand & Gravel Co., for roadside improvement on the Barbur Blvd. -Willamette River Section of the Portland-Salem Expressway in Clackamas, Multnomah and Washington Counties,

EXHIBIT "C" (Cont)

completed June 27, 1957.

"Contract No. 4792, with F. L. Somers, for grading and oiling on the China Gulch-Copper Road Section of the Medford-Provolt Highway in Jackson County, completed July 10, 1957.

"Contract No. 4799, with Trowbridge Electric Co., for the Scholls Ferry Road-Oleson Road traffic signal installation on the Beaverton-Hillsdale Highway in Washington County, completed July 30, 1957.

"Contract No. 4804, with Roy L. Houck & Sons for grading and paving on the South Unit, Pendleton-Pilot Rock Section of the Pendleton-John Day Highway in Umatilla County, completed May 15, 1957.

"Contract No. 4809, with Rogers Construction Co., for widening the McKay Creek and Tutuilla Creek Bridges on the Pendleton-John Day Highway in Umatilla County, completed July 31, 1957.

"Contract No. 4812, with Warren Northwest, Inc., for grading and paving on the East Unit, Fort Rock Road-Brothers Section of the Central Oregon Highway in Deschutes County, completed July 1, 1957.

"Contract No. 4821, with Morgan Bros., for grading on the Parish Creek Unit, Spray-Waterman Section of the Spray-Waterman County Road, completed June 20, 1957.

"Contract No. 4830, with Eugene Gardens for grading, paving and illumination on the Cannon Beach Junction Section of the Sunset and Oregon Coast Highways in Clatsop County, completed July 2, 1957.

"Contract No. 4839, with Central Paving Co., for grading and paving on the Burns Junction-Basque Maintenance Station of the I. O. N. Highway in Malheur County, completed June 3, 1957.

"Contract No. 4841, with E. H. Itschner Co., for paving on the Hinkle-Bucks Corner Section of the Hermiston Highway in Umatilla County, completed July 30, 1957.

"Contract No. 4844, with H. J. and H. W. Miller, for grading and paving on the W. 3rd St. -E. 1st Street. (Enterprise) Section of the Wallowa Lake Highway and city street in Wallowa County, completed July 12, 1957.

"Contract No. 4856, with R. I. Randolph, for construction of facilities in the Fort Stevens State Park in Clatsop County, completed July 19, 1957

"Contract No. 4863, with L. A. Decker, for furnishing crushed materials in stockpiles on the Lakeview Section of the Fremont, Klamath Falls-Lakeview and Warner Highways in Lake County, completed July 5, 1957.

EXHIBIT "C" (Cont)

"Contract No. 4866, with Hughes & Dodd Co., for furnishing crushed materials in stockpiles on the Azalea-Mackin Gulch Section of the Pacific Highway in Douglas and Josephine Counties, completed June 26, 1957.

"Contract No. 4867, with Babler Bros., Inc., for oiling and furnishing crushed materials in stockpiles on the Suntex and Alkali Lake-Lake Abert Sections of the Central Oregon and Lakeview-Burns Highways in Lake and Harney Counties, completed June 24, 1957.

"Contract No. 4869, with Baughman & Sons, for construction of facilities in the Honeyman State Park in Lane County, completed July 2, 1957.

"Contract No. 4872, with R. I. Randolph Construction Co., for grading and paving on the State Street-Mission Street Extension (Salem) of the North Santiam Highway in Marion County, completed July 1, 1957.

"Contract No. 4882, with C. C. Meisel for furnishing crushed materials in stockpiles on the Shaniko Section of the Sherman Highway in Sherman County, completed June 19, 1957.

"Contract No. 4887, with Babler Bros., Inc., for constructing the Rock Creek and Thirtymile Creek Bridges on county roads in Gilliam County, completed July 1, 1957.

"Contract No. 4892, with Funderburk Construction Corporation for slope stabilization on the Roberts Mountain Summit Section of the Pacific Highway in Douglas County, completed June 4, 1957.

"Contract No. 4893, with O. & S. Painters for painting the Youngs Bay Bridge on the Oregon Coast Highway in Clatsop County, completed July 3, 1957.

"Contract No. 4899, with J. C. Compton Co., for oiling on the Division No. 2 Oiling Project on the Woodburn-Estacada, Silver Creek Falls and Corvallis-Newport Highways in Marion, Lincoln and Clackamas Counties, completed June 29, 1957.

"Contract No. 4900, with L. O. Fusby & Harold E. Ray for constructing the Wild Horse Creek Bridge on Preston St. in the City of Adams, Umatilla County, completed July 10, 1957.

"Contract No. 4902, with Warren Northwest, Inc., for grading and paving Lafayette Street in the City of Dayton in Yamhill County, completed July 19, 1957.

"Contract No. 4903, with Corvallis Sand & Gravel Co., for grading and paving on the Philomath ("M" Street) Section in Benton County, completed July 12, 1957.

EXHIBIT "C" (Cont)

"Contract No. 4904, with James G. Robertson, for construction of a culvert, grading and stone base on the Mill Creek (Seaside) Section of the Oregon Coast Highway in Clatsop County, completed June 19, 1957.

"Contract No. 4905, with Russell Olson Construction Co., for oiling on the Condon-Kinzua Junction Section of the John Day and Wasco-Heppner Highways in Gilliam and Wheeler Counties, completed July 12, 1957.

"Contract No. 4907, with Hamilton & Thoms for constructing the Coast Fork Relief Bridge on the Willamette Highway in Lane County, completed July 15, 1957.

"Contract No. 4914, with E. H. Itschner Co., for grading, oiling and furnishing crushed materials in stockpiles on the Pendleton-Adams Section of the Oregon-Washington-Pendleton-Cold Springs and Athena-Holdman Highways in Umatilla County, completed June 28, 1957.

"Contract No. 4818, with Babler Bros., Inc., for grading and oiling the North Unit, Vale-Grand Ave. Section of a county road in Malheur County, completed July 23, 1957.

"Contract No. 4924, with Johnson's Cement Products, for paving on the Bunker Hill-Davis Slough Section of the Oregon Coast Highway in Coos County, completed July 13, 1957.

"Contract No. 4933, with Horton Construction Co., for oiling on the Division No. 1 Oiling Project on four state highways in Washington, Clackamas and Yamhill Counties, completed July 10, 1957.

"Contract No. 4934, with Lee F. Philpott for furnishing crushed materials in stockpiles on the Ochoco Highway in Wheeler and Grant Counties, completed July 5, 1957.

"Contract No. 4954, with C. R. Bennett and William Hickey for construction of a sand shed at Seneca on the John Day-Burns Highway in Grant County, completed July 24, 1957.

"Contract No. 4957, with George C. Stubbert, for installing guard rail on the Low Pass Summit Section of the Siuslaw Highway in Lane County, completed June 26, 1957.

"Contract No. 4967, with Oregon Asphaltic Paving Co., for grading and paving First Avenue South in the City of Tualatin, Washington County, completed July 18, 1957.

"Contract No. 4973, with Babler Bros., Inc., for grading and paving the Prineville (Tenth and Main Sts.) Section on city streets in Crook County, completed July 19, 1957.

EXHIBIT "C" (Cont)

THEREFORE BE IT RESOLVED that the work covered by State Highway Contracts for the consturction of said State Highway Projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final paument in connection with each is hereby authorized

BE IT FURTHER RESOLVED that this Contracts Completed Resolution No. 64 shall be entered in the minutes and records of the Commission as of the 8th day of August, 1957.

EXHIBIT "D"

Minutes of August 8 and 9, 1957

R ESOLUTION

WHEREAS, ORS 366.800 provides that:

"There shall be and hereby are appropriated out of the highway fund annually such sums of money as will equal 10 percent of all moneys credited to the highway fund by the State Treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the highway fund by the State Treasurer under ORS 319.410, 481.540, 767.635 and from fines and penalties collected for violations of the motor vehicle and transportation laws. The appropriation shall be distributed among the several cities as provided in ORS 366.785 to 366.820."

AND, WHEREAS, ORS 366.805 provides:

"The appropriation specified in ORS 366.800 shall be allocated to the cities as follows:

(1) The sum of $250,000 shall be withdrawn from the appropriation each year and set up in a separate account to be administered by the commission.

(2) Such account shall be spent each year by the commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area of heavy and unusual industrial traffic.

(3) The commission shall determine the distribution of the expenditures after considering applications made to it therefor from the cities.

(4) The balance remaining in the appropriation after the withdrawal of the $250,000 shall be distributed to all the cities.

(5) Each city shall receive such share of the balance as its population bears to the total population of the cities.

AND, WHEREAS, ORS 366.810 provides that:

"Funds accrued and payable to cities under ORS 366.785 to 366.820 shall be remitted semiannually by the Secretary of State to the financial officer of each city. The funds appropriated shall be apportioned on a

semiannual basis immediately following June 30 and December 31 of each year by the commission, which shall certify the apportionment to the Secretary of State. Upon receipt of such certificate the Secretary of State shall issue his warrants therefore payable to the cities in the amounts set out."

WHEREAS, the funds or moneys which have been by the State Treasurer credited to the state highway fund during the period January 1 to June 30, inclusive, of the year 1957, and which have accrued from the sources named herein, produced the following amounts:

Funds resulting under the provisions of ORS 481.540 (motor vehicle registration and operators' license fees) total	$ 6,413,764.82
Funds resulting under the provisions of ORS 319.410 (gasoline tax) total	14,269,657.43
Funds resulting under the provisions of ORS 767.635 (motor carrier fees) total	5,221,951.94
Funds resulting from fines and penalties collected for violations of the motor vehicle and transportation laws total	206,979.64
	$26,112,353.83

AND, WHEREAS, the statutory ten per cent of said total produces for allocation and distribution by the Highway Commission to the benefited cities and towns a total of $2,611,235.38, from which sum there is to be deducted one-half of the sum of $250,000 or $125,000, thus leaving for allocation and distribution for the period January 1 to June 30, 1957, the sum of $2,486,235.38, and

WHEREAS, by applying the factors of allocation or distribution provided for in ORS 366.800 to 366.810, the State Highway Commission has determined upon an apportionment of said balance among the cities of the state as shown in the tabulation given below:

NOW, THEREFORE, be it and it hereby is resolved and ordered by this Commission as follows:

1. The Commission does hereby find, declare and order that the funds made available for allocation and distribution to the several cities of the State of Oregon pursuant to law, are hereby allocated and appropriated to the cities and/or towns named below in the amounts set opposite the names of the respective cities:

EXHIBIT "D" (Cont)

City	Population*	Amount
Adams	205	$ 594.01
Albany	12,800	37,089.65
Amity	635	1,839.99
Antelope	60	173.86
Arlington	680	1,970.39
Ashland	8,750	25,354.26
Astoria	12,331	35,730.67
Athena	863	2,500.65
Aumsville	300	869.29
Aurora	242	701.23
Baker	9,529	27,611.51
Bandon	1,650	4,781.09
Banks	373	1,080.82
Barlow	100	289.76
Bay City	828	2,399.24
Beaverton	4,200	12,170.04
Bend	12,450	36,075.48
Boardman	134	388.28
Bonanza	259	750.49
Brookings	3,250	9,417.29
Brownsville	1,180	3,419.20
Burns	3,600	10,431.47
Butte Falls	362	1,048.94
Canby	2,117	6,134.28

EXHIBIT "D"(Cont)

City	Population*	Amount
Cannon Beach	516	$ 1,495.18
Canyon City	642	1,860.28
Canyonville	1,150	3,332.27
Carlton	1,050	3,042.51
Cascade Locks	800	2,318.10
Cave Junction	300	869.29
Central Point	2,050	5,940.14
Chiloquin	909	2,633.94
Clatskanie	888	2,573.09
Coburg	687	1,990.67
Columbia City	464	1,344.50
Condon	1,121	3,248.24
Coos Bay	7,450	21,587.34
Coquille	4,825	13,981.06
Cornelius	1,145	3,317.79
Corvallis	18,500	53,606.14
Cottage Grove	4,200	12,170.04
Cove	300	869.29
Creswell	780	2,260.15
Culver	350	1,014.17
Dallas	5,339	15,470.44
Dayton	680	1,970.39
Dayville	257	744.69
Delake	800	2,318.10

EXHIBIT "D" (Cont)

City	Population*	Amount
Detroit	274	793.95
Donald	212	614.30
Drain	1,290	3,737.94
Dufur	524	1,518.36
Dundee	300	869.29
Eagle Point	711	2,060.21
Eastside	1,450	4,201.56
Echo	522	1,512.56
Elgin	1,400	4,056.68
Elkton	212	614.30
Empire	3,925	11,373.19
Enterprise	1,958	5,673.56
Estacada	914	2,648.43
Eugene	46,480	134,681.81
Fairview	464	1,344.50
Falls City	825	2,390.54
Florence	1,720	4,983.92
Forest Grove	5,151	14,925.69
Fossil	683	1,979.08
Garibaldi	1,249	3,619.14
Gaston	368	1,066.33
Gates	418	1,211.21
Gearhart	580	1,680.63
Gervais	467	1,353.19

EXHIBIT "D" (Cont)

City	Population*	Amount
Gladstone	3,592	$ 10,408.28
Glendale	1,000	2,897.63
Gold Beach	1,900	5,505.50
Gold Hill	655	1,897.95
Granite	3	8.69
Grants Pass	9,986	28,935.73
Grass Valley	198	573.73
Gresham	3,480	10,083.75
Haines	316	915.65
Halfway	393	1,138.77
Halsey	406	1,176.44
Hammond	520	1,506.77
Harrisburg	857	2,483.27
Helix	182	527.37
Heppner	1,648	4,775.29
Hermiston	4,495	13,024.84
Hillsboro	7,020	20,341.36
Hines	1,169	3,387.33
Hood River	4,100	11,880.28
Hubbard	493	1,428.53
Huntington	825	2,390.54
Idanha	262	759.18
Imbler	150	434.64
Independence	2,050	5,940.14

EXHIBIT "D" (Cont)

City	Population*	Amount
Ione	333	$ 964.91
Irrigon	261	756.28
Island City	150	434.64
Jacksonville	1,166	3,378.64
Jefferson	653	1,892.15
John Day	1,625	4,708.65
Jordan Valley	264	764.97
Joseph	730	2,115.27
Junction City	1,600	4,636.21
Juntura	119	344.82
Klamath Falls	19,000	55,054.95
Lafayette	600	1,738.58
La Grande	9,100	26,368.43
Lakeview	3,100	8,982.65
Lebanon	6,450	18,689.71
Lexington	266	770.77
Lonerock	34	98.52
Long Creek	345	999.68
Lostine	260	753.38
Lowell	575	1,666.14
Madras	1,604	4,647.80
Malin	592	1,715.40
Manzanita	465	1,347.40
Maupin	410	1,188.03

EXHIBIT "D" (Cont)

City	Population*	Amount
McMinnville	7,000	$ 20,283.40
Medford	23,571	68,300.02
Merrill	840	2,434.01
Metolius	287	831.62
Mill City	1,642	4,757.91
Milton-Freewater	4,250	12,314.92
Milwaukie	6,190	17,936.32
Mitchell	415	1,202.52
Molalla	1,560	4,520.30
Monmouth	2,344	6,792.04
Monroe	370	1,072.12
Monument	230	666.45
Moro	371	1,075.02
Mosier	240	695.43
Mount Angel	1,434	4,155.20
Mount Vernon	475	1,376.37
Myrtle Creek	2,410	6,983.29
Myrtle Point	3,202	9,278.21
Nehalem	285	825.82
Newberg	4,000	11,590.52
Newport	4,800	13,908.62
North Bend	7,600	22,021.98
North Powder	412	1,193.82
Nyssa	2,830	8,200.29

EXHIBIT "D" (Cont)

City	Population*	Amount
Oakland	1,017	$ 2,946.89
Oakridge	2,125	6,157.46
Oceanlake	1,333	3,862.54
Ontario	4,650	13,473.98
Oregon City	8,352	24,201.00
Oswego	4,670	13,531.93
Paisley	229	663.56
Pendleton	15,174	43,968.63
Philomath	1,390	4,027.70
Phoenix	731	2,118.17
Pilot Rock	1,750	5,070.85
Portland	274,733**	796,074.36
Port Orford	1,300	3,766.92
Powers	1,300	3,766.92
Prairie City	840	2,434.01
Prescott	124	359.31
Prineville	3,700	10,721.23
Rainier	1,325	3,839.36
Redmond	3,750	10,866.11
Reedsport	3,500	10,141.70
Richland	275	796.85
Riddle	1,020	2,955.58
Rockaway	1,200	3,477.16
Rogue River	600	1,738.58

** 2/3 of 1957 census, as defined in ORS 366.785 (3).

EXHIBIT "D" (Cont)

City	Population *	Amount
Roseburg	13,000	$ 37,669.18
St. Helens	5,189	15,035.80
St. Paul	268	776.56
Salem	46,313	134,197.90
Sandy	1,260	3,651.01
Scappoose	890	2,578.89
Scio	460	1,332.91
Scotts Mills	163	472.31
Seaside	3,886	11,260.19
Shaniko	61	176.75
Sheridan	1,819	5,270.79
Sherwood	725	2,100.78
Siletz	600	1,738.58
Silverton	3,116	9,029.01
Sisters	700	2,028.34
Sodaville	176	509.98
Springfield	13,500	39,117.99
Stanfield	850	2,462.98
Stayton	2,165	6,273.37
Sublimity	440	1,274.96
Summerville	54	156.47
Sumpter	130	376.69
Sutherlin	2,780	8,055.41
Sweet Home	4,150	12,025.16

EXHIBIT "D" (Cont)

City	Population *	Amount
Taft	475	$ 1,376.37
Talent	895	2,593.38
The Dalles	11,250	32,598.33
Tillamook	4,271	12,375.77
Toledo	3,000	8,692.89
Troutdale	504	1,460.41
Tualatin	330	956.22
Turner	800	2,318.10
Umatilla	890	2,578.89
Union	1,367	3,961.06
Vale	1,335	3,868.33
Vernonia	1,521	4,407.29
Waldport	700	2,028.34
Wallowa	1,055	3,057.00
Warrenton	1,920	5,563.45
Wasco	325	941.73
Waterloo	195	565.04
West Linn	3,700	10,721.23
Weston	745	2,158.73
Wheeler	290	840.31
Willamina	1,050	3,042.51
Winston	2,490	7,215.10
Woodburn	2,750	7,968.48

EXHIBIT "D" (Cont)

City	Population*	Amount
Wood Village	815	$ 2,361.57
Yamhill	500	1,448.81
Yoncalla	710	2,057.32
Totals	858,024	$2,486,235.38

*Population as determined by Oregon State Board of Census (April 15, 1957) or by official enumerations made subsequent to April 15, 1957.

2. That a certified copy of this resolution be delivered to the Secretary of State for his use and guidance in the administration of said law with respect to the distribution of said funds.

3. That this resolution be entered in the minutes and records of the Commission as of August 8, 1957.

EXHIBIT "E"

Minutes of August 8 and 9, 1957

RESOLUTION

WHEREAS, the relocated Siletz Bay-Depoe Bay Section of the Oregon Coast Highway located in Lincoln County, the northerly terminus of which is at Highway Engineer's Survey Station 7+13 and the southerly terminus of which is at the Highway Engineer's Survey Station 430+50 on the relocated highway has been completed and is now open for public travel; and

WHEREAS, due to relocation of the aforesaid section, portions of the former right of way are no longer needed for State highway purposes and may be eliminated from the boundaries of the relocated highway; and

WHEREAS, Lincoln County and the State Highway Commission entered into an agreement under the date of January 19, 1955, relating to the disposition to be made of the portion that may be eliminated, therein and hereafter referred to as Unit "A"; and

WHEREAS, Lincoln County and the State Highway Commission entered into a agreement under the date of August 8, 1957, relating to the disposition to be made of the portion that may be eliminated therein and hereafter referred to as Unit "B"; and

WHEREAS, said agreements provided that Units "A" and "B" would be abandoned by the State Highway Commission as part of the Oregon Coast Highway and the State Highway System and would be maintained thereafter by said County as a County road under the jurisdiction and control of said County; and

WHEREAS, it is the judgment of the State Highway Commission that certain portions of the former right of way of the Siletz Bay-Depoe Bay Section of the Oregon Coast Highway together with the real property acquired by the State for highway right of way or other public purposes shown colored in green on the map attached hereto, marked Exhibit "A", and by this reference made a part hereof, is needed and valuable for right of way purposes and for public use; and *

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon its records the disposition made of the portions or units of the right of way of said highway referred to as Units "A" and "B" and effective by reason of the relocation;

NOW, THEREFORE, BE IT AND IT HRERBY IS RESOLVED by this Commission as follows:

1. That the portions or units of the former right of way, which by reason of the relocation of the Siletz Bay-Depoe Bay Section of the Oregon

EXHIBIT "E" (Cont)

Coast Highway are no longer required as part of the right of way, are identified as Units "A" and "B" and described as follows:

Unit "A"

Beginning on the former route of the Oregon Coast Highway at the East-West section line running between Sections 10 and 15 and Sections 9 and 16, Township 8 South, Range 11 West, W. M.; thence southerly via the former route of the Oregon Coast Highway to Highway Engineer's Survey Station 114+30 on the relocated route of the Oregon Coast Highway in the northeast quarter of the southeast quarter (NE $\frac{1}{4}$ SE $\frac{1}{4}$) of Section 16, Township 8 South, Range 11 West, W. M.

Unit "B"

All of the land situated within the right-of-way boundaries of the Oregon Coast Highway as formerly routed beginning at the westerly right-of-way line opposite Highway Engineer's Survey Station 73+00 of said highway as relocated in the southwest quarter of the southwest quarter (SW $\frac{1}{4}$ SW $\frac{1}{4}$), Section 10, Township 8 South, Range 11 West, W. M., thence southerly via said former highway to the East-West section line running between Sections 10 and 15 and Sections 9 and 16, Township 8 South, Range 11 West, W. M.

2. That pursuant to the aforesaid agreements, Units "A" and "B", heretofore described, and as shown colored in red on Exhibit "A" attached hereto, are hereby duly abandoned as part of the Oregon Coast Highway and the State Highway System, and all the right, title and interest which the State has in the right of way of said Units "A" and "B" hereby passes to and vests in the said Lincoln County. *

3. That all the right of way in both the former and the relocated routes of the Siletz Bay-Depoe Bay Section of the Oregon Coast Highway together with the real property acquired by the State for highway right of way or other public purposes which is shown colored in green on Exhibit "A" attached hereto shall be retained and held by the State. *

4. That this Abandonment and Retention Resolution No. 297, be entered in the minutes and records of the Oregon State Highway Commission as of the 8th day of August, 1957, and the Secretary be ordered to mail a duly certified copy hereof to the County Court of Lincoln County.

*FOOTNOTE

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem being filed under File No. 297 under the heading "Abandonment and Retention Resolution" and said map by this reference is made part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "F"

Minutes of August 8, and 9, 1957

RESOLUTION

WHEREAS, Chapter 483 of Oregon Revised Statutes, sets forth maximum limits with respect to the size and weight of vehicles or combinations of vehicles, and the number of vehicles that may be coupled together in a combination of vehicles; and

WHEREAS, under the provisions of said law the State Highway Commission is authorized to issue permits for the operation, upon state highways, of vehicles and combinations of vehicles having a size, weight and number in combination in excess of said maximum limits; and

WHEREAS, under the provisions of ORS Section 483.525, when in the judgment of the State Highway Commission any state highway, or section thereof, is capable of carrying any combination of vehicles having a combination of vehicles gross weight in excess of that authorized in subsection (3) of ORS 483.506, or an overall length in excess of that authorized in subsection (4) of ORS 483.504, the Commission is authorized to so declare by resolution and to fix the maximum gross weight and length and types and classes of combinations of vehicles which may be operated thereon. Said law further provides that after such resolution is filed with the Secretary of State no permit shall be required for the operation upon such highway, or section thereof, of any combination of vehicles not exceeding the maximum gross weight and length fixed for combinations of vehicles of that type and class; and

WHEREAS, the State Highway Engineer has made investigations and studies and has compiled information and statistics relative to the strength, stability, design and alignment of all state highways;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That based upon the studies, investigations, information and statistics made and compiled by the State Highway Engineer, it is the judgment of this Commission that certain highways, or sections thereof, as set forth hereinafter, are capable of carrying combinations of vehicles having a combination of vehicles gross weight in excess of that authorized in subsection (3) of ORS 483.506, or an overall length in excess of that authorized in paragraph 1 subsection (4) of ORS 483.504, or a number of vehicles in the combination in excess of that authorized in subsection (1) of ORS 483.508.

2. That except when engaged in the transportation of logs, poles or piling, any combination of vehicles having an overall length not in excess of 50 feet and a combination of vehicles gross weight not in excess of 68,000 pounds may be operated without a permit upon all those highways or sections

of highways listed on the attached list of "Group II Highways", which for identification is marked "Attachment A", the attached list of "Group I Highways", which for identification is marked "Attachment B", and the attached list of "Special Group I Highways", which for identification is marked "Attachment C"; provided, however, that the above maximum length provision shall not be applicable as to the types of vehicle combinations and the highways named in subsection (4) (c) of ORS 483.504 as amended by Ch. 621, Laws 1957 (H B. 294).

3. That except when engaged in the transportation of logs, poles or piling, any combination of vehicles consisting of a truck and full trailer, or of a truck-tractor and semitrailer drawing one trailer, or of a truck-tractor and semitrailer drawing one additional semitrailer mounted on a dolly equipped with a fifth wheel, having an overall length not in excess of 60 feet and a combination of vehicles gross weight not in excess of 76,000 pounds, may be operated without a permit upon all those highways or sections of highways listed on the attached list of "Group I Highways", which for identification is marked "Attachment B".

4. That except when engaged in the transportation of logs, poles or piling, any combination of vehicles consisting of a truck-tractor and semitrailer having an overall length not in excess of 55 feet and a combination of vehicles gross weight not in excess of 74,000 pounds may be operated without a permit upon all those highways or sections of highways listed on the attached list of "Special Group I Highways", which for identification is marked "Attachment C", provided, however, that the above maximum length provision shall not be applicable as to the highways named in subsection (4) (d) of ORS 483.504 as amended by Ch. 621, Laws 1957 (H. B. 294).

5. That nothing contained in this resolution shall be deemed to authorize the operation of vehicles having any gross weight in excess of the applicable gross weights set forth in the tables of weights in subsection (3) and (4) of ORS 483.524, nor any gross wheel, axle or tandem axle weight in excess of that set forth in subsection (3) of ORS 483.506. Nothing contained in this resolution shall be deemed to authorize the operation of any combination of vehicles which is not properly licensed, or does not carry proper Oregon P.U.C. plates and certificates, or, except as otherwise expressly provided herein, which does not comply in all respects with the Oregon Motor Vehicle Laws and the Oregon Motor Transportation Code.

6. That the State Highway Engineer shall prepare, or have prepared, prints of a map to be issued to any person requesting the same, showing in contrasting colors the Group I Highways, the Group II Highways, and the Special Group I Highways referred to in paragraphs 2, 3 and 4 of this resolution. Attached hereto, and for identification marked "Attachment D" is a map showing such highways in contrasting colors. Said map is hereby approved by this Commission and prints thereof shall be issued to any

EXHIBIT "F" (Cont)

interested person requesting the same.

7. That the provisions of this resolution are subject to any order heretofore or hereafter made by this Commission pursuant to ORS 483.532, and the posting of any highway, section of highway, or highway structure to reduced limits of weights or dimensions shall be to that extent a modification of the weights or dimensions authorized by this resolution. This resolution may be changed, amended or rescinded at any time by resolution adopted by this Commission,

8. That this resolution revokes and supersedes a previous resolution of December 1956, dealing with this subject.

9. That this resolution be entered in the minutes of this Commission as of the 8th day of August, 1957, that the original of this resolution be filed in the records of the Secretary of the Commission, and that a duly certified copy thereof be filed with the Secretary of State, the Public Utilities Commissioner, and the Superintendent of State Police.

ATTACHMENT "A"

GROUP II HIGHWAYS

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
3	Oswego	Jct US26 in Portland to US99E in Oregon City	Ore. 43
13	Baker-Homestead	Richland to Robinette	Ore. 86
26	Mt. Hood	Odell Jct. to Parkdale	Ore. 35
33	Corvallis-Newport	Burntwoods to Toledo	US20
38	Oregon Caves	M.P. 6.16 to Oregon Caves	Ore. 46
55	Halfway	Jct. Ore. 82 north of Robinette to Halfway	- - -
102	Nehalem	Jct. US101 at Astoria to M.P. 42.08 near Mist	Ore. 202
103	Fishhawk Falls	Jct. US26 near Elsie to Jct. Ore. 202 at Jewell	- - -
125	Crown Point	Larch Mt. Road, M.P. 10.74 to Jct. US30 Expressway at Dodson	US30 Scenic

EXHIBIT "F" (Cont)

ATTACHMENT "A"

GROUP II HIGHWAYS

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
140	Hillsboro-Silverton	Jct. Ore. 8 at Hillsboro to Jct. US99W at Newberg; Also Jct. US99 to Jct. US99E at Woodburn; Also, Mt. Angel to Jct. Ore. 213 at Silverton	Ore. 219-Ore. 214
142	Farmington	Jct. Ore. 8 at Beaverton to Jct. Ore. 219 via Farmington	Ore. 208
143	Scholls	Progress to Jct. Ore. 219 at Scholls	Ore. 210
151	Yamhill-Newberg	Jct. Ore. 47 at Yamhill to Jct. US99W at Newberg	Ore. 240
153	Bellevue-Hopewell	Jct. Ore. 18 at Bellevue to Jct. Ore. 221 near Hopewell	- - -
154	Lafayette	Jct. Bellevue-Hopewell Hwy. to Jct. Amity-Dayton Hwy.	- - -
155	Amity-Dayton	Jct. Three-Mile Lane Hwy. to Jct. Salem-Dayton Hwy.	- - -
160	Cascade	Oregon City to Liberal	Ore. 213
161	Woodburn-Estacada	Jct. US99E near Woodburn to Hamrick's Corner, M.P. 7.61	Ore. 211
163	Silver Creek Falls	Jct. Ore. 22 near Shaw to Jct. Ore. 213 at Silverton	Ore. 214
180	Eddyville-Blodgett	Nashville to Eddyville via Nortons	- - -
200	Territorial	Gillespie Corner to Anlauf	- - -
230	Tiller-Trail	Tiller to Jct. Ore. 62 at Trail	Ore. 42
231	Elkton-Sutherlin	Jct. Ore. 38 at Elkton to Mile Post 14.31	Ore. 225

EXHIBIT "F" (Cont)

ATTACHEMENT "A"

GROUP II HIGHWAYS

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
241	Coos River	Eastside, Mile Post 1.13 to Mile Post 18.86	- - -
242	Powers	Mile Post 6.0 to Powers	- - -
250	Cape Blanco	Jct. US101 near Sixes to Cape Blanco	- - -
251	Port Orford	Jct. US101 at Port Orford to U.S. Coast Guard Station Boundary	- - -
270	Little Butte	Jct. Ore. 62 at Eagle Point to Jackson-Klamath Co. Line	- - -
272	Medford-Provolt	Applegate to Jct. US99 at Medford	Ore. 238
273	Siskiyou	Jct. Ore. 66 near Ashland to Jct. US99 at Siskiyou	- - -
282	Odell	Odell to Jct. Hood River Hwy.	- - -
290	Sherars Bridge	Jct. US197 near Tygh Valley to Jct. US97 at Grass Valley	Ore. 216
301	Fulton Canyon	Jct. US30 to end of highway	- - -
320	Lexington-Echo	Jct. Ore. 207 at Mile Post 27.28 to Jct. US30 east of Stanfield Jct. via Echo	- - -
321	Heppner-Spray	Jct. Ore. 206 near Eight Mile to Jct. Ore. 19 near Spray	Ore. 207
332	Sunnyside-Umapine	Jct. with Freewater Hwy. at Sunnyside to Washington State Line	- - -
337	Stanfield-Pendleton	Jct. US30 near Stanfield to Reith via Echo	- - -

EXHIBIT "F" (Cont)

ATTACHMENT "A"

GROUP II HIGHWAYS

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
340	Medical Springs	Jct. Ore. 203 at Union to Pondosa	Ore. 203
375	Redmond-Bend	Jct. US97 at Redmond to Jct. US20 near Tumalo	- - -
410	Sumpter Valley	Jct. Ore. 7 at Salisbury to Sumpter	Ore. 220
424	Sand Creek	Jct. Sun Mountain Hwy. to East Boundary Crater Lake National Park	Ore. 232
431	Warner	Jct. US395 near Lakeview to Plush via Adel	- - -
451	Vale West	Jct. US20 at Vale to Jct. US20 at Mile Post 10.72	- - -
452	Adrian-Parma	Jct. Ore. 201 near Adrian to Idaho State Line near Parma	- - -
453	Adrian-Arena Valley	Jct. Adrian-Caldwell Hwy. to Idaho State Line	- - -
454	Adrian-Caldwell	Jct. Adrian-Parma Hwy. to Idaho State Line near Caldwell	- - -

ATTACHMENT "B"

GROUP I HIGHWAYS

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
1	Pacific	Junction City to Calif. State Line near Hilt	US99
1E	Pacific East	Wash. State Line north of Portland to Jct. City	US99E-US99

EXHIBIT "F" (Cont)

ATTACHMENT "B"

GROUP I HIGHWAYS

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
1W	Pacific West	Jct. US99E north of Portland to Junction City	US99-US99W
2	Columbia River	Astoria to Washington State Line near Wallula	US30-730
4	The Dalles-California	Jct. US30 near The Dalles to Calif. State Line near Dorris	US197-97
5	John Day	Jct. US30 near Arlington to Jct. US20 at Vale	Ore19-US26
6	Old Oregon Trail	Jct. US730 east of Boardman to Idaho State Line near Nyssa including Ontario Spur	US30-Ore201 US26-US20
7	Central Oregon	Jct. US97 at Bend to Jct. Ore. 201 at Cairo	US20
8	Oregon-Washington	Jct. US30 near Pendleton to Washington Line near Walla Walla	Ore. 11
9	Oregon Coast	Astoria to Calif. State Line near Brookings	US101
10	Wallowa Lake	Jct. US30 at LaGrande to Joseph	Ore. 82
11	Enterprise-Lewiston	Jct. Ore. 82 to Washington State Line	Ore. 3
12	Baker-Homestead	Jct. US30 at Baker to Richland	Ore. 86
13	Baker-Unity	Jct. US30 at Baker to Jct. US26 near Unity	Ore. 7
15	McKenzie	Jct. US99 near Eugene to Belknap Springs, Mile Post 56.07	US126
16	Santiam	Jct. US99E at Albany to Jct. US126 east of Sisters	US20

EXHIBIT "F" (Cont)

ATTACHMENT "B"

GROUP I HIGHWAYS

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
17	McKenzie-Bend	Jct. US126 east of Sisters to Jct. US97 north of Bend	US20
18	Willamette	Jct. US99 near Goshen to Jct. US97 north of Chemult	Ore. 58
19	Fremont	Jct. US97 south of Lapine to California State Line near Pine Creek	Ore. 31-US395
20	Klamath Falls-Lakeview	Jct. US97 at Klamath Falls to Jct. US395 at Lakeview	Ore. 66
21	Green Springs	Jct. US99 at Ashland to Jct. US97 near Klamath Falls	Ore. 66
22	Crater Lake	Jct. US99 at Medford to West Crater Lake Park Boundary	Ore. 62
22	Crater Lake	Jct. Sun Mountain Highway near Fort Klamath to Jct. US97 south of Chiloquin	Ore. 62
23	Dairy-Bonanza	Jct. Ore. 66 at Dairy to Bonanza	Ore. 70
24	Burns-Crane	Jct. US20 at Burns to Crane	Ore. 78
25	Redwood	Jct. US99 near Grants Pass to California State Line near O'Brien	US199
26	Mt. Hood	Jct. US99W at Portland to Jct. Warm Springs Hwy. near Government Camp; Also, Odell Jct. to Jct. with US30 at Hood River	US26-Ore35
27	Alsea	Jct. US101 at Waldport to Jct. US20 near Philomath	Ore. 34
28	Pendleton-John Day	Jct. US30 at Pendleton to Jct. with Beech Creek Highway near Mt. Vernon	US395

EXHIBIT "F" (Cont)

ATTACHMENT "B"

GROUP I HIGHWAYS

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
29	Tualatin Valley	Jct. US26 west of Portland to Jct. US99W near McMinnville	Ore. 8-Ore. 47
30	Willamina-Salem	Jct. Ore. 18 to Dolph's Corner; Also, Rickreall to Jct. US99E at Salem	Ore. 22
31	Albany-Corvallis	Jct. US99E at Albany to Jct. US99W at Corvallis	US20
32	Three Rivers	Jct. US101 at Hebo to Jct. Ore. 18 at Valley Jct.	Ore. 22
33	Corvallis-Newport	Jct. US99W at Corvallis to Burntwoods; Also, Toledo to Jct. US101 at Newport	US20
34	Siuslaw	Jct. US101 at Florence to Jct. US99 S. of Junction City	Ore. 36
35	Coos Bay-Roseburg	Jct. US 101 at Coquille to Jct. US99 south of Roseburg	Ore. 42
36	Pendleton-Cold Springs	Jct. US730 near Cold Springs to Jct. US30 at Pendleton	US395
37	Wilson River	Jct. US26 near Banks to Jct. US101 at Tillamook	Ore. 6
38	Oregon Caves	Jct. US199 to Mile Post 6.16	Ore. 46
39	Salmon River	Jct. US101 at Otis to Jct. US99W south of McMinnville	Ore. 18
40	Beaverton-Hillsdale	Jct. Ore. 8 to Jct. US99	Ore. 10
41	Ochoco	Jct. US97 at Redmond to Jct. Ore. 19 north of Dayville	US126 US26
42	Sherman	Jct. US30 at Biggs to Jct. US197 south of Shaniko	US97

EXHIBIT "F"(Cont)

ATTACHMENT "B"

GROUP I HIGHWAYS

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
43	Monmouth-Independence	Jct. US99W at Monmouth to Independence	Ore. 51
44	Wapinitia	Jct. US26 near Bear Springs to Jct. US197 north of Maupin	Ore. 216
45	Umpqua	Jct. US101 at Reedsport to Jct. US99 at Anlauf	Ore. 38
46	Necanicum	Jct. US26 at Necanicum to Jct. US101 near Wheeler	Ore. 53
47	Sunset	Jct. US101 north of Cannon Beach to Jct. US99 at Portland	US26
48	John Day-Burns	Jct. US26 at John Day to Jct. US20 east of Burns	US395
49	Lakeview-Burns	Jct. US20 near Oakerman Ranch to Jct. Ore. 31 at Valley Falls	US395
50	Klamath Falls-Malin	Jct. US97 at Klamath Falls to California State Line near Malin	Ore. 39
51	Wilsonville-Hubbard	Wilsonville-Aurora Interchange to Jct. US99E near Hubbard	- - -
52	Heppner	Jct. US30 at Heppner Jct. to Jct. US395 at Nye	Ore. 74
53	Warm Springs	Jct. Ore. 35 near Government Camp to Jct. US97 at Madras	US26
54	Umatilla-Stanfield	Jct. US730 east of Umatilla to Jct. Old Oregon Trail near Stanfield	Ore. 32
56	T. H. Banfield Expressway	Sandy Blvd., Portland to Jct. with Columbia River Hwy.	US30
57	R. H. Baldock Expressway	Jct. US99W near Tigard to Jct. US99E south of Salem	US99

EXHIBIT "F"(Cont)

ATTACHMENT "B"

GROUP I HIGHWAYS

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
102	Nehalem	M.P. 42.08 near Mist to Jct. Ore. 8 at Forest Grove	Ore. 202-Ore. 47
104	Fort Stevens	Entire Length	- - -
110	Mist-Clatskanie	Entire Length	Ore. 47
120	Swift	Jct. Columbia Blvd. to Jct. Denver and Union Aves. north of Portland	- - -
122	Vancouver Avenue	Columbia Blvd. to Union Avenue in Portland	- - -
123	N. E. Portland	Jct. US30 near St. Johns to Jct. US30 at Sandy Blvd. in Portland	US30 By-pass
124	Sun Dial	Jct. US30 near Troutdale to the Troutdale Airport Boundary	- - -
125	Crown Point	Jct. US30 at Troutdale to Larch Mountain Road, Mile Post 10.74	US30 Scenic
140	Hillsboro-Silverton	St. Paul to Jct. with US99 Expressway; Also Jct. US99E near Woodburn to Mt. Angel	Ore. 219 Ore. 214
141	Beaverton-Aurora	Jct. Ore. 8 at Beaverton to Jct. US99W near Tigard	Ore. 217
143	Scholls	Jct. Ore. 10 to Progress	Ore. 210
150	Salem-Dayton	Jct. Ore. 22 at West Salem to Dayton	Ore. 221
155	Amity-Dayton	Dayton to Jct. US99W near Lafayette	Ore. 233
156	McMinnville	McMinnville to Jct. US99W north of McMinnville	- - -

EXHIBIT "F" (Cont)

ATTACHMENT "B"

GROUP I HIGHWAYS

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
160	Cascade	Jct. US30 By-Pass at Killingsworth St., Portland to Oregon City; Also, Liberal to Silverton	Ore. 213
161	Woodburn-Estacada	Jct. Canby-Marquam Hwy. Mile Post 7.61 to Estacada	Ore. 211
162	North Santiam	Jct. Ore. 214 to Jct. US20	Ore. 22
163	Silver Creek Falls	Jct. US99E in Salem to Jct. North Santiam Highway at Mile Post 8.64	Ore. 22
164	Jefferson	Jct. US99E to Jct. US99E via Jefferson	- - -
170	Canby-Marquam	Jct. US99E at Canby to Jct. Ore. 211 at Hamrick's Corner	- - -
171	Clackamas	Jct. US99E at Milwaukie to Estacada	Ore. 212-Ore. 211
172	Eagle Creek-Sandy	Eagle Creek To Sandy	Ore. 211
180	Eddyville-Blodgett	Nashville to Blodgett	- - -
189	Dallas-Rickreall	Dallas to Rickreall	Ore. 22
191	Kings Valley	Jct. US20 to Dallas	Ore. 223
192	Dolph Corner-Dallas	Dolph Corner to Jct. with Dallas-Rickreall Highway	Ore. 22
193	Independence	Independence to Jct. Ore. 22 near Salem	Ore. 51
200	Territorial	Monroe to Gillespie Corner	- - -
211	Albany-Lyons	Jct. US20 to Lyons	Ore. 226
212	Halsey-Sweet Home	Jct. US99 to Jct. US20	Ore. 228

EXHIBIT "F" (Cont)

ATTACHMENT "B"

GROUP I HIGHWAYS

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
213	Mehama-Mill City	Jct. Ore. 22 at Mehama to Jct. Ore. 22 at Mill City via Lyons	- - -
214	Albany Airport	Jct. US99 to Jct. US20	- - -
220	Richardson-Eugene	Jct. US99 at Eugene to Veneta	- - -
222	Springfield-Creswell	Jct. US126 near Springfield to Jct. Ore. 58 near Pleasant Hill	- - -
223	Junction City-Eugene	Jct. US99 at Junction City to Jct. US99 at Eugene	- - -
225	McVay Highway	Jct. US126 to Jct. US99 north of Goshen	- - -
226	Goshen-Divide	Jct. US99 at Goshen to Mile Post 14.10	- - -
230	Tiller-Trail	Jct. US99 near Canyonville to Tiller	Ore. 42
231	Elkton-Sutherlin	Mile Post 14.31 to Jct. US99 near Sutherlin via North Connection	Ore. 225
232	Crater Lake North	Jct. West Diamond Lake Hwy. Mile Post 0.36 to Jct. East Diamond Lake Hwy. Mile Post 3.81	Ore. 230
233	West Diamond Lake	Jct. Ore. 62 near Union Creek to Jct. Crater Lake North Hwy.	Ore. 230
234	Oakland-Shady	Jct. US99 near Oakland to Jct. US99 south of Roseburg	Ore. 235
235	Dillard	Jct. Ore. 42 to Jct. US99	- - -
236	Yoncalla	Drain to Jct. US99 at Rice Hill, M.P. 168.19	Ore. 235

EXHIBIT "F" (Cont)

ATTACHMENT "B"

GROUP I HIGHWAYS

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
160	Cascade	Jct. US30 By-Pass at Killingsworth St., Portland to Oregon City; Also, Liberal to Silverton	Ore. 213
161	Woodburn-Estacada	Jct. Canby-Marquam Hwy. Mile Post 7.61 to Estacada	Ore. 211
162	North Santiam	Jct. Ore. 214 to Jct. US20	Ore. 22
163	Silver Creek Falls	Jct. US99E in Salem to Jct. North Santiam Highway at Mile Post 8.64	Ore. 22
164	Jefferson	Jct. US99E to Jct. US99E via Jefferson	- - -
170	Canby-Marquam	Jct. US99E at Canby to Jct. Ore. 211 at Hamrick's Corner	- - -
171	Clackamas	Jct. US99E at Milwaukie to Estacada	Ore. 212-Ore. 211
172	Eagle Creek-Sandy	Eagle Creek To Sandy	Ore. 211
180	Eddyville-Blodgett	Nashville to Blodgett	- - -
189	Dallas-Rickreall	Dallas to Rickreall	Ore. 22
191	Kings Valley	Jct. US20 to Dallas	Ore. 223
192	Dolph Corner-Dallas	Dolph Corner to Jct. with Dallas-Rickreall Highway	Ore. 22
193	Independence	Independence to Jct. Ore. 22 near Salem	Ore. 51
200	Territorial	Monroe to Gillespie Corner	- - -
211	Albany-Lyons	Jct. US20 to Lyons	Ore. 226
212	Halsey-Sweet Home	Jct. US99 to Jct. US20	Ore. 228

EXHIBIT "F" (Cont)

ATTACHMENT "B"

GROUP I HIGHWAYS

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
213	Mehama-Mill City	Jct. Ore. 22 at Mehama to Jct. Ore. 22 at Mill City via Lyons	- - -
214	Albany Airport	Jct. US99 to Jct. US20	- - -
220	Richardson-Eugene	Jct. US99 at Eugene to Veneta	- - -
222	Springfield-Creswell	Jct. US126 near Springfield to Jct. Ore. 58 near Pleasant Hill	- - -
223	Junction City-Eugene	Jct. US99 at Junction City to Jct. US99 at Eugene	- - -
225	McVay Highway	Jct. US126 to Jct. US99 north of Goshen	- - -
226	Goshen-Divide	Jct. US99 at Goshen to Mile Post 14.10	- - -
230	Tiller-Trail	Jct. US99 near Canyonville to Tiller	Ore. 42
231	Elkton-Sutherlin	Mile Post 14.31 to Jct. US99 near Sutherlin via North Connection	Ore. 225
232	Crater Lake North	Jct. West Diamond Lake Hwy. Mile Post 0.36 to Jct. East Diamond Lake Hwy. Mile Post 3.81	Ore. 230
233	West Diamond Lake	Jct. Ore. 62 near Union Creek to Jct. Crater Lake North Hwy.	Ore. 230
234	Oakland-Shady	Jct. US99 near Oakland to Jct. US99 south of Roseburg	Ore. 235
235	Dillard	Jct. Ore. 42 to Jct. US99	- - -
236	Yoncalla	Drain to Jct. US99 at Rice Hill, M.P. 168.19	Ore. 235

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EXHIBIT "F" (Cont)

ATTACHMENT "B"

GROUP I HIGHWAYS

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
240	Cape Arago	Jct. US101 at North Bend to South Bay	- - -
241	Coos River	Jct. US101 to Mile Post 1.13, Eastside	- - -
242	Powers	Jct. Ore. 42 to Mile Post 6.0	- - -
243	Empire-Coos Bay	Jct. US101 to Jct. Cape Arago Hwy. at Empire	- - -
261	Williams	Jct. US99 near Grants Pass to Munger Creek Co. Rd.	Ore. 238
271	Sams Valley	Jct. US99 near Gold Hill to Jct. Ore. 62	Ore. 234
272	Medford-Provolt	Provolt to Applegate	Ore. 238
281	Hood River	Jct. Ore. 35 at Hood River to Jct. Ore. 35 near Parkdale	- - -
282	Odell	Jct. Ore. 35 to Odell	- - -
292	Mosier-The Dalles	Jct. US30 at Mosier to Jct. US30 near The Dalles	- - -
300	Wasco-Heppner	Jct. Ore. 19 at Condon to Jct. Ore. 74 at Heppner	Ore. 206-207
320	Lexington-Echo	Jct. Ore. 74 at Lexington to Jct. Hermiston Hwy. at Mile Post 27.28	Ore. 207
330	Weston-Elgin	Jct. Ore. 11 at Weston to Jct. Ore. 82 at Elgin	Ore. 204
333	Hermiston	Jct. US730 near Cold Springs to Jct. Lexington-Echo Hwy. at Mile Post 17.92	Ore. 207
334	Athena-Holdman	Jct. Ore. 11 at Athena to Jct. US395 near Holdman	- - -

EXHIBIT "F" (Cont)

ATTACHMENT "B"

GROUP I HIGHWAYS

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
335	Havana-Helix	Havana to Helix	- - -
337	Stanfield-Pendleton	Reith to Jct. with US30 near Pendleton	- - -
339	Freewater	Jct. Ore. 11 near Milton to Washington State Line	- - -
340	Medical Springs	Jct. Ore. 86 to Pondosa	Ore. 203
341	Starkey	Jct. US30 near Five Points to Starkey	- - -
342	Cove	Island City to Union	- - -
343	La Grande-North Powder	Jct. US30 near La Grande to Jct. US30 near North Powder via Union	Ore. 203
350	Little Sheep Creek	Joseph to Imnaha	- - -
360	Madras-Prineville	Jct. US97 near Madras to Jct. US126 at Prineville	US26
361	Culver	Jct. US97 at Madras to Jct. US97 south of Culver	- - -
371	Powell Butte	Jct. US126 at Powell Butte to Jct. US20 east of Bend	- - -
374	Tumalo-Deschutes	Jct. US20 at Tumalo to Jct. US97 at Deschutes	- - -
401	Beech Creek	Jct. Pendleton-John Day Hwy. to Jct. US26 at Mt. Vernon	US395
402	Kimberly-Long Creek	Jct. US395 to Jct. Ore. 19 at Kimberly	- - -
420	Midland	Jct. Ore. 66 near Klamath Falls to Jct. US97 near Midland	- - -

EXHIBIT "F"(Cont)

ATTACHMENT "B"

GROUP I HIGHWAYS

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
422	Chiloquin	Entire length	- - -
423	Lower Klamath Lake	Jct. US97 near Midland to Jct. Ore. 39	- - -
425	East Diamond Lake	Jct. Crater Lake North Hwy. to Jct. US97	Ore. 230
426	Hatfield	Jct. Ore. 39 near Merrill to Calif. State Line	Ore. 39
428	Sun Mountain	Jct. US97 to Jct. Ore. 62 near Fort Klamath	- - -
440	Frenchglen	Jct. Ore. 78 near Burns to Frenchglen	Ore. 205
441	Diamond Valley	Jct. Ore. 78 near Princeton to Mile Post 25.50 north of Diamond	- - -
442	Crane-Scotts Butte	Jct. Burns-Crane Hwy. near Crane to Jct. US95 near Scotts Butte	Ore. 78
450	Nyssa-Adrain	Jct. US26-20 at Nyssa to Idaho State Line near Homedale	Ore. 201
455	Olds Ferry-Ontario	Jct. US30 near Olds Ferry to Jct. US30 near Ontario, including Weiser and Payette Spurs	US30N-Ore. 201-Ore52
456	Idaho-Oregon-Nevada	Idaho State Line near Malloy Ranch to Nevada State Line near McDermitt (except from Mile Post 14.93 to Mile Post 21.84)	US95
458	Jordan Valley	Entire length	- - -

EXHIBIT "F" (Cont)

ATTACHMENT "C"

SPECIAL GROUP I HIGHWAYS

HIGHWAYS APPROVED FOR 55' TRACTOR-SEMI-TRAILER COMBINATIONS

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
1	Pacific	Jct. City to California State Line near Hilt	US99
1E	Pacific East	Wash. Line north of Portland to Junction City	US99E-US99
1W	Pacific West	Jct. US99E north of Portland to Junction City	US99-US99W
2	Columbia River	Astoria to Tongue Point Naval Base; Also, Rainier to Washington Line near Wallula	US30-US730
4	The Dalles-Calif.	Jct. Ore. 216 near Maupin to California State Line near Dorris	US197-97
5	John Day	Arlington to Condon; Also Ochoco Jct. to Vale	Ore. 19-US26
6	Old Oregon Trail	Jct. US730 east of Boardman to Idaho State Line near Nyssa including Ontario Spur	US30-Ore. 201 US26-20
7	Central Oregon	Juct. US97 at Bend to Jct. Ore. 201 at Cairo	US20
8	Oregon-Washington	Jct. US30 near Pendleton to Washington State Line near Walla Walla	Ore. 11
9	Oregon Coast	Astoria To Jct. Sunset Hwy. near Cannon Beach; Also Wheeler to Jct. Ore. 6 at Tillamook; Also, Otis to Gold Beach; Also, Brookings to Calif. State Line.	US101

EXHIBIT "F" (Cont)

ATTACHMENT "C"

SPECIAL GROUP I HIGHWAYS

HIGHWAYS APPROVED FOR 55' TRACTOR-SEMI-TRAILER COMBINATIONS

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
15	McKenzie	Jct. US99 at Eugene to McKenzie Bridge	US126
16	Santiam	Jct. US99E at Albany to Jct. US126 east of Sisters	US20
17	McKenzie-Bend	Jct. US126 east of Sisters to Jct. US97 north of Bend	US20
18	Willamette	Jct. US99 near Goshen to Jct. US97 north of Chemult	Ore. 58
19	Fremont	Jct. US97 south of Lapine to California State Line near New Pine Creek	Ore. 31-US395
20	Klamath Falls-Lakeview	Jct. US97 at Klamath Falls to Jct. US395 at Lakeview	Ore. 66
21	Green Springs	Mile Post 21.21 (Lincoln) to Jct. US97	Ore. 66
22	Crater Lake	Jct. with US99 at Medford to Shady Cove	Ore. 62
23	Dairy-Bonanza	Jct. with Ore. 66 at Dairy to Bonanza	Ore. 70
24	Burns-Crane	Burns to Jct. with Diamond Valley Highway	Ore. 78
25	Redwood	Jct. US99 near Grants Pass to California State Line near O'Brien	US199
26	Mt. Hood	Jct. US99 in Portland to Jct. Warm Springs Highway near Government Camp; Also, Odell Jct. to Jct. US30 at Hood River	US26-Ore. 35
27	Alsea	Philomath to Mile Post 54.86 (Larson Lumber Company Mill)	Ore. 34

EXHIBIT "F"(Cont)

ATTACHMENT "C"

SPECIAL GROUP I HIGHWAYS

HIGHWAYS APPROVED FOR 55' TRACTOR SEMI-TRAILER COMBINATIONS

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
28	Pendleton-John Day	Jct. US30 at Pendleton to Nye Jct.	US395
29	Tualatin Valley	Jct. US26 west of Portland to Scoggins Valley, via Forest Grove	Ore. 8
30	Willamina-Salem	Jct. Ore. 18 to Dolph Corner; Also, Rickreall to Jct. US99E at Salem	Ore. 22
31	Albany-Corvallis	Jct. US99 at Albany to Jct. US99W at Corvallis	US20
33	Corvallis-Newport	Newport to Toledo; Also Burntwoods to Corvallis	US20
35	Coos Bay-Roseburg	Jct. US101 to Spruce & 8th Sts., Myrtle Point	Ore. 42
36	Pendleton-Cold Springs	Jct. US30 to Jct. Athena-Holdman Highway	US395
37	Wilson River	Jct. US26 near Banks to Jct. US101 at Tillamook	Ore. 6
34	Siuslaw	Jct. US99 to High Pass Road, Mile Post 45.90	Ore. 36
39	Salmon River	Jct. US99W near McMinnville to Otis.	Ore. 18
40	Beaverton-Hillsdale	Entire length	Ore. 10
41	Ochoco	Jct. US97 at Redmond to Jct. Ore. 19	US126-26
42	Sherman	Jct. US30 at Biggs to Jct. US197 south of Shaniko	US97

EXHIBIT "F" (Cont)

ATTACHMENT "C"

SPECIAL GROUP I HIGHWAYS

HIGHWAYS APPROVED FOR 55' TRACTOR SEMI-TRAILER COMBINATIONS

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
44	Wapinitia	Jct. US26 near Bear Springs to Jct. US197 north of Maupin	Ore. 216
45	Umpqua	Jct. US101 at Reedsport to Jct. US99 at Anlauf	Ore. 38
47	Sunset	Jct. US101 near Cannon Beach to Jct. US99 at Portland	US26
48	John Day-Burns	John Day to Jct. US20 near Burns	US395
49	Lakeview-Burns	Jct. US20 near Oakerman Ranch to Valley Falls	US395
50	Klamath Falls-Malin	Jct. US97 at Klamath Falls to California State Line near Malin	Ore. 39
51	Wilsonville-Hubbard	Wilsonville-Aurora Interchange to Jct. US99E near Hubbard	- - -
52	Heppner	Nye Jct. to Vinson; Also, Jct. US30 to Lexington	Ore. 74
53	Warm Springs	Jct. Ore. 35 near Government Camp to Jct. US97 at Madras	US26
54	Umatilla-Stanfield	Jct. US730 east of Umatilla to Jct. Old Oregon Trail near Stanfield	Ore. 32
56	T. H. Banfield Expressway	Sandy Blvd., Portland to Jct. with Columbia R. Hwy.	US30
57	R. H. Baldock Expressway	Jct. US99W near Tigard to US99E south of Salem	US99

EXHIBIT "F" (Cont)

ATTACHMENT "C"

SPECIAL GROUP I HIGHWAYS

HIGHWAYS APPROVED FOR 55' TRACTOR SEMI-TRAILER COMBINATIONS

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
102	Nehalem	Jct. Ore. 8 at Forest Grove to Jct. US26 near Manning	Ore. 47
120	Swift	Jct. US99 at Denver & Union Aves. to Columbia Blvd., Portland	- - -
123	N. E. Portland	Jct. US30 at St. Johns Bridge to Jct. US30 (Sandy Blvd) in Portland	US30
150	Salem-Dayton	Jct. Ore. 22 at West Salem to Dayton	Ore. 221
155	Amity-Dayton	Dayton to Jct. US99W near Lafayette	Ore. 233
160	Cascade	Jct. US30 By-Pass (Killingsworth St., Portland) to Gladstone	Ore. 213
161	Woodburn-Estacada	Hamrick's Corner, Mile Post 7.16 to 2 miles east of Molalla	Ore. 211
162	North Santiam	Jct. Ore. 214 to Jct. US20	Ore. 22
163	Silver Creek Falls	Jct. US99E at Salem to Jct. North Santiam Highway at Mile Post 8.64	Ore. 22
164	Jefferson	Jct. US99 to Jct. US99	- - -
170	Canby-Marquam	Canby to Jct. with Ore. 211 at Hamrick's Corner	- - -
171	Clackamas	Jct. US99E at Milwaukie to Estacada	Ore. 212

EXHIBIT "F"(Cont)

ATTACHMENT "C"

SPECIAL GROUP I HIGHWAYS

HIGHWAYS APPROVED FOR 55' TRACTOR SEMI-TRAILER COMBINATIONS

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
172	Eagle Creek-Sandy	Eagle Creek to Sandy	Ore. 211
189	Dallas-Rickreall	Dallas to Rickreall	Ore. 22
192	Dolph Corner-Dallas	Dolph Corner to Jct. Dallas-Rickreall Hwy.	Ore. 22
200	Territorial	Monroe to Crow	- - -
213	Mehama-Mill City	Jct. Ore. 22 at Mehama to Jct. Ore. 22 at Mill City via Lyons	- - -
214	Albany Airport	Jct. US99 to Jct. US20	- - -
225	McVay Highway	Jct. US126 to Jct. US99 north of Goshen	- - -
226	Goshen-Divide	Jct. US99 at Goshen to Mile Post 14.10	- - -
230	Tiller-Trail	Jct. US99 to Tiller	Ore. 42
234	Oakland-Shady	Jct. US99 at Oakland to Jct. US99 South of Roseburg	Ore. 235
235	Dillard	Jct. Ore. 42 to Jct. US99	- - -
236	Yoncalla	Drain to Jct. US99 at Rice Hill, Mile Post 168.19	Ore. 235
241	Coos River	Jct. US101 to Mile Post 1.13, Eastside	- - -
271	Sams Valley	Jct. US99 near Gold Hill to Gold Hill	- - -
281	Hood River	Jct. Ore. 35 in Hood River to Jct. Ore. 35 near Parkdale	- - -

EXHIBIT "F" (Cont)

ATTACHMENT "C"

SPECIAL GROUP I HIGHWAYS

HIGHWAYS APPROVED FOR 55' TRACTOR SEMI-TRAILER COMBINATIONS

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
282	Odell	Jct. Ore. 35 to Odell	- - -
292	Mosier-The Dalles	Jct. US30 at Mosier to Jct. US30 near The Dalles	- - -
320	Lexington-Echo	Lexington to Jct. Herminston Hwy. at Mile Post 27.28	Ore. 207
333	Hermiston	Jct. US730 near Cold Springs to Jct. Lexington-Echo Hwy. at Mile Post 17.92	Ore. 207
334	Athena-Holdman	Jct. US395 to Jct. Ore. 11 at Athena	- - -
335	Havana-Helix	Helix to Jct. with Athena-Holdman Hwy.	- - -
339	Freewater	Jct. Ore. 11 near Milton to Wash. State Line	- - -
343	La Grande-North Powder	Jct. US30 near La Grande to Jct. US30 near North Powder via Union	Ore. 203
360	Madras-Prineville	Jct. US97 near Madras to Jct. US126 at Prineville	US26
361	Culver	Entire length	- - -
371	Powell Butte	Jct. US126 at Powell Butte to Jct. US20	- - -
374	Tumalo-Deschutes	Jct. US20 at Tumalo to to Jct. US97 at Deschutes	- - -
426	Hatfield	Jct. Ore. 39 near Merrill to Calif. State Line	Ore. 39

EXHIBIT "F" (Cont)

ATTACHMENT "C"

SPECIAL GROUP I HIGHWAYS

HIGHWAYS APPROVED FOR 55' TRACTOR SEMI-TRAILER COMBINATIONS

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
442	Crane-Scotts Butte	Jct. Burns-Crane Hwy. to Jct. I.O.N. Hwy. US95	Ore. 78
450	Nyssa-Adrian	Nyssa to Idaho State Line	- - -
455	Olds Ferry-Ontario	Jct. US30 near Olds Ferry to Jct. US30 near Ontario including Weiser and Payette Spurs	US30 N- Ore. 201 Ore. 52
456	Idaho-Oregon-Nevada	Idaho State Line near Malloy Ranch to Nevada State Line near McDermitt (Except from Mile Post 14.93 to Mile Post 21.84)	US95
458	Jordan Valley	Entire length	- - -

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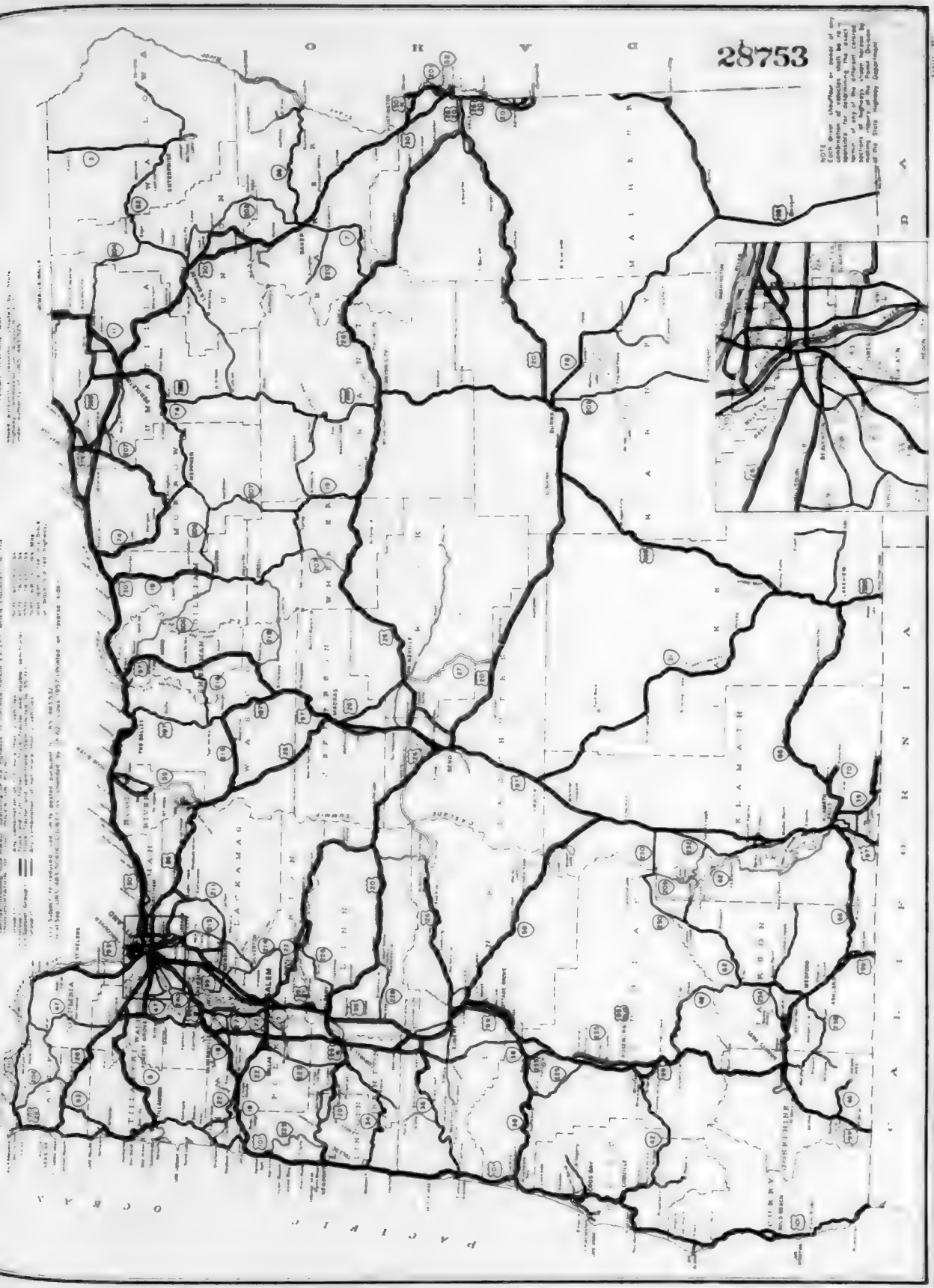

"ATTACHMENT D"

THE FOLLOWING EXCERPTS FROM THE STATUTES ARE APPLICABLE TO COMBINATIONS OF VEHICLES OPERATING OVER STATE HIGHWAY ROUTE NO. 86 FROM BAKER TO HALFWAY, OREGON AND OVER STATE HIGHWAY NO. 242 (POWERS SECONDARY HIGHWAY, COOS COUNTY) AND TO THE OPERATION OF 60-FOOT TRACTOR-SEMITRAILER COMBINATIONS OVER THE SPECIFIC HIGHWAYS NAMED

O.R.S. 483.604. RESTRICTION ON WIDTH, HEIGHT AND LENGTH OF VEHICLES. (As amended by Chapter 621, Laws 1957, H.B. 294)

* * *

(4) No vehicle operated singly or as a unit in a combination of vehicles shall exceed a length of 35 feet, inclusive of front and rear bumpers, and no combination of vehicles, including any load thereon, shall exceed a total length of 50 feet, except that:

* * *

(c) When operating on State Highway Route Number 86 and State Highway Number 242, a combination of vehicles consisting of a truck tractor and semitrailer drawing one trailer, or a truck tractor and semitrailer drawing one additional semitrailer mounted on a dolly equipped with a fifth wheel or a motor truck and a trailer other than a house trailer may exceed a total length of 50 feet but shall not exceed a total length of 60 feet. [Under a resolution of the Highway Commission, adopted pursuant to authority of O.R.S. 483.525, such combinations of vehicles are limited to a maximum combined gross weight of 68,000 pounds on the Group II Sections shown in green]

(d) When operating over the Pacific Highway [Route No. U.S. 99], The Sherman Highway, The Dalles-California Highway from its junction with the Sherman Highway to the Oregon-California State Line [U.S. 97], The Willamette Highway [Ore. 58], The Columbia River Highway from its junction with the Pacific Highway at Portland to the Oregon-Washington State Line [U.S. 30-730], The Old Oregon Trail from its junction with the Columbia River Highway near Boardman to the Oregon-Idaho State Line near Nyssa, including the Ontario Spur [U.S. 30 and Ore. 201, part], The Mt. Hood Highway from its junction with the Pacific Highway at Portland to the junction of the Warm Springs Highway near Government Camp, the Warm Springs Highway, the Madras-Prineville Highway, the Ochoco Highway from Prineville to the junction with the John Day Highway near Dayville, the John Day Highway from its junction with the Ochoco Highway to Vale, or the Central Oregon Highway from Vale to its junction with Old Oregon Trail at Cairo [U.S. 26], a combination of vehicles consisting of a truck tractor and semitrailer other than a house trailer may exceed 50 feet but shall not exceed a total length of 60 feet. [Under a resolution of the Highway Commission, adopted pursuant to authority of O.R.S. 483.525, such combinations of vehicles are limited to a maximum combined gross weight of 74,000 pounds.]

(e) Any semitrailer operated over the highways named or described in paragraph (d) of this subsection, may exceed a length of 35 feet but shall not exceed a length of 40 feet: but semitrailers over 35 feet in length shall not exceed 32 feet from the center or turning axis (kingpin) to the center of the rearmost axle, and no portion of such semitrailer or its body or load forward of the turning axis shall project to a greater distance than a 60-inch radius from the center of said turning axis.

NOTE: Material in brackets [ ] is added for the information of the industry and to clarify route descriptions.

SUGGESTED TRUCK WEIGHING PROCEDURE AT OREGON STATE HIGHWAY SCALES

For the convenience of the industry as well as the scale operator it is suggested that weights be obtained in the following sequence:

(1) Weight of steering axle
(2) Entire weight of truck or tractor
(3) Entire weight of trailer (last vehicle or unit)
(4) Last axle(s) if a full trailer

Double Header combinations (trains) are to be weighed in the following sequence:

(1) Steering axle
(2) Tractor Unit
(3) Drive axle(s) and last axle(s) of semitrailer
(4) Full trailer (last unit)
(5) Last axle(s) of full trailer

To aid the truck operators in spotting the axles on a scale platform, the green signal light present at most scale installations will be used as follows:

(1) After weighing the steering axle the driver should proceed upon appearance of a continuous green light and should again stop when the light is turned off. This procedure would continue at each position of weighing.

(2) When the weighing is completed two flashes of the light would signify to the driver that he could proceed if desired.

If the above procedures are followed, the time element in weighing would be reduced and the driver's concentration on the proper placement of the equipment on the scale platform would be greatly relieved.

8-57

28754

EXHIBIT "G-1"

Minutes of August 8 and 9, 1957

RESOLUTION

WHEREAS, the Oregon Coast Highway is under the control and jurisdiction of the State Highway Commission; and

WHEREAS, it appears that vehicles parked on the easterly shoulder and in the median area of said highway at its intersection with Green Acres Road south of Coos Bay in Coos County severely restricts sight distance for vehicles entering said highway from Green Acres Road; and

WHEREAS, the parking of vehicles on the shoulder and in the median area of said highway at said location creates a hazard to the traveling public; and

WHEREAS, in the opinion of the Commission, public travel and public safety require that parking of vehicles should be prohibited on the easterly shoulder and in the median area of said highway at said location;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare, based upon recommendations by members of its staff, that the parking of vehicles in the median area of the Oregon Coast Highway in the vicinity of M.P. 247.53 between Engineer's Station 472+50 and Engineer's Station 474+25, and on the easterly shoulder of said highway between Engineer's Station 473+00 and Engineer's Station 474+25 creates a hazard to the traveling public.

2. That, in the opinion of this Commission, the right of way of said highway on said section is not of sufficient width to permit parking of vehicles thereon and at the same time provide the degree of safety and convenience which, in the opinion of the Commission, should be provided the motoring public.

3. That the Commission does further find and declare that parking of vehicles in the median area and on the easterly shoulder of said Oregon Coast Highway within said section should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect signs within said termini and at such points as, in his judgment are necessary to accomplish the purpose of this resolution, and the action of the Commission as herein declared, on which signs shall be printed in plain letters the words, "NO PARKING".

5. That a certified copy of this resolution be sent to the Superintendent of the Department of State Police for his information.

EXHIBIT "G-1" (Cont)

6. That this "No Parking" Resolution No. 166 be entered in the minutes and records of the State Highway Commission as of the 8th day of August, 1957.

28757

EXHIBIT "G-2"

Minutes of August 8 and 9, 1957

RESOLUTION

WHEREAS, the Coos River Secondary Highway No. 241 is under the control and jurisdiction of the State Highway Commission; and

WHEREAS, it appears that vehicles are parked on the shoulders of said highway in the vicinity of the Weyerhaeuser Timber Company access east of allegany in Coos County; and

WHEREAS, an adequate parking area has been provided off the highway at the Millicoma Terminal proper.

WHEREAS, the parking of vehicles on the shoulders of said highway at said location creates a hazard to the traveling public and interferes with highway maintenance activities; and

WHEREAS, in the opinion of the Commission, public travel and public safety require that parking of vehicles should be prohibited on both shoulders of said highway at said location;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare, based upon recommendations by members of its staff, that the parking of vehicles on the southerly shoulder of the Coos River Secondary Highway No. 241, between M.P. 14.68 and M.P. 14.80, and on the northerly shoulder of said highway between M.P. 14.74 and M.P. 14.80 creates a hazard to the traveling public and interferes with highway maintenance operations.

2. That in the opinion of this Commission the right of way of said highway at said location is not of sufficient width to permit parking of vehicles thereon and at the same time to provide the degree of safety and convenience which, in the opinion of the Commission should be provided the motoring public.

3. That the Commission does further find and declare that the parking of vehicles on the shoulders of the pavement on either side of said Coos River Secondary Highway within said termini should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect signs within said termini and at such points as, in his judgment, are necessary to accomplish the purpose of this resolution, and the action of the Commission as herein declared, on which signs shall be printed in plain letters the words, "NO PARKING ON HIGHWAY SHOULDERS".

EXHIBIT "G-2"(Cont)

5. That a certified copy of this resolution be sent to the Superintendent of the Department of State Police for his information.

6. That this "No Parking" Resolution No. 167 be entered in the minutes and records of the State Highway Commission as of the 8th day of August, 1957.

EXHIBIT "G-3"

Minutes of August 8 and 9, 1957

RESOLUTION

WHEREAS, the Necanicum Highway No. 46 is under the control and jurisdiction of the State Highway Commission: and

WHEREAS, it appears that vehicles are parked in the triangular area formed by the separate turning legs of Foss Road at its Intersection with the Necanicum Highway north of Mohler in Tillamook County; and

WHEREAS, the parking of vehicles in said area creates a hazard to the traveling public; and

WHEREAS, in the opinion of the Commission, public travel and public safety require that parking of vehicles should be prohibited on said highway at said location.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare, based upon recommendations by members of its staff, that the parking of vehicles in the triangular area formed at the intersection of Foss Road with the Necanicum Highway No. 46 at M.P. 17.68 creates a hazard to the traveling public.

2. That in the opinion of this Commission this area is not adequate to permit parking of vehicles thereon and at the same time provide the degree of safety and convenience which, in the opinion of the Commission, should be provided the motoring public.

3. That the Commission does further find and declare that the parking of vehicles in this area on said Necanicum Highway No. 46 should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points as in his judgment are necessary to accomplish the purpose of this resolution and the action of the Commission as herein declared, on which signs shall be printed in plain letters the words "NO PARKING".

5. That a certified copy of the resolution be sent to the Superintendent of the Department of State Police for his information.

6. That this "No Parking" Resolution No. 168 be entered in the minutes and records of the State Highway Commission as of the 8th day of August, 1957.

28760

EXHIBIT "G-4"

Minutes of August 8 and 9, 1957

RESOLUTION

WHEREAS, the Pacific Highway West, No. 1W, (S. W. Barbur Boulevard) is a primary highway under the control and jurisdiction of the State Highway Commission; and

WHEREAS, it appears that vehicles are parked on the shoulders of said highway in the vicinity of S. W. Hamilton Street in the City of Portland, Multnomah County; and

WHEREAS, the parking of said vehicles in said section creates a hazard to the traveling public; and

WHEREAS, in the opinion of the Commission public travel and public safety require that parking should be prohibited on said highway within said section.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That the Commission does hereby find and declare, based upon recommendations by members of its staff and by the City of Portland, that parking of vehicles on the westerly shoulder of S. W. Barbur Boulevard (Pacific Highway West) in the City of Portland between a point 0.16 mile southerly from S. W. Hamilton Street (M. P. 2.47 - Engineer's Station 63+50) and a point 0.27 mile southerly from S. W. Hamilton Street (M. P. 2.58 - Engineer's Station 69+50), creates a hazard to the traveling public.

2. That, in the opinion of this Commission, the right of way of said highway at said location is not of sufficient width to permit parking of vehicles thereon and at the same time provide the degree of safety and convenience which, in the opinion of the Commission, should be provided the motoring public.

3. That the Commission does further find and declare that the parking of vehicles on the westerly shoulder of S. W. Barbur Boulevard (Pacific Highway West) within said termini should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points between said termini as in his judgment are necessary to accomplish the purpose of this resolution and the action of the Commission as herein declared, on which signs shall be printed in plain letters the words "NO PARKING AT ANY TIME".

EXHIBIT "G-4" (Cont)

5. That a certified copy of this resolution be sent to the Superintendent of the Department of State Police for his information.

6. That this "No Parking" Resolution No. 169 be entered in the minutes and records of the State Highway Commission as of the 8th day of August, 1957.

28762

EXHIBIT "G-5"

Minutes of August 8 and 9, 1957

RESOLUTION

WHEREAS, the John Day-Burns Highway is under the control and jurisdiction of the State Highway Commission; and

WHEREAS, it appears that vehicles are parked on the shoulders of said highway in the vicinity of the Grant Union High School between the cities of John Day and Canyon City in Grant County; and

WHEREAS, the parking of vehicles on the shoulders of said highway at said location creates a hazard to the traveling public; and

WHEREAS, in the opinion of the Commission, public travel and public safety require that parking of vehicles should be prohibited on both shoulders of said highway at said location;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare, based upon recommendations by members of its staff, that the parking of vehicles on both shoulders of the John Day-Burns Highway between M.P. 0.67 and M.P. 1.97 creates a hazard to the traveling public.

2. That, in the opinion of this Commission, the right of way of said highway on said section is not of sufficient width to permit parking of vehicles thereon and at the same time to provide the degree of safety and convenience which, in the opinion of the Commission should be provided the motoring public.

3. That the Commission does further find and declare parking of vehicles on both shoulders of said John Day-Burns Highway within said section should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect signs within said termini and at such points as, in his judgment, are necessary to accomplish the purpose of this resolution, and the action of the Commission as herein declared, on which signs shall be printed in plain letters the words, "NO PARKING ON HIGHWAY SHOULDERS".

5. That a certified copy of this resolution be sent to the Superintendent of the Department of State Police for his information.

6. That this "No Parking" Resolution No. 165 be entered in the minutes and records of the State Highway Commission as of the 8th day of August, 1957.

EXHIBIT "G-6"

Minutes of August 8 and 9, 1957

RESOLUTION

WHEREAS, the Klamath Falls-Lakeview Highway is one of the major state highways of the state, is likewise a part of the Federal Highway System and is under the jurisdiction and control of the State Highway Commission, being identified in the Commission's records as State Highway No. 20 and State Route No. 66; and,

WHEREAS, the Klamath Falls-Malin Highway also is one of the major state highways of the State, is likewise a part of the Federal Highway System, and is under the jurisdiction and control of the State Highway Commission, being identified in the Commission's records as State Highway No. 50, and State Route No. 39; and

WHEREAS, the Highway Commission on May 26, 1952, based upon the recommendation of the State Highway Engineer, took action prohibiting the parking of motor vehicles within the triangular area formed by the intersection of the Klamath Falls-Lakeview Highway with the Klamath Falls-Malin Highway at a point about 5.08 miles east of Klamath Falls, and/or along the shoulders of the said highways on each side of said triangular area; and

WHEREAS, conditions have changed at said intersection so that it no longer is necessary to prohibit the parking of motor vehicles within said intersection.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. The Commission does hereby find and declare, based upon investigation, reports and recommendations made by and under the supervision of the State Highway Engineer, that the action of the Commission taken May 26, 1952 prohibiting the parking of motor vehicles within the triangular area formed by the intersection of the Klamath Falls-Lakeview Highway with the Klamath Falls-Malin Highway at a point about 5.08 miles east of Klamath Falls ("No Parking Resolution No. 78") be rescinded.

2. That the State Highway Engineer be and he hereby is instructed to take such action as in the judgment of said Engineer is necessary to accomplish the purposes of this resolution and the action of the Highway Commission as herein declared.

3. That a certified copy of this resolution be sent to the Superintendent of the Department of State Police and a like copy be mailed to the Sheriff of Klamath County.

4. That this resolution be entered in the minutes and records of the State Highway Commission as "No Parking Resolution No. 78-a", as of the 8th day of August, 1957.

August 8, 1957

EXHIBIT "H-1"

Minutes of August 8 and 9, 1957

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, Based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of Highway: Klamath Falls-Lakeview

Highway number: 20 Route number ORE 66

Location of Termini			Established Speed
M.P.		to M.P.	M.P.H.
4.51 (50 feet S. E. of Patterson Street)		6.62 (0.13 mile east of the Klamath Falls-Malin Highway)	50

EXHIBIT "H-1" (Cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 252 be entered in the minutes and records of the Commission as of the 8th day of August, 1957.

28766

EXHIBIT "H-2"

Minutes of August 8 and 9, 1957

RESOLTUION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with rrspect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: _____

Highway number: _____ Route number US 99

M.P.	to M.P.	MPH
T220.81 (South city limits of Myrtle Creek)	T224.57 (450 ft. south of Riddle Junction)	45

except that from a point 600 feet north of Chadwick Lane (M.P. T223.41) to a point 100 feet north of Meadow Lane (M.P. T223.65), the indicated speed shall be 20 MPH during the hours of school crossings as per the provisions of Subsection 1.a., of ORS 483.104.

EXHIBIT "H-2" (Cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled, specifically Speed Zone Resolution No. 162 established August 9, 1954.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 162a be entered in the minutes and records of the Commission as of the 8th day of August, 1957.

28768

EXHIBIT "I-1"

Minutes of August 8 and 9, 1957

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Grand Avenue-Union Avenue One-way Couplet Section of the Pacific Highway East in Portland, Multnomah County, (Grand Avenue northbound; Union Avenue southbound) and in connection therewith to prepare a map showing the route and location of said section and to file said map, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said survey and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That the survey of the Grand Avenue-Union Avenue One-way Couplet Section of the Pacific Highway East, beginning at Highway Engineer's Station 0+50 near Hancock Street in Portland and extending in a southerly direction along Grand Avenue to Highway Engineer's Station 105+42.55 near Stephens Street, together with the map, which for identification purposes bears Sketch Map File No. 1R-5-1042, dated July 1957, (Right-of-Way Map No. 8B-5-22, dated June 1957) field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That when said highway section is permanently constructed, the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That this approval and adoption of said survey constitutes and is deemed as instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction, or improvement of the highway along and over this survey. This approval and adoption shall also constitute authority for the Legal and Right of Way Department to proceed promptly with acquisition of the necessary right of way pursuant to the normal and approved method for construction of a non-access controlled highway.

4. That this resolution be entered in the minutes and records of the Commission as of the 8th day of August, 1957, as Survey Resolution No. 168.

EXHIBIT "I-2"

Minutes of August 8 and 9, 1957

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location the Hilgard-La Grande Section of the Old Oregon Trail Highway in Union County, and in connection therewith to prepare a map showing the route and location of said section and to file said map, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said survey and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That the survey of the Hilgard-La Grande Section of the Old Oregon Trail Highway, beginning at Highway Engineer's Station 600+00, a short distance west of the railroad station of Hilgard, and extending in an easterly direction to Highway Engineer's Station 930+00, approximately 1.5 miles west of the west city limits of La Grande, together with the map, which for identification purposes bears Sketch Map File No. 1R-3-1171, dated July 1957, (Right of Way Map No. 8B-6-10 and 8B-6-11) field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That when said highway section is permanently constructed, the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That this approval and adoption of said survey constitutes and is deemed as instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction, or improvement of the highway along and over this survey. This approval and adoption shall also constitute authority for the Legal and Right of Way Department to proceed promptly with acquisition of the necessary right of way pursuant to the normal and approved method for construction of a complete access controlled highway.

4. That heretofore this Commission by resolution dated November 3, 1948, designated the Old Oregon Trail Highway as a "Throughway" within the meaning and purpose of ORS 374.005 through ORS 374.095, commonly known

as the "Throughway Law", and for the reasons stated therein, it is hereby directed that the construction of the above mentioned section of highway shall be accomplished pursuant to and within the meaning and scope of said law and said resolution

5. That this resolution be entered in the minutes and records of the Commission as of the 8th day of August, 1957, as Survey Resolution No. 169.

EXHIBIT "I-3"

Minutes of August 8 and 9, 1957

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the (1) Hay Canyon-John Day River Section of the Wasco-Heppner Secondary Highway in Sherman County and (2) the Pleasant Hill-Creswell Section of the Springfield-Creswell secondary highway in Lane County and (3) the Union County Line-Rock Creek Section of the Wallowa Lake Highway in Wallowa County, and in connection therewith to prepare maps showing the route and location of said sections and to file said maps, reports, and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said surveys and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said surveys, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1a. That the survey of the Hay Canyon-John Day River Section of the Wasco-Heppner Highway, beginning at Highway Engineer's Station 0+00 immediately south of the community of Hay Canyon and extending in a southeasterly direction to Highway Engineer's Station 303+92.5 at the John Day River, together with the map which for identification purposes bears Sketch Map File No. 1R-5-1055, dated July 1957, (Right of Way Map No. 8B-5-32, dated July 1957; 7B-11-9, dated January 1952; 6B-26-6, dated November 1947), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

1b. That the survey of the Pleasant Hill-Creswell Section of the Springfield-Creswell Highway, beginning at Highway Engineer's Station 0+00, at a junction with the Willamette Highway approximately five and one-half miles east of Goshen and extending in a southerly and westerly direction to Highway Engineer's Station 0+00 in Creswell, together with the map, which for identification purposes bears Sketch Map File No. 1R-5-1051, dated July 1957, (Right of Way Map No. 8B-5-23 and 8B-5-24, dated June 1957), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

1c. That the survey of the Union County Line-Rock Creek Section of the Wallowa Lake Highway, beginning at Highway Engineer's Station 31+00 near Minam and extending in an easterly direction to Highway Engineer's

Station 478+25.6, a short distance west of Rock Creek, together with the map which for identification purposes bears Sketch Map File No. 1R-3-1170, dated July 1957, (Right of Way Map No. 8B-6-12 and 8B-6-13, dated July 1957), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That when said highway sections are permanently constructed, the same shall be done in accordance with said surveys and locations unless otherwise directed or ordered by the Commission.

3. That this approval and adoption of said surveys constitutes and is deemed as instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction, or improvement of the said highways along and over these surveys. This approval and adoption shall also constitute authority for the Legal and Right of Way Department to proceed promptly with acquisition of the necessary right of way pursuant to the normal and approved method for construction of limited access controlled highways.

4. That this resolution be entered in the minutes and records of the Commission as of the 8th day of August, 1957, as Survey Resolution No. 170.

EXHIBIT "J-1"

Minutes of August 8 and 9, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street, quarry sites, gravel pits, storage sites, stock pile sites, or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads highway drainage, drainage tunnels, or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to locate, construct and maintain the Harbor Drive - Barbur Boulevard Section of the Portland-Salem Expressway; and

WHEREAS, the Highway Commission has, by a resolution, ordered and declared that said section of said highway shall be located, constructed and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law, and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, inprovement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion. acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners

28774

EXHIBIT "J-1" (Cont)

and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of locating, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the location, construction and maintenance of the said Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the state and the owners should be acquired are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said Portland-Salem Expressway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the location, construction and maintenance of the said Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken, is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is

EXHIBIT "J-1" (Cont.)

directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 8th day of August, 1957, as Condemnation Resolution No. 834.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 834, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

28776

EXHIBIT "J-2"

Minutes of August 8 and 9, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, construct, improve and maintain the Salem By-Pass Section of the Portland-Salem Expressway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is

necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of widening, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, construction, improvement and maintenance of the said Salem By-Pass Section of the Portland-Salem Expressway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and improved Portland-Salem Expressway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.*

3. That the widening, construction, improvement and maintenance of the said Salem By-Pass Section of the Portland-Salem Expressway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking,

and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 8th day of August, 1957, as Condemnation Resolution No. 835.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 835, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-3"

Minutes of August 8 and 9, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation or by the exercise of the power or eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street, quarry sites, gravel pits, storage sites, stock pile sites, or for the acquisition or manufacture of roadbuilding materials, approach or hauling roads, connecting roads, frontage road, highway drainage, drainage tunnels, or for the elimination or prevention of hazardous points of entry from adjacent property to state highways, or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, the said Commission is required to designate, locate, relocate, construct and maintain in the State of Oregon a system of highways, including all necessary bridges and culverts; and,

WHEREAS, for the purpose of constructing and maintaining highways of the state highway system, the Commission plans and proposes to acquire certain real property for the acquisition of roadbuilding materials for use in connection with the construction and maintenance of highways of the state highway system; and,

WHEREAS, said Commission is authorized to take fee simple title to said real property.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, certain interests in or fee simple title to a certain parcel of real property. The said parcel of real property, or particular interest therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, is more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That the highway facilities for which the said parcel of property, or interest therein, is required and is being taken is necessary in the public

EXHIBIT "J-3" (Cont)

interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcel of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcel of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 8th day of August, 1957, as Condemnation Resolution No. 836.

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*FOOTNOTE:

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 836, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

Exhibit "J-4"

Minutes of August 8 and 9, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the State Highway Commission plans and proposes to relocate, construct, improve and maintain the Valley Junction-Sheridan Section of the Salmon River Highway, and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interest of the owners and the State are best served, even though said entire tract is

not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Valley Junction-Sheridan Section of the Salmon River Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A" under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Salmon River Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Valley Junction-Sheridan Section of the Salmon River Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to

EXHIBIT "J-4" (Cont)

said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 8th day of August, 1957, as Condemnation Resolution No. 837.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 837, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

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EXHIBIT "J-5"

Minutes of August 8 and 9, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised States, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 347, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Goble-St. Helens Section of the Columbia River Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "J-5" (Cont)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Goble-St. Helens Section of the Columbia River Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Columbia River Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Goble-St. Helens Section of the Columbia River Highway and the highway facilities for which each of the said parcels of property or interest therein is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

EXHIBIT "J-5" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 8th day of August, 1957, as Condemnation Resolution No. 838.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 838, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-6"

Minutes of August 8 and 9, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways, or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Sunset Highway; and

WHEREAS, the Highway Commission has be a resolution ordered and declared that said section of said highway shall be widened, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law, and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

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EXHIBIT "J-6" (Cont)

WHEREAS, for the purpose of widening, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said Sunset Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and improved Sunset Highway, including the Highlands Traffic Interchange, and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the widening, improvement and maintenance of the said Sunset Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

EXHIBIT "J-6" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 8th day of August, 1957, as Condemnation Resolution No. 839.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 839, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

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EXHIBIT "J-7"

Minutes of August 8 and 9, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Davis Slough-Bandon Section of the Oregon Coast Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law, and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

EXHIBIT "J-7" (Cont)

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Davis Slough-Bandon Section of the Oregon Coast Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be required, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Oregon Coast Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.*

3. That the relocation, construction, improvement and maintenance of the said Davis Slough-Bandon Section of the Oregon Coast Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

EXHIBIT "J-7" (Cont)

6. That this resolution be entered in full in the minutes and records of the Commission this 8th day of August, 1957, as Condemnation Resolution No. 840.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 840, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-8"

Minutes of August 8 and 9, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, construct, improve and maintain the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said highway shall be widened, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, for the purpose of widening, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

EXHIBIT "J-8" (Cont)

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, construction, improvement and maintenance of the said Pacific Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and improved Pacific Highway, including its Hayden Island Traffic Interchange, and all of the contiguous real property of the owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.*

3. That the widening, construction, improvement and maintenance of the said Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

EXHIBIT "J-8" (Cont)

6. That this resolution be entered in full in the minutes and records of the Commission this 8th day of August, 1957, as Condemnation Resolution No. 841.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 841, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

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EXHIBIT "J-9"

Minutes of August 8 and 9, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Newport-Toledo Section of the Corvallis-Newport Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said

EXHIBIT "J-9" (Cont)

highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Newport-Toledo Section of the Corvallis-Newport Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Corvallis-Newport Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Newport-Toledo Section of the Corvallis-Newport Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission is authorized to make such stipulation, agreement or admission as in his

judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 8th day of August, 1957, as Condemnation Resolution No. 842.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 842, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

28799

EXHIBIT "J-10"

Minutes of August 8 and 9, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, construct, improve and maintain the Oregon Coast Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that the said highway shall be widened, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, for the purpose of widening, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property

hereinafter described is necessary and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, construction, improvement and maintenance of the Oregon Coast Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and improved Oregon Coast Highway and all of the contiguous real property of the owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the owners, their heirs and assigns, for service of their remaining land, such access reservations as are noted.*

3. That the widening, construction, improvement and maintenance of the Oregon Coast Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

EXHIBIT "J-10"(Cont)

6. That this resolution be entered in full in the minutes and records of the Commission this 8th day of August, 1957, as Condemnation Resolution No. 843.

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*FOOTNOTE:

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 843, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

28802

EXHIBIT "J-11"

Minutes of August 8 and 9, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, construct, improve and maintain the Heppner-Spray Highway; and

WHEREAS, for the purpose of widening, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, constructing, improving and maintaining of the said Heppner-Spray Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That the widening, construction, improvement and maintenance of the said Heppner-Spray Highway and the highway facilities for which each

EXHIBIT "J-11" (Cont)

of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 8th day of August, 1957, as Condemnation Resolution No. 844.

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*FOOTNOTE:

The name of the property owner and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 844, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

28804

EXHIBIT "J-12"

Minutes of August 8 and 9, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate in part, widen, construct, improve and maintain the North Jefferson Junction-Albany Section of the Pacific Highway East; and

WHEREAS, the Highway Commission has, by a resolution, ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law, and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "J-12 " (Cont)

WHEREAS, for the purpose of relocating in part, widening, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation in part, widening, construction, improvement and maintenance of the said North Jefferson Junction-Albany Section of the Pacific Highway East, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the state and the owners should be acquired are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and relocated Pacific Highway East, including its Santiam Highway connection leg, and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property, where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation in part, widening, construction, improvement and maintenance of the said North Jefferson Junction-Albany Section of the Pacific Highway East and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken, is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit

EXHIBIT "J-12" (Cont)

or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 8th day of August, 1957, as Condemnation Resolution No. 845.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 845, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-13"

Minutes of August 8 and 9, 1957

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stockpile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads; highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and purposes to widen, improve and maintain the Hinsdale Slough-Luder Creek Section of the Umpqua Highway; and

WHEREAS, for the purpose of widening, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT IS HEREBY RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required for the construction, improvement, betterment and maintenance of highways of the state highway system and the widening, improvement and maintenance of the said Hinsdale Slough-Luder Creek Section of the Umpqua Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said Umpqua Highway and all of the

contiguous real property of the respective owners remaining after the appropriation of the said real property; provided, however, that there shall be reserved unto the respective owners, their heirs and assigns, for service of the said remaining land, such access reservations as are noted as to each parcel or parcels on the said attached list marked Exhibit "A". *

3. That the widening, improvement and maintenance of the said Hinsdale Slough-Luder Creek Section of the Umpqua Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 8th day of August, 1957, as Condemnation Resolution No. 846.

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* FOOTNOTE:

The name of the property owner and the detailed description of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 846, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-14"

Minutes of August 8 and 9, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Tillamook-Donaldson Creek Section of the Wilson River Highway; and

WHEREAS, the Highway Commission has, by a resolution, ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "J-14"(Cont)

WHEREAS, for the purpose of relocating, constructing, improving, and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the State highway system, and the relocation, construction, improvement and maintenance of the said Tillamook-Donaldson Creek Section of the Wilson River Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Wilson River Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property, where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Tillamook-Donaldson Creek Section of the Wilson River Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken, is necessary in the public interest, and the same has been planned, designed, located and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

EXHIBIT "J-14" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 8th day of August, 1957, as Condemnation Resolution No. 847.

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*FOOTNOTE:

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 847, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

28812

EXHIBIT "J-15"

Minutes of August 8 and 9, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, and amendments thereof, or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street, quarry sites, gravel pits, storage sites, stock pile sites, or for the acquisition or manufacture of roadbuilding materials, approach or hauling roads, connecting roads, frontage road, highway drainage, drainage tunnels, or for the elimination or prevention of hazardous points of entry from adjacent property to state highways, or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, the said Commission is required to designate, locate, relocate, construct and maintain in the State of Oregon a system of highways, including all necessary bridges and culverts; and,

WHEREAS, for the purpose of constructing and maintaining highways of the state highway system, the Commission plans and proposes to acquire certain real property for the acquisition of roadbuilding materials for use in connection with the construction and maintenance of highways of the state highway system and right of way for a haul road; and,

WHEREAS, said Commission is authorized to take fee simple title to said real property.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, certain interests in or fee simple title to a certain parcel of real property. The said parcel of real property, or particular interest therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, is more particularly described in the attached list marked Exhibit A, under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit A is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

EXHIBIT "J-15" (Cont)

2. That the highway facilities for which the said parcel of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcel of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcel of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 8th day of August, 1957, as Condemnation Resolution No. 849.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 849, under the heading "Real Property Condemnation Resolutions", and said description, map and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

28814

EXHIBIT "J-16"

Minutes of August 8 and 9, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street, quarry sites, gravel pits, storage sites, stock pile sites, or for the acquisition or manufacture of roadbuilding materials, approach or hauling roads, connecting roads, frontage road, highway drainage, drainage tunnels, or for the elimination or prevention of hazardous points of entry from adjacent property to state highways, or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, the said Commission is required to designate, locate, relocate, construct and maintain in the State of Oregon a system of highways, including all necessary bridges and culverts; and,

WHEREAS, for the purpose of construction and maintaining highways of the state highway system, the Commission plans and proposes to acquire certain real property for the acquisition of roadbuilding materials for use in connection with the construction and maintenance of highways of the state highway system; and,

WHEREAS, said Commission is authorized to take fee simple title to said real property.

NOW THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, certain interests in or fee simple title to a certain parcel of real property. The said parcel of real property, or particular interest therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, is more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

EXHIBIT "J-16" (Cont)

2. That the highway facilities for which the said parcel of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, , located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcel of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcel of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 8th day of August, 1957, as Condemnation Resolution No. 850.

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*FOOTNOTE:

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 850 under the heading "Real Property Condemnation Resolutions", and said description, map and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

28816

EXHIBIT "J-17"

Minutes of August 8 and 9, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, construct, improve and maintain the Salem By-Pass Section of the Portland-Salem Expressway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and,

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is

necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of widening, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, construction, improvement and maintenance of the said Salem By-Pass Section of the Portland-Salem Expressway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and improved Portland-Salem Expressway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.*

3. That the widening, construction, improvement and maintenance of the said Salem By-Pass Section of the Portland-Salem Expressway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

EXHIBIT "J-17" (Cont)

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 8th day of August, 1957, as Condemnation Resolution No. 851.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 851, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-18"

Minutes of August 8 and 9, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 347, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Goble-St. Helens Section of the Columbia River Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is

necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Goble-St. Helens Section of the Columbia River Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Columbia River Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.*

3. That the relocation, construction, improvement and maintenance of the said Goble-St. Helens Section of the Columbia River Highway and the highway facilities for which each of the said parcels of property or interest therein is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said

EXHIBIT "J-18" (Cont)

parcels of real property as to the compensation to be paid for the taking and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 8th day of August, 1957, as Condemnation Resolution No. 852.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 852, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

28822

EXHIBIT "K"

Minutes of August 8 and 9, 1957

RESOLUTION

WHEREAS, Benson State Park is an Oregon park established by and under the jurisdiction and control of the State of Oregon, by and through its State Highway Commission; and

WHEREAS, there is a lake located within the area of said State Park which said lake is described as follows, to wit:

> Lying between the Oregon Washington Railroad & Navigation Company tracks and the Columbia River Highway in Benson State Park. The westerly end of which is opposite Engineer's Highway Station 1211+00 (Mile Post 29.0), the easterly end being opposite Engineer's Highway Station 1231+00 (Mile Post 29.4) in Government Lot 1, Section 12, Township 1 North, Range 5 East, and Government Lots 3 and 4, Section 7, Township 1 North, Range 6 East, W. M., in Multnomah County, Oregon.

Attached hereto, marked Exhibit "A", and by this reference made a part hereof, is a map of one page showing the location of said lake in said park. *

WHEREAS, swimming facilities are provided in the lake area of said Benson State Park; and

WHEREAS, various persons on numerous occasions operate motor boats in the said lake at said Benson State Park and said motor boat operators propel their boats through the area used by swimmers and thereby endangering the lives and safety of the persons using the said swimming facilities at said lake; and

WHEREAS, it is the opinion of the Highway Commission that it is necessary, in order to protect the lives and safety of persons using the swimming area and facilities in said Benson State Park, to prohibit the use and operation of motor boats at any time within the area of Benson State Park;

NOW, THEREFORE, be it and it hereby is, resolved and ordered by the Highway Commission, as follows:

1. The Commission does hereby find and declare that the operation of motor boats on the lake in Benson State Park creates a hazard that endangers the lives and safety of those persons using the swimming facilities at said lake.

EXHIBIT "K" (Cont)

2. The Highway Commission does further find, declare and order that the use and operation of motor boats in said Benson State Park is prohibited at all times.

3. The State Park Superintendent or his duly authorized representative is hereby instructed to erect signs within said park area prohibiting the use and operation of motor boats therein.

4. A duplicate original hereof shall be filed with the Secretary of State of Oregon in accordance with ORS 183.020.

5. That this resolution be entered as State Parks Resolution No. 11 in the minutes and records of the State Highway Commission this 8th day of August, 1957.

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*FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 11 under the heading "State Parks Resolutions" and said map by this reference is made part of this minute entry to the same extent as if copied in full herein.

28824

EXHIBIT "L"

Minutes of August 8 and 9, 1957

RESOLUTION

WHEREAS, on January 18, 1955, the State Highway Commission by Miscellaneous Resolution No. 125 adopted a certain area described in the above mentioned Resolution as Big Creek State Park, and located in Lincoln County, Oregon; and

WHEREAS, it is deemed to be in the public interest that the name of the above said park be changed to Beachside State Park.

NOW, THEREFORE, BE IT AND IT HEREBY IS ORDERED AND RESOLVED by this Commission as follows:

1. That the portion of Miscellaneous Resolution No. 125 adopted by the State Highway Commission on January 18, 1955, and describing a park area, designated as Big Creek State Park, is hereby amended so as to designate the said described park area as Beachside State Park.

2. That this resolution be entered in the minutes and records of this Commission this 8th day of August, 1957, as Miscellaneous Resolution No. 125e.

Salem, Oregon
August 29, 1957

A special meeting of the State Highway Commission was held this date in the office of the State Highway Engineer, Room 137, State Highway Building, to dispose of a number of important matters. Present were:

Chas. H. Reynolds, Chairman
M. K. McIver, Commissioner
R. B. Chessman, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway Engineer
L. I. Lindas, Chief Counsel
G. E. Rohde, Assistant Counsel
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

The Commission discussed the proposed sale of highway bonds that were authorized by the 1957 Legislative Assembly to finance highway construction, totalling $20,600,000. (See Chapters 22 and 354, Oregon Laws 1957.) The question arose whether to sell all of the bonds now or to limit the sale to a portion of them, the balance to be sold as funds are required to meet obligations. After a full discussion of this matter, the Commission decided unanimously that the immediate sale of all of the bonds combined in one issue would be advisable and in the best interests of the State. The Commission also unanimously decided to issue the bonds in denominations of $1,000 each, and that the bonds should be dated November 1, 1957, and should contain the provision that they would be callable in ten years or thereafter; further, that the effective rate of interest should not exceed 4%; and that the bonds should be sold at a discount of not less than 98% of the par value of the bonds.

The Commission unanimously approved the following schedule of maturities and maturity dates covering the entire issue:

OREGON STATE HIGHWAY DEPARTMENT
Salem, Oregon

SCHEDULE OF MATURITY DATES FOR $20,600,000 BOND ISSUE
BONDS TO BE DATED NOVEMBER 1, 1957

Date	Maturity Payments	Interest Payments (Est. Rate 3.70)
5/1/58	$ --	$ 381,100
11/1/58	--	381,100
5/1/59	--	381,100
11/1/59	--	381,100

Date	Maturity Payments	Interest Payments (Est. Rate 3.70)
5/1/60	$ --	$ 381,100
11/1/60	1,000,000	381,100
5/1/61	---	362,600
11/1/61	1,000,000	362,600
5/1/62	--	344,100
11/1/62	1,000,000	344,100
5/1/63	--	325,600
11/1/63	1,000,000	325,600
5/1/64	--	307,100
11/1/64	1,000,000	307,100
5/1/65	--	288,600
11/1/65	1,500,000	288,600
5/1/66	--	260,850
11/1/66	1,500,000	260,850
5/1/67	--	233,100
11/1/67	1,500,000	233,100
5/1/68	--	205,350
11/1/68	1,500,000	205,350
5/1/69	--	177,600
11/1/69	1,600,000	177,600
5/1/70	--	148,000
11/1/70	1,600,000	148,000
5/1/71	--	118,400
11/1/71	1,600,000	118,400
5/1/72	--	88,800
11/1/72	1,600,000	88,800
5/1/73	--	59,200
11/1/73	1,600,000	59,200
5/1/74	--	29,600
11/1/74	1,600,000	29,600
Total	$20,600,000	$8,184,400

The date for receiving bids for the purchase of the bonds was discussed by the Commission, and it was decided to receive the bids at 10:00 a.m. on Tuesday, October 1, 1957, in the Imperial Hotel, Portland. The Secretary was instructed to arrange for a room to accommodate the meeting.

Next discussed was the media for advertising the sale of the bonds. The Commission decided unanimously to continue the practice that has been followed in the past in such matters, and accordingly authorized the publishing of the notice in the Daily Bond Buyer, New York City, and in the Daily Journal of Commerce, Portland, Oregon.

The question arose as to how much of a guarantee bidders should be required to deposit with their respective bids, and it was the Commission's decision that each bidder should be required to deposit with the Commission, along with his bid, an amount equal to 1% of the aggregate amount of the bid.

The Commission also discussed the matter of printing the bonds and decided unanimously to follow the same procedure that has been followed in connection with previous bond issues.

The selection of a bond attorney was also discussed. The Commission decided unanimously to obtain, if possible, the services of the law firm of Winfree, McCulloch, Shuler and Sayre, Portland, Oregon, which firm has passed on previous bond issues for the State Highway Department.

Following further discussion of the matter of a general nature, the Commission instructed the Chief Counsel to prepare a form of resolution embodying all of the things that were discussed at this meeting, and to present the same to the Commission for adoption at its next regular meeting scheduled to be held in Portland on September 12, 1957.

The Engineer brought up for discussion the matter of contributing an additional amount toward the financing of the AASHO test road that is being constructed. Available financing, he said, presently is $19,000,000; however, when bids were opened for construction it was found that the costs involved were materially in excess of such amount, so there is now an approximate deficit of $3,500,000 to complete construction and conduct the necessary tests. The Executive Committee of AASHO at a recent meeting recommended that the states by apportionment allocate federal-aid planning and research funds in an amount sufficient to provide for the deficit. The additional assessment against the State of Oregon is 1.4% of the total, and amounts to $49,000. He pointed out that the operation of this test road was a requirement of Section 210 of the Federal-aid Highway Act of 1956. He recommended that he be given authority to authorize payment by the Bureau of Public Roads to the Highway Research Board, under whose jurisdiction the test is being conducted, the sum of $49,000 as Oregon's share of the amount necessary to complete construction and operation of this road test. The Commission adopted the recommendation and authorized the additional contribution from Oregon's share of the Federal funds.

The Engineer also brought up for discussion a proposed settlement with Delano Aerial Surveys, Portland, to whom the Commission awarded State Highway Contract No. 4632, for the Portland Area Aerial Photography and Mosaic Project, in Multnomah, Clackamas and Washington Counties. He recalled that the Commission at its meeting on August 8 and 9, 1957 declared this contractor in default; however, subsequently an arrangement was made with the contractor for the release of its interests, whereby the State is to pay the contractor for all work accomplished amounting to $7,720.00, less the sum of $1,588.47, which represents additional

engineering costs incurred by the State, and expense, due to the contractor's inability to complete the job. The arrangement also provides that the State will not pay for pictures or for mosaics. Total payment to the contractor, therefore, is $6,131.53. He recommended approval of the arrangement on the condition that Delano Aerial Surveys will sign a statement accepting the settlement and agreeing to make no further demands on the State. He also recommended that the Commission rescind the action taken on August 9, 1957, declaring this contractor in default if they will sign such an agreement. The recommendations were adopted by the Commission unanimously.

The Engineer requested authority for an expenditure of $14,000 to illuminate the Dayton Junction interchange at the junction of the Three Mile Lane Secondary Highway with the Salem-Dayton Secondary Highway in Yamhill County. He explained that the illumination of this interchange is in conformity with the Commission's established policy with respect to such matters. The Commission approved the expenditure and authorized the Engineer to advertise the project for bids to be received at the next regular meeting on September 12, 1957.

The Commission discussed matters pertaining to the damage cases that have been filed against the State as a result of the flood that occurred in the town of Mitchell on the Ochoco Highway, Wheeler County. The Chief Counsel advised that in conformity with authority granted him by the Commission at the previous meeting, he discussed with the attorneys for the plaintiffs a lump sum settlement of all of the cases and ascertained that the lowest amount that they would accept is $145,000. He requested instructions. The Commission refused to settle on such basis and instructed the Chief Counsel to so inform the attorneys for the claimants. In this connection the Chief Counsel requested instructions relative to the payment of the judgment that has been returned in the case of Sigfrit vs. State, which involves payment of damages with interest, totalling $16,047.95, and court costs, amounting to $562.96. The Commission approved payment of the amounts involved in this case.

The Chief Counsel brought to the Commission's attention a condemnation case that is coming up for trial soon on the Hinsdale Slough-Luder Creek Section of the Umpqua Highway, Douglas County, being the case of the State vs. Charles O. Josephson and Norma Josephson. He explained that the taking in this case is 2.38 acres for right of way and that in the negotiations access was allowed at four locations; however, it now appears that they are inadequate to permit timber to be removed from the owner's adjoining property. Accordingly, the owners have asked that an additional access be granted. He recommended approval of the request. The Engineer stated his concurrence. The Commission approved the recommendation by adopting the following resolution relative thereto, amending a previous resolution that was adopted by the Commission on March 27, 1957:

(See following page for resolution)

28829

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stockpile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads; highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstruced view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Hinsdale Slough-Luder Creek Section of the Umpqua Highway; and

WHEREAS, for the purpose of widening, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required for the construction, improvement, betterment and maintenance of highways of the state highway system and the widening, improvement and maintenance of the said Hinsdale Slough-Luder Creek Section of the Umpqua Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit A, under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit A is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said Umpqua Highway and all of the contiguous real property of the respective owners remaining after

the appropriation of the said real property; provided, however, that there shall be reserved unto the respective owners, their heirs and assigns, for service of the said remaining land, such access reservations as are noted as to each parcel or parcels on the said attached list marked Exhibit"A".*

3. That the widening, improvement and maintenance of the said Hinsdale Slough-Luder Creek Section of the Umpqua Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 29th day of August, 1957, as Condemnation Resolution No. 853.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 853, under the heading "Real Property Condemnation Resolutions", and said description, map and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

The Engineer brought up for discussion the matter of acquiring two parcels of land that are required in connection with the widening of the Salem By-pass Section of US 99, one being a parcel that is owned by the Salem Chamber of Commerce, consisting of 21.95 acres, that is needed as a material source, and the other owned by Mr. Rex Ellis, Pendleton, consisting of 0.67 acres, that is needed as right of way, including 0.68 acre for easement. The Engineer advised that a tentative arrangement

has been made with the Salem Chamber of Commerce whereby the State is to pay $500 per acre for the 21.95 acres involved, and is to deed the property back to the Chamber of Commerce when it no longer is needed for highway purposes, as the Chamber plans to develop the area as a local park. He recommended approval of such settlement. The Commission adopted the recommendation. Concerning the Rex Ellis property, the Engineer advised that Mr. Ellis is disinclined to negotiate for the sale of right of way only, but wants the State to purchase his entire holdings at this point, consisting of approximately 48 acres, which is now developed as a recreational area known as Paradise Island, it being his feeling that the area could be further developed by the State as a state park. The Parks Superintendent advised that it is not feasible to establish a state park at this location. He pointed out that the area is now developed for local use only and does not fit into the state park picture. He recommended against the purchase of the entire property. As a result of discussion and in view of the statements of the Parks Superintendent, which were endorsed by the Engineer, the Commission decided unanimously not to acquire the Ellis property in its entirety and authorized the Chief Counsel to proceed with condemnation of the right of way only. The Secretary was instructed to inform Mr. Ellis of the action taken, advising the reasons therefor and to state further that the Commission appreciates his suggestions and regrets that it cannot accept them.

Commissioner McIver brought up for discussion the matter of recording the meetings of the State Highway Commission. He referred to the Secretary's letter on the subject, and advised that the Commission reached the conclusion that it would like to try out a system whereby discussions would be recorded verbatim on a recording machine. He said that there are a number of firms in Portland that handle that type of equipment and that the Commission has authorized him to arrange for an installation so the system can be tried out at the next meeting of the Commission on September 12 and 13.

There being no further business to come before the Commission at this time, the meeting adjourned at 4:00 p.m.

State Highway Engineer

Chairman

Commissioner

Secretary

Commissioner

August 29, 1957

Portland, Oregon
September 12, 1957

The Oregon State Highway Commission met in regular session at 9:00 a.m. in the Queens Room of the Imperial Hotel. Present were:

Charles H. Reynolds, Chairman
M. K. McIver, Commissioner
Robert B. Chessman, Commissioner
W. C. Williams, State Highway Engineer
W. W. Stiffler, Assistant State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
Leonard I. Lindas, Chief Counsel
G. E. Rohde, Assistant Chief Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

Bids for highway construction as follows, were opened and read aloud by the Secretary, who then announced that the Commission would award contracts at 4:00 p.m. in the same room:

CLACKAMAS COUNTY
GRADING AND PAVING SANDY-ALDER CREEK SECTION OF THE MT. HOOD HIGHWAY

Rogers Const. Co. & Rogers Const , Inc., Portland	$1,704,932.25
Porter W. Yett, Portland	1,885,227.00
Warren Northwest, Inc., Portland	1,930,600.50
Newport Construction Co., Portland*	1,983,549.40
Fred H. Slate & E. C. Hall Co., Portland	2,025,486.00
R. A. Heintz Construction Co., Portland	2,042,291.90
J. N. Conley, Portland	2,066,992.90
Roy L. Houck & Sons, Salem	2,092,191.30
Kuckenberg Construction Co., Portland	2,119,455.50
Morrison-Knudsen Co., Seattle	2,155,968.50
Peter Kiewit Sons Co., Vancouver, Wn.	2,210,257.00
Babler Bros., Inc., & Carl M. Halverson, Inc.,Portland	2,229,960.00
Darkenwald & Harms, Sacramento, California	2,271,622.00

*Bidder will accept award of only one project at this letting.

CLATSOP COUNTY
FORT STEVENS PARK OVERNIGHT CAMP EXPANSION PROJECT

Grimstad & Vanderveldt, Astoria	$ 25,084.00
Tittle Construction Co., Tillamook	25,503.70
Harold G. LaVelle Construction Co., Portland	25,607.00
Eugene Gardens, Eugene	26,802.50

Fort Stevens Park Overnight Camp Expansion Project - Cont.

Larson Construction Co., Astoria	$	27,960.00
Parker & Fuhrman, Portland		28,661.00
Pantovich Construction Co., Salem		28,788.00
Perkins Bros., Portland		29,164.00

DESCHUTES COUNTY
TUMALO PARK OVERNIGHT CAMP EXPANSION PROJECT

McNutt & Sons, Inc., Eugene	$	10,487.00
F. E. Wilburn, Springfield		10,681.00
Pantovich Construction Co., Inc., Salem		11,260.00
Babler Bros., Inc., Portland		12,470.00
Harold G. LaVelle Construction Co., Portland		13,030.00
R. H. Jones, Hillsboro		16,502.00

HARNEY COUNTY
BURNS AIR FORCE STATION ACCESS ROAD PROJECT ON THE BURNS MOUNTAIN ROAD

F. L. Somers, Medford	$	177,565.00
Durbin Bros., Eugene		199,297.00
K. C. Dack Construction Co., Pendleton		200,541.50
Henry H. Miller Contractor, Inc., Roseburg		209,806.00
E. A. Kruse, Yoncalla		217,776.00
C. C. Meisel, McMinnville		217,937.50
The Central Heating Co., Ore. Ltd., Eugene		221,597.00
Hodges & Barger and Robert L. Kyle, The Dalles		223,359.00
J. Ira McNutt Construction Co., Springfield		224,594.50
J. Bacaloff Co., Portland		228,713.50
Stevenson Construction, Salem		229,406.00
Calkins Crushing Co., Oceanlake		230,670.00
F. H. McEwen, Eugene		230,836.00
McNutt & Sons, Inc., Eugene		239,982.60
Steelman-Duff, Inc., Portland		254,081.50
C. E. Leseberg, Nyssa		257,486.00
Quinn Bros. & Robbins, Inc., Boise, Idaho		258,080.00
Babler Bros., Inc., Portland		301,145.00

HOOD RIVER COUNTY
CONSTRU CTION OF CASCADE LOCKS SAND SHED ON COLUMBIA RIVER HIGHWAY

Gilbert Roberts, Hood River	$	7,472.20
Earl S. Christensen, Portland		7,641.23
Teeples and Thatcher, Portland		8,688.00
Zuber Bros. Contractors, Portland		8,773.00
B & H Construction Co., Boring		8,915.00
Mid-State Construction Co., The Dalles		9,337.00
H. G. Wirtz, Grants Pass		9,423.00

Cascade Locks Sand Shed - Cont.

Decatur & Maerz	$ 10,838.00
C. M. Corkum Co., Inc.	11,735.00
Merrell Steel Co., Portland	11,800.00

LINCOLN COUNTY
GRADING, OILING AND STRUCTURE ON ECKMAN SLOUGH SECTION OF THE ALSEA HIGHWAY

Pacific Concrete Co. & Parker & Fuhrman Co., Portland	$ 68,421.40
A. H. Saxton & Son, Portland	72,233.00
Henry H. Miller, Contractor, Inc., Roseburg	75,028.22
Central Paving Co., Independence	79,370.50
Dolan Construction Co., Tillamook	84,635.00

MARION COUNTY
CONSTRUCTION OF MILL CREEK BRIDGES ON THE SALEM BY-PASS SECTION OF THE PACIFIC HIGHWAY

Hamilton & Thoms, Eugene	$ 72,186.00
Tom Lillebo Construction Co., Reedsport	85,112.00
Pantovich Construction Co., Salem	86,429.00
R & M Construction Co., Central Point*	87,535.50
Erick Enquist, Troutdale	87,742.00
Pacific Concrete Co., Portland*	100,782.35
P. S. Lord Mechanical Contractors, Portland	105,496.00
Lee Hoffman, Beaverton	107,062.00
Orlando C. Bennard, Portland*	112,382.00

*Bidder will accept award of only one project at this letting.

MARION COUNTY
SILVERTON ROAD, SUNNYVIEW AVENUE, GARDEN ROAD AND STATE STREET OVERCROSSING WIDENING ON THE SALEM BY-PASS SECTION OF THE PACIFIC HIGHWAY

Hamilton & Thoms, Eugene	$ 209,777.00
Tom Lillebo Construction Co., Reedsport	218,026.30
Johnston & Bryant, Newberg*	221,855.80
Pacific Concrete Co., Portland*	222,553.50
Orlando C. Bennard, Portland*	233,372.00
Lee Hoffman, Beaverton	250,366.00
P. S. Lord Mechanical Contractors, Portland	263,834.00

*Bidder will accept award of only one project at this letting.

MARION COUNTY
TURNER ROAD, MARKET ROAD 56 AND BOONE ROAD OVERCROSSING WIDENING ON THE SALEM BY-PASS SECTION OF THE PACIFIC HIGHWAY

H. G. Carl Construction Co., Salem	$ 115,895.00
Hamilton & Thoms, Eugene	121,785.00
Pacific Concrete Co., Portland*	127,209.35
Tom Lillebo Construction Co., Reedsport	129,316.50
Glenn Snook, Eugene	132,567.50
Orlando C. Bennard, Portland*	132,590.00
R & M Construction Co., Central Point*	134,320.25
Johnston & Bryant, Newberg*	138,635.50
Lee Hoffman, Beaverton	140,230.00
P. S. Lord Mechanical Contractors, Portland	147,943.00

*Bidder will accept award of only one project at this letting.

MULTNOMAH COUNTY
CONSTRUCTION OF S. W. SPRING GARDEN ROAD UNDERCROSSING ON THE HARBOR DRIVE-WASHINGTON COUNTY LINE SECTION OF THE PACIFIC HIGHWAY

Johnston & Bryant, Newberg*	$ 126,778.75
Pacific Concrete Co., Portland*	130,127.44
Chas R. Schmiedeskamp, Portland	135,627.75
Teeples & Thatcher, Portland	137,106.50
Inland Construction Co., Milwaukie	143,031.75
General Construction Co., Portland	147,606.75
Lee Hoffman, Beaverton	151,854.00
Frank C. Ralph & Son, Portland	151,938.00
Orlando C. Bennard, Portland*	153,295.50
Hannan Bros. Co., Portland	162,250.50
P. S. Lord Mechanical Contractors, Portland	164,784.30

*Bidder will accept award of only one project at this letting.

MULTNOMAH COUNTY
ROADSIDE IMPROVEMENT ON UNION AVENUE - 42ND AVENUE SECTION OF THE COLUMBIA RIVER HIGHWAY

E. P. Baltz & Son, Portland	$ 99,703.89
Kenneth E. Nielsen, Salem	100,118.25
Ernest Ferrante & Co., Portland	105,276.50

UMATILLA AND UNION COUNTIES
PAVING MEACHAM-GLOVER SECTION OF THE OLD OREGON TRAIL HIGHWAY

Rogers Construction Co., Portland	$1,274,927.00
E. C. Hall Co. & J. C. Compton Co., Portland	1,380,848.00
S. S. Mullen, Inc., Seattle, Wn.	1,469,395.00

Paving of Meacham-Glover Section of the Old Oregon Trail Highway - Cont.

J. N. Conley, Portland	$ 1,489,776.00
Central Paving Co., Independence	1,504,031.00
Peter Kiewit Sons' Co., Vancouver, Wn.	1,505,272.00
Porter W. Yett, Portland	1,586,050.00
Roy L. Houck & Sons, Salem	1,624,705.50
Newport Construction Co., Portland*	1,654,858.40

*Bidder will accept award of only one project at this letting.

WALLOWA COUNTY
GRADING, STONE BASE AND FURNISHING CRUSHED MATERIAL IN STOCK PILE ON THE FLORA SPUR SECTION OF THE FLORA SPUR ROAD

J. F. Konen Construction Co., Inc., Lewiston, Idaho	$ 71,372.80
Carbon Bros., Spokane, Wn.	74,852.00
N. A. Toole Construction Co., Ontario	80,195.00
E. H. Itschner Co., Molalla	88,805.00
Richard Beshey, Pendleton	93,821.00
Arthur Simonsen & Co., Baker	102,857.50

YAMHILL COUNTY
DAYTON JUNCTION ILLUMINATION INSTALLATION

Steeck Electric Co., Medford	$ 10,432.00
Electric Corporation, Salem	10,585.00
Trowbridge Electric Co., Roseburg	11,300.00
Rochat Electric, Portland	12,795.00

Hon. Guy Boyington, County Judge of Clatsop County, was present regarding the access road that leads to the beach from US 101 in the vicinity of Hug Point. He advised that a court proceeding has been started by the adjacent property owner to vacate this particular 80-foot strip of road or parking area, as he called it, and he urged the Commission to do what is necessary to retain the roadway for public use. He recited the history of the road which, he said, was turned over to the State in 1930 under an arrangement with Clatsop County and Tillamook County when construction of a new highway from Cannon Beach to Tillamook was under contemplation. He pointed out that the State assumed jurisdiction over the road immediately and maintained it for about 2 years before the connecting link of the new highway around and through Neahkanie Mountain was completed, but the State has not maintained the road since that time, and according to the County records it is still a county road. He asserted that the road is too valuable to lose because it provides public access to the beach at this point which is a playground for hundreds of people. He also said that a driveway to the beach is not particularly needed, but access for pedestrians should be provided and they should also be furnished a place to park their cars. He mentioned that the County Court held a public hearing on the mat-

ter sometime ago when the adjacent property owner's petition for vacation of the road was denied; however, it is his understanding that the owner is going to appeal the case to the circuit court. In answer to an inquiry from Chairman Reynolds as to what he felt the Commission should do, Judge Boyington replied that the Highway Commission should do whatever is necessary to retain the road as a public convenience, and if the Commission feel that the County should deed the strip to the State in order to protect public interests, the County Court will be very glad to execute a deed conveying the property to the State. The Engineer advised that the location referred to by Judge Boyington is a very attractive one and that the road provides an approach to the ocean beach. He gave as his feeling that the road should not be relinquished and that the State should either improve the approach or close it off to the public because presently it cannot be used with safety. He asked the State Parks Superintendent to express his feelings in the matter. The Parks Superintendent advised that he is not prepared to discuss the matter from a definite standpoint at this time because his study of the situation is not complete. He mentioned, however, that the owner of the property on each side of the roadway, a Mr. Johnson, has offered to deed to the State the land on both sides except a small portion that he wants to maintain for a cabin, and he has also offered to deed to the State an additional 88 acres on the east side of the highway but he has imposed some conditions which are not too good and will have to be ironed out. One of these conditions, he said, is that the State purchase a house that is located on the ridge to the north of the road. It is not too valuable but would probably cost the State about $10,000. He further stated that Mr. Johnson indicated to him that he would give the State ample time to complete its study of the situation and to determine the value of the area as a state park. Judge Boyington expressed his opinion that Mr. Johnson's offer should not be included in negotiations for the roadway, although it would be satisfactory from the County standpoint if the State negotiated as a separate deal for some extra ground along the 80-foot strip in order to develop a picnic area. It would be better, he added, were the State to acknowledge ownership of the 80-foot strip of ground and were Mr. Johnson informed that the State intends to retain it for public use and then deal separately with the owner for the additional area. He reiterated that the County does not want a vehicular connection with the beach but it does want a parking area provided and access maintained to the beach for pedestrians This matter was discussed at considerable length and as a result thereof, the Commission decided unanimously to accept a deed from the County conveying the 80-foot strip to the State for public use. The matter was referred to the Chief Counsel to handle the details and to do whatever is necessary to protect the State's interest and to provide a proper access to the beach as may be feasible. Judge Boyington expressed satisfaction for such an arrangement.

Judge Boyington then brought up for discussion a rumor that is being circulated in Clatsop County concerning the future of Bradley Park, situate on the old route of the Columbia River Highway at Clatsop Crest. The rumor, he said, is to the effect that this park is to be isolated without access facilities. He pointed out that the County acquired the area from the Bradley estate about 35 years ago with the understanding that it would be used for park purposes. The area was conveyed to the State on the same

condition and if the State now does not provide access to it from the new highway, the property will revert to the Bradley estate in conformity with the provisions of the original arrangement. The rumor he said, arises out of the fact that the new highway at this point is in a deep cut. He was informed by Chairman Reynolds that the rumor is without foundation and that the Highway Commission has no intention to discontinue this park. It was his feeling that sufficient publicity will be given to the matter to stop the rumor. This concluded the discussion.

The Commission had under discussion the sale of $20,600,000 of Oregon State Highway Bonds, being the total amount of the bonds that were authorized by action of the 1957 Oregon Legislative Assembly, under two separate acts, $8,000,000 authorized under the provisions, of Chapter 22, Oregon Laws 1957, and $12,600,000 authorized under the provisions of Chapter 354, Oregon Laws 1957. Present and participating in the discussion of this matter was Mr. Fred Paulus, Deputy State Treasurer, was introduced by the Commission's Chief Counsel, Mr. Leonard I. Lindas. Mr. Paulus stated that he has given this matter very careful study and has consulted with Mr. John Shuler, of the law firm of Winfree, McCulloch, Shuler, and Sayre, Portland, which has been retained by the Commission to pass on the validity and legality of the issue, and the first question that arose was whether or not it will be necessary to sell the bonds under each act separately or can the two authorizations be combined under one issue, and it was decided that one issue combining the two will be satisfactory. He also said that the matter of maturities was considered, and it was their feeling that maturities should not be extended over too long a period because it might result in payment of a higher rate of interest. He further stated that the bond attorneys have approved the Commission's proposed resolution covering the sale of the bonds and notice of sale as prepared. He called upon Mr. Fred G. Johnson, Vice President of the United States National Bank of Portland, who was present, for further remarks. Mr. Johnson stated that there is very little more to say on the subject, and that he concurs with Mr. Paulus' remarks. He added that the corporate and municipal financing in the next quarter is very heavy, and there is one school of thought to the effect that the market will decline further; however, considering the quality of the highway bonds and the pledge of the revenues, as of today the Commission should receive a bid of interest rate not to exceed 3 -3/4%. He mentioned that the State is also

selling on October 1, $6,000,000 of Veterans bonds, making a total of $26,600,000 of Oregon bonds to be sold at one time which, he said, is a pretty heavy schedule. He mentioned that notwithstanding the situation, the highway bonds will certainly be saleable and at a rate in keeping with today's rates of interest. There followed a general discussion of this matter, and as a result thereof, the Commission decided to proceed with the sale of the bonds in one issue in conformity with the provisions of the resolution that has been prepared and approved by the bond attorneys, a copy of which heretofore was furnished each member of the Commission. Mr. Paulus stated that the Commission should adopt the resolution at this time. Commissioner McIver thereupon moved, and Commissioner Chessman seconded, adoption of the following resolution regarding the sale of the bonds, which motion, upon being put to vote by Chairman Reynolds received the unanimous vote of the Commission and was by the Chairman declared carried, to wit:

RESOLUTION

BE IT RESOLVED BY THE STATE HIGHWAY COMMISSION OF THE STATE OF OREGON that, of the bonds authorized by Article XI, Section 7 of the Constitution of the State of Oregon, and further authorized by Chapters 22 and 354, Oregon Laws 1957, TWENTY MILLION SIX HUNDRED THOUSAND DOLLARS ($20,600,000) par value be issued and sold in order to carry out the purposes of said Article with respect to the construction of permanent roads, and the purposes of the said laws; and

BE IT FURTHER RESOLVED that the principal of and the interest upon all of the bonds issued pursuant to this resolution be paid upon the due dates thereof at the Fiscal Agency of the State of Oregon in the City and State of New York, and that the bonds be known and designated as OREGON STATE HIGHWAY BONDS SERIES 1957A, and be numbered consecutively from one (1) to twenty thousand six hundred (20,600) inclusive; and

BE IT FURTHER RESOLVED that the said bonds be dated November 1, 1957, be issued in denominations of $1,000 each to mature serially in numerical order on the first day of November in each of the years 1960 to 1974 inclusive in principal installments as follows:

$1,000,000 par value on November 1 of each of the years 1960 to 1964, both inclusive.

$1,500,000 par value on November 1 of each of the years 1965 to 1968, both inclusive.

$1,600,000 par value on November 1 of each of the years 1969 to 1974, both inclusive

provided that the bonds of the issue numbered 1 to 8,000 inclusive

aggregating $8,000,000 par value that mature in the years of 1960 to 1966, both inclusive, shall be issued under authority of Chapter 22, Oregon Laws 1957 and that the bonds of the issue numbered 8,001 to 20,600 inclusive aggregating $12,600,000 par value that mature in the years 1967 to 1974, both inclusive, be issued under authority of Chapter 354, Oregon Laws 1957, and that the bonds of the issue that mature during the years 1968 to 1974, both inclusive, shall be subject to redemption in regular numerical order at par value and accrued interest upon November 1, 1967, and upon any interest date thereafter, pursuant to notice of intention to exercise said option, given in the manner indicated in ORS 286.040; and

BE IT FURTHER RESOLVED that the said bonds shall bear interest payable semiannually on the first days of May and November in each year, at the rate or rates specified in the accepted bid for the bonds; and

BE IT FURTHER RESOLVED that the State Highway Commission furnish to the original purchaser or purchasers of such bonds, without cost to them the written opinion of Messrs. WINFREE, McCULLOCH, SHULER & SAYRE, Attorneys of Portland, Oregon, certifying to the validity and legality of the said bonds; and

BE IT FURTHER RESOLVED that bids for the said bonds shall be received on October 1, 1957, at the hour of 10 o'clock A.M. Standard Oregon Time, at a meeting of the Commission to be held at that time in the Elizabeth Room of the Imperial Hotel in Portland, Oregon, and that the Secretary of the Commission cause a notice of sale of the bonds to be published in one issue of the DAILY BOND BUYER, a financial newspaper printed and published in the City and State of New York, and in one issue of THE DAILY JOURNAL OF COMMERCE, a daily newspaper of general circulation printed and published in the City of Portland, Multnomah County, Oregon, at least ten (10) days prior to the date of the proposed sale of the bonds; and

BE IT FURTHER RESOLVED that the said notice specify that the said bonds shall bear interest on par value at a coupon rate or rates, in multiples of $\frac{1}{4}$ of 1% but not exceeding four percent (4%) per annum, and shall be sold at not less than $98 for each $100 par value at an effective interest rate, computed on a simple interest basis, of not to exceed FOUR PERCENT (4%) per annum, payable semiannually; that each bidder submitting a bid for the bonds shall include therewith as a good faith deposit a certified check in the sum of $300,000, drawn upon a bank having a capital and surplus of not less than $10,000,000, and that the State Highway Commission of the State of Oregon reserves the right to reject any or all bids for the bonds; and

BE IT FURTHER RESOLVED that the said bonds be executed with the facsimile signatures of two of the officers designated in Oregon Revised Statutes 286.050, and with the manual signature of the other of such officers, as shall be agreed upon by them, and that the interest coupons annexed to the bonds be executed with the facsimile signatures of all of said officers; and

BE IT FURTHER RESOLVED that the State Treasurer of the State of Oregon be, and he hereby is, authorized to deliver the said bonds to the purchaser or purchasers thereof after the date of sale, execution, and sealing thereof, upon the payment of the purchase price thereof; and

BE IT FURTHER RESOLVED that the Secretary of the Commission cause the notices of sale of said bonds to be published in the form indicated in Exhibit A attached hereto, and made a part hereof; and

BE IT FURTHER RESOLVED that the State Highway Commission, through the State Department of Finance and Administration, obtain bids for the lithographing of the said bonds.

EXHIBIT "A"

NOTICE OF BOND SALE

$20,600,000

STATE OF OREGON

OREGON STATE HIGHWAY BONDS

SERIES 1957A

SEALED BIDS will be received by the STATE HIGHWAY COMMISSION of the State of Oregon until the hour of 10 o'clock A.M., Standard Oregon Time, on October 1, 1957, at the Elizabeth Room of the Imperial Hotel at Broadway and Stark Streets, in the City of Portland, Oregon, and will be immediately opened and considered for TWENTY MILLION SIX HUNDRED THOUSAND DOLLARS ($20,600,000) par value of OREGON STATE HIGHWAY BONDS, SERIES 1957A.

The said bonds will be the direct general obligation bonds of the State of Oregon, will be numbered 1 to 20,600 inclusive, and will be sold at not less than $98 for each $100 par value thereof and the accrued interest thereon, to the bidder offering the lowest effective rate of interest upon the bonds not exceeding 4% per annum payable semiannually computed upon a simple interest basis.

The bonds will bear interest payable semiannually on May 1 and November 1 of each year, at such rate or rates, in multiples of $\frac{1}{4}$ of 1% but not exceeding four percent (4%) per annum on par value, as shall be designated in the accepted bid for the bonds. Both the principal of and the interest upon the bonds will be paid at the Fiscal Agency of the State of Oregon in the City and State of New York (The First National City Bank of New York). The bonds will be dated November 1, 1957, will be in coupon form, will be in denominations of $1,000 each, and will mature serially in numerical order in principal installments and on dates as follows:

$1,000,000 each on November 1 of each of the years 1960 to 1964, both inclusive.

$1,500,000 each on November 1 of each of the years 1965 to 1968, both inclusive.

$1,600,000 each on November 1 of each of the years 1969 to 1974, both inclusive.

The bonds that mature during the years 1968 to 1974, both inclusive, will be subject to prior redemption at par value in regular numerical order at the option of the State of Oregon upon thirty days prior published notice, on any interest-paying date on and after November 1, 1967.

All bids must be unconditional and be accompanied by a certified check, drawn upon a solvent bank, having a capital and surplus of $10,000,000 or more, in favor of the State Highway Commission of the State of Oregon, for $300,000. The proceeds of the check will not draw interest but will be forfeited to the State of Oregon as liquidated damages in case the bidder to whom the bonds are awarded should withdraw his bid or fail to complete his purchase in accordance with the terms thereof. The bonds will be delivered complete, on or before November 4, 1957, without cost to the successful bidder, at such bank in New York City, or in Chicago, Illinois, or in Portland, Oregon, having a capital and surplus of $10,000,000 or more, as the successful bidder shall name.

Each bidder is requested to include in his bid a statement of the total interest cost and effective interest rate, based upon aggregate interest cost, that the State of Oregon will pay upon the issue if the bid be accepted and none of the bonds of the issue that are subject to optional redemption are called for payment prior to final maturity date.

The successful bidder will be furnished, without cost to him, with the unqualified legal opinion of Winfree, McCulloch, Shuler & Sayre, Attorneys of Portland, Oregon, approving the validity of the bonds.

The State Highway Commission reserves the right to reject any or all bids for the bonds.

Offers for the bonds should be addressed to the State Highway Commission of the State of Oregon, and should be designated "Bid for Oregon State Highway Bonds, Series 1957A." Mailed bids must be received by the undersigned at Room 134, State Highway Building, Salem, Oregon, by September 30, 1957.

Dated at Salem, Oregon, the 12th day of September, 1957.

STATE HIGHWAY COMMISSION OF THE STATE OF OREGON

By H. B. Glaisyer, Secretary

Address: Room 134, State Highway Bldg.
Salem, Oregon

Published:

September 12, 1957

Next discussed was the matter of printing the bonds, and it was decided to ask the State Department of Finance and Administration to obtain bids for the lithographing of the bonds as provided in the resolution. The Secretary was authorized and instructed to advertise the sale of the bonds in the Daily Bond Buyer, New York City, and in the Daily Journal of Commerce, Portland, Oregon.

The Commission thanked Mr. Paulus and Mr. Johnson for the valuable service they have rendered in connection with this matter.

The Commission approved the minutes of the regular meeting held on August 8 and 9, 1957, but deferred until later approval of the minutes of the special meeting held in Salem on August 29, 1957.

The State Parks Superintendent reported as follows on state park matters:

1. Request of U.S. Navy, Thirteenth Naval District, Seattle, for renewal of a lease of a small area at Shore Acres State Park for the year ending July 1, 1958: The Parks Superintendent advised that the original agreement expired on July 1, 1957 and that the Navy is requesting a one year extension thereto. He recommended approval of the request. The Commission adopted the recommendation.

2. Request of Aurora Telephone Company for permission to install and maintain a telephone booth in Champoeg State Park: The Parks Superintendent advised that such installation properly placed will not interfere in any way with the park operation and will not detract from the appearance of the park. He also said that the company if granted this permission will pay to the State 15% of its gross intake. He recommended approval of the request. The Commission adopted the recommendation.

3 Request of Heppner-Morrow County Chamber of Commerce, and others, that a state park be developed at the confluence of Chapin and Rock Creeks on the Heppner-Spray State Secondary Highway, about 25 miles south of Heppner: The Parks Superintendent requested authority to study the area to determine what problems are involved and whether or not it would be suitable for state park purposes. The Commission authorized such study and instructed the Parks Superintendent to report the results thereof.

4. Request of Marion County Court for Highway Commission approval to the vacation of that portion of County Road No. 884 which lies within the use area of Silver Falls State Park: The Parks Superintendent advised that this roadway lies in the car parking area of this park and is utilized almost wholly by park patrons. The County, he said, wants to eliminate it from the county road system; however, he pointed out that a bridge is included across Silver Creek which eventually will require major

repairs, although none are required now because the county recently put the bridge in good condition. He recommended that the Commission do not oppose the vacation of this portion of the county road. His recommendation was approved by the Commission and it was so ordered.

5. Development of Owyhee Lake as a state park: The Parks Superintendent reported that this is a large project and involves many things. He gave as his opinion that a state park at this location will be of considerable value, how much, he was unprepared to say. He pointed out that during the past year there were 15,000 visitors to the area and he predicted if the road leading to the area is improved along the river, including a bridge across the river which heretofore has hampered travel, together with improvements that have already been made around the north end of the lake to Gordon Creek and Cherry Creek, travel to the area will greatly increase and probably will approximate 30,000 visitors next year. He mentioned a statement received from the County Judge of Malheur County to the effect that the County will take over and maintain the road, including the bridge, and stated that his recommendation is based on that surmise. He estimated that a development at Gordon Creek with an expenditure of about $20,000 will take care of immediate needs, such as facilities to provide water, a boat launching spot, construction of restrooms, the planting of some trees, and the grading and leveling off of some areas, but it will not provide overnight camping, although that may come in the future. Such program, he stated, has been discussed with County Judge G. Y. Chester and Mr. Lloyd Russell, who are the prime instigators of the development, and they stated their satisfaction to the plan. Chairman Reynolds inquired whether or not the irrigation of the trees would be included, and he was informed by the State Parks Superintendent that such feature is not included. In summarizing, the Parks Superintendent recommended an expenditure of approximately $20,000 for development of the parking area at the location known as Gordon Creek with the understanding and provision that the County will construct a bridge and maintain the road and that the State will not be requested to spend any State money for highway or road construction in any respect or in any location. As a result of further discussion, the Commission unanimously approved an expenditure of approximately $20,000 for construction at the location known as Gordon Creek as recommended, with the understanding that construction and maintenance of the road and bridge shall be accomplished by the County or others than the State Highway Department.

The Engineer advised that Malheur County would like to have the old bridge at Nyssa when the new bridge across the Snake River at that place has been completed. He recalled that the Commission at a meeting on August 15, 1955 agreed to give this old bridge to the County when and if a new bridge was built and that such information was given to the County Court by the Secretary under date of August 17, 1955. He suggested that the record should now show confirmation of that arrangement Chairman Reynolds gave as his belief that the County should submit a new request for the bridge. The suggestion was approved by the Commission. The Engineer mentioned that there are a few details that have to be worked out such as to who is going to remove the old structure and stock pile it. Mr. G. S. Paxson, Assistant State Highway Engineer, mentioned that the

contract for the new bridge provides that the contractor is to dismantle the old structure and pile the material on a site about 9 miles north of Nyssa, but no provision has been made to transfer the material to the site of the new crossing of the Owyhee River where the County wants to use it. The Engineer recommended that the County Court make its own arrangements with the contractor to transport the old spans to the site of the new crossing rather than to the site specified in the contract. The Commission approved the suggestion and instructed the Engineer and the Parks Superintendent to work out details with the County Court.

6. Proposed change in the location of Umpqua Wayside area on the Umpqua Highway east of Reedsport: The Parks Superintendent advised receipt of a letter from the Lower Umpqua Chamber of Commerce calling attention to the fact that a small park area and boat launching spot east of Reedsport is being destroyed by reason of new highway construction. He stated that he is cognizant of the situation and has plans to construct a new area approximately 1,000 feet west of the present site, the same to be financed in the 1958 project. He recommended approval of the change in location. The Commission approved the recommendation.

Request of the Columbia River Gorge Commission to acquire by exchange or purchase 8 acres of land owned by Fred Luscher near Latourell, involving 15 acres of State owned land lying north of the railroad and south of the highway in the NE$\frac{1}{4}$ of Section 29, T. 1 N., R. 5E, W.M: The Parks Superintendent advised that it is very possible that the State land will be needed in connection with development of Rooster Rock recreational area which is expanding rapidly; moreover, the Commission has been purchasing land in the Columbia Gorge, in view of which it does not seem reasonable that an exchange of land is desirable. He suggested that the request for exchange of properties be refused and that the Commission authorize negotiations for purchase of the Luscher property. He pointed out that similar negotiations were conducted in 1955 based on appraisal of the land and timber at $1,318; however, Mr. Luscher demanded $4,000 for his property. The Commission authorized negotiations to purchase the Luscher property as recommended.

Report on revenues derived from overnight camping in State Parks: The Parks Superintendent presented a report covering the period ending July 31, 1957, as compared with the same period in 1956 which showed an increase in revenues of 49%. He pointed out that the report shows an increase in various amounts for each of the parks where overnight camping is permitted with no losses whatsoever. The Commission accepted the report.

Proposed addition of 1.3 acres at entrance to Armitage State Park near Eugene: The Parks Superintendent advised that the owners of the property adjacent to Armitage Park have plans to sell the timber standing thereon and to make use of the land which would not be desirable from the state parks standpoint. He requested authority to acquire 1.3 acres from Mr. O. L. Bussell to satisfy the park needs, will provide 403 feet of frontage on the highway and will facilitate the park entrance. This property, he said, can be purchased for $1,124, and he recommended that it

be acquired. The Commission authorized purchase of the property as recommended.

Acceptance of a deed from the City of Delake for 29.1 acres of land to be used for state park purposes: The Parks Superintendent advised that this property lies on the north side of the lake, east of the highway, and that it is proposed to construct an overnight camping facility thereon. He recalled that the Commission previously authorized acceptance of this area for which the City has tendered its deed. He presented the deed which was accepted by the Commission upon his recommendation.

The Right of Way Engineer presented for consideration by the Commission options that had been obtained for acquisition of property that is needed as right of way or for other purposes, and in this connection he called attention to the options secured from Humphrey and Flossie Parry, File No. 25888, therein. He recommended rejection of this option because of excessive cost and that the Chief Counsel be authorized to institute condemnation proceedings to acquire the property if necessary. The Commission adopted his recommendation and by unanimous vote approved the closing of the options taken for the remaining properties at the prices mentioned therein. The attached resolution relative thereto marked EXHIBIT "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein, was thereupon adopted by the Commission.

The Right of Way Engineer also discussed with the Commission the policy that has been followed heretofore with respect to right of way appraisals. He recalled that in the past it has been recognized that appraisals are not perfect and may be in error of as much as 10 per cent, and if a settlement can be reached within 10 per cent he usually recommends acceptance. However, based on a recent discussion with the Bureau of Public Roads he is doubtful that the Bureau will concur in settlements that are 10 per cent above appraisal. It is just a question of whether past practice should be continued or the policy changed to permit negotiations on a basis which will bring better results. He advised that the only objection that he can see to changing the policy is that it would increase the number of condemnation cases. Chairman Reynolds inquired if a change in the policy would be apt to increase the amount of offers, to which the Right of Way Engineer replied that offers are always based on appraisal value and that in negotiating, if for instance the appraisal is $5,000 and settlement can be reached at a figure between $5,000 and $5,500, it has been considered good business to pay the extra amount. He gave as his understanding that the regulations of the Bureau of Public Roads probably will not permit the Government to participate in a settlement that is as high as 10 per cent above the amount of the appraisal, but just how far the Government will go above the appraisal has not been definitely ascertained. He expressed the feeling that court costs probably would amount to more than 10 per cent. This matter was discussed further by the Commission in quite some detail, and as a result thereof the Commission decided to continue with its present policy.

A report was presented by the Right of Way Engineer showing miscellaneous property sales that have been made since the Commission meeting held on August 8 and 9, 1957, including the report on property rented and rentals terminated. He explained that these reports are based on records in the office of the Property Manager. The Commission accepted both reports. (For details see copy of both reports in the general files.)

Presented by the Right of Way Engineer for Commission approval were four "Indentures of Access" as follows:

a. Fisher-Trotter property on Calapooya Creek-Sutherlin Section of Elkton-Sutherlin Highway, Douglas County.

b. Schilling property on Grass Valley-Kent Section of Sherman Highway, Sherman County.

c. Gladden property on Newberg-Dayton Junction Section of Pacific Highway West, Yamhill County.

d. Trimble property on Grass Valley-Kent Section of Sherman Highway, Sherman County.

The Right of Way Engineer explained that the last three of the indentures are routine and involve changes in location only; however, the first one concerns an individual who purchased two properties, for each of which access was allowed; however, the owner is now willing to relinquish access from one of the properties if he is granted access between 25 and 40 foot wide from the other; in other words, he will have one access not to exceed 40 feet in width rather than two 25-foot accesses. He recommended approval of all four access changes. The Commission adopted the recommendation. (The "Indentures of Access" were signed by the Commission later in the session.)

The Commission discussed and approved as a routine matter, upon recommendation of the Right of Way Engineer, a license with the Corps of Engineers covering use of a portion of a Government dike along the Long Tom River near Monroe, Benton County, as a haul road to a source of gravel that is to be used for highway purposes.

The Right of Way Engineer requested authority to offer at public sale 6.4 acres of excess land situate on the Barbur Boulevard-Wilsonville Section of the R. H. Baldock Freeway, Washington County, for a minimum price of $1,000. The Commission approved the request by adopting the attached resolution relative thereto, marked EXHIBIT "B", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Right of Way Engineer also requested authority to sell to Mr. Charles E. Seymour 0.114 acre of excess land situate on the Washington County Line-Hillsdale Section of the Beaverton-Hillsdale Highway, Multnomah County, for the sum of $100; also, to sell to

Miss Alsea Hawley for the sum of $25, 0.1 acre of excess property on the Goshen-Divide Section of the Pacific Highway, Lane County. The Commission approved the sale of both properties at the prices mentioned.

Also approved by the Commission, upon recommendation of the Right of Way Engineer, was the sale to Theodore R. Joy of 74 acres of excess land on the Jumpoff Joe Creek-Grants Pass Section of US 99 for a consideration of $3,500. The Right of Way Engineer explained that he is presenting the matter at this time simply to correct an error in the previously authorized sale wherein the acreage was incorrectly stated as 60 acres whereas it should have been 74 acres.

The Chief Counsel requested authority to acquire by condemnation, if necessary, the following described properties that are needed as right of way in connection with various highway improvements or for other highway purposes, and to tender offers for the same in conformity with instructions given him by the Commission in its resolution adopted December 20, 1951:

SANDY-FOREST BOUNDARY SECTION OF THE MT. HOOD HIGHWAY

R-20050 - Minnie Meinig
(Clackamas County)
Parcel No. 1: 0.86 acre for Right of Way
Parcel No. 2: 0.023 acre for Right of Way

R-25403 - Church Extension Plan
Right of Way (Clackamas County)
0.13 acre

R-25415 - John W. Schmalz and Gertrude C. Schmalz
Right of Way (Clackamas County)
1.32 acres

R-25416 - Bill N. Lenz and Mildred Mae Lenz
Right of Way (Clackamas County)
2.26 acres

R-25425 - Francis C. Dyal and Marilyn Dyal
Right of Way (Clackamas County)
0.2 acre

R-25438 - S. A. Mollner and Bernice G. Mollner
Right of Way (Clackamas County)
0.19 acre

R-25441 - Elvin Eri
Right of Way (Clackamas County)
0.7 acre

R-25537 - Mary O. Murphy
Right of Way (Clackamas County)
3.8 acres (net)

SANDY-FOREST BOUNDARY SECTION OF THE MT. HOOD HIGHWAY - Cont.

R-25687 - Orval F. Morrison and Lucy E. Morrison
Right of Way (Clackamas County)
2.31 acres

R-25706 - J. B. Edmunds
Right of Way (Clackamas County)
0.13 acre

R-26685 - Ernest J. Perasso and Barbara Perasso
Right of Way (Clackamas County)
0.07 acre

R-26983 - Milton A. Meinig
Right of Way (Clackamas County)
0.56 acre

UKIAH-WEST FOREST BOUNDARY SECTION OF THE UKIAH-HILGARD SECONDARY HIGHWAY

R-26197 - Pendleton Ranches, Inc.
(Umatilla County)
Parcel No. 1: 23.07 acres for Right of Way
Parcel No. 2: 7.8 acres (net) for Right of Way

R-26198 - Cunningham Sheep & Land Company
Right of Way (Umatilla County)
1.08 acres

HARBOR DRIVE-BARBUR BOULEVARD SECTION OF THE PACIFIC HIGHWAY (formerly Portland-Salem Expressway)

R-23684 - William Henry Curl and Martina Marie Curl
Right of Way (Multnomah County)
3,680 square feet

R-23715 - Emma B. Lochridge
Right of Way (Multnomah County)
8,600 square feet

R-24923 - The Unknown Heirs of John F. Kerrigan
Right of Way (Multnomah County)
76.7 square feet

ALBANY-JUDKINS POINT SECTION OF THE PACIFIC HIGHWAY (formerly Pacific Highway East)

R-25307 - Fred G. Knox and Aslaug I Knox
(Lane County)
Parcel No. 1: 14.98 acres for Right of Way
Parcel No. 2: 0.07 acre for Right of Way

ALBANY-JUDKINS POINT SECTION OF THE PACIFIC HIGHWAY (formerly Pacific Highway East) Cont.

R-25378 - John Glaser and Letha Opal Glaser
(Linn County)
Parcel No. 1: 1.25 acres for Right of Way
Parcel No. 2: 3.08 acres for a Material Source

R-25490 - Royce C. Holloway, R. C. Holloway and C. R. Holloway
(Linn County)
Parcel No. 1: 24.79 acres for Right of Way
Parcel No. 2: 13.22 acres for a Material Source

COLUMBIA RIVER HIGHWAY

R-26348 - Troutdale Farms, Inc.
Material Source (Multnomah County)
21.0 acres

TUNNEL-NAMORF SECTION OF THE CENTRAL OREGON HIGHWAY

R-25737 - Philip Coyne
(Malheur County)
Parcel No. 1: 15.9 acres (net) for Right of Way
Parcel No. 2: 0.65 acres (net) for Right of Way
Parcel No. 3: 0.92 acres (net) for Right of Way

ONTARIO-SNAKE RIVER SECTION OF THE OLD OREGON TRAIL HIGHWAY

R-23949 - Sadie F. Lee
Right of Way (Malheur County)
1.0 acre (net)

GRAND AVENUE-UNION AVENUE ONE-WAY COUPLET SECTION OF THE PACIFIC HIGHWAY EAST

R-26871 - Morehouse Holding Company
(Multnomah County)
Parcel No. 1: 1,797 square feet for Right of Way
Parcel No. 2: 3,690 square feet for a Slope Easement

FANNO CREEK BRIDGE SECTION OF THE SCHOLLS HIGHWAY

R-26706 - Tenet Mortgage Company
(Washington County)
Parcel No. 1: 0.021 acre for Fee Simple for Channel Change
Parcel No. 2: 0.05 acre for an Easement for Fill Placement and Bank Protection

DAVIS SLOUGH-BANDON SECTION OF THE OREGON COAST HIGHWAY

R-26097 - David R. Philpott and Ruth J. Philpott
(Coos County)
Parcel No. 1: 15.1 acres for Right of Way
Parcel No. 2: 9.2 acres for Right of Way
Parcel No. 3: 10.7 acres for Material Source
Amended resolution to correct language in suspension of access clause

R-26100 - William Biescke and Junie J. Biescke
(Coos County)
Parcel No. 1: 6.9 acres (net) for Right of Way
Parcel No. 2: 0.01 acre for Right of Way
Amended resolution to correct language in suspension of access clause

COLUMBIA RIVER HIGHWAY

L-2584 (R-24183) - Paul R. Martin, et ux.
(Multnomah County)
Parcel No. 1: 0.22 acre for Right of Way
Parcel No. 2: 1.4 acres for Right of Way
Amended resolution to change access provisions

PACIFIC HIGHWAY (formerly Portland-Salem Expressway)

R-26541 - Salem Chamber of Commerce
(Marion County)
Parcel No. 1: 1.43 acres for Material Source
Parcel No. 2: 20.5 acres for Material Source
Amended resolution to increase the area of the taking

VALLEY JUNCTION-SHERIDAN SECTION OF THE SALMON RIVER HIGHWAY

R-26205 - John Breeden and Lottie Breeden
(Polk County)
Parcel No. 1: 3.66 acres for Right of Way
Parcel No. 2: 1.1 acres for Right of Way
Parcel No. 3: 0.7 acre for Right of Way
Parcel No. 4: 0.2 acre for Right of Way
Amended resolution to correct language in suspension of access clause

WILLOWDALE-LYLE GAP UNIT, WILLOWDALE-MADRAS SECTION OF THE DALLES-CALIFORNIA HIGHWAY

L-2744 (R-25853) - J. Lester Horigan and Alma F. Horigan, et al.
Right of Way (Jefferson County)
44.72 acres (net)
Amended resolution to change access provisions

NORTH SANTIAM HIGHWAY

L-2820 (R-24096) - Northern Lumber Co., et al.
Right of Way (Marion County)
0.46 acre
Amended resolution to reduce area of taking

L-2828 (R-25972) - Ray S. Peterson, et al.
Right of Way (Marion County)
0.03 acre
Amended resolution to change station number reference in description

GOBLE-ST. HELENS SECTION OF THE COLUMBIA RIVER HIGHWAY

R-26406 - Paul D. Wyatt and Joyce Wyatt
Right of Way (Columbia County)
1.77 acres
Amended resolution to reduce area of taking

R-26408 - Jane Reeves, Sarah Massey, Richard Adams, et al.
(Columbia County)
Parcel No. 1: 20.5 acres for Right of Way
Parcel No. 2: 0.34 acre for a Temporary Construction Easement
Parcel No. 3: 0,19 acre for a Permanent Easement for an Approach Road
Amended resolution to correct language in suspension of access clause and designating use of property being acquired under Parcel No. 3

R-26410 - Robert C. Bishop and Maria W. Bishop
(Columbia County)
Parcel No. 1: 4.75 acres (net) for Right of Way
Parcel No. 2: 0.54 acre for Right of Way
Parcel No. 3: 0.62 acre for a Permanent Easement for an Approach Road
Amended resolution to correct language in suspension of access clause and designating use of property being acquired under Parcel No. 3

ECKMAN SLOUGH SECTION OF THE ALSEA HIGHWAY

R-26112 - Bert Bolton and Fern Bolton
Lincoln County
0.01 acre for Right of Way

PLEASANT HILL-CRESWELL SECTION OF THE SPRINGFIELD-CRESWELL HIGHWAY

R-26804 - Vernon Chitwood and Hedwig Martha Chitwood
Lane County
Parcel No. 1: 5.04 acres (net) for Right of Way
Parcel No. 2: 0.69 acre for an Easement

28853

ALBANY-JUDKINS POINT SECTION OF THE PACIFIC HIGHWAY (formerly Pacific Highway East)

R-25383 - Edward W. Poland and Elaine M. Poland
Linn County
Parcel No. 1: 13.62 acres for Right of Way
Parcel No. 2: 5.0 acres for Channel Change
Parcel No. 3: 0.33 acre for Right of Way
Parcel No. 4: 0.45 acre for Right of Way
Parcel No. 5: 0.20 acre for Excess Taking

GOBLE-ST. HELENS SECTION OF THE COLUMBIA RIVER HIGHWAY

R-26398 - Michael Dean Near
Columbia County
0.47 acre for Right of Way

PLEASANT HILL-CRESWELL SECTION OF SPRINGFIELD-CRESWELL HIGHWAY

R-26809 - Harry F. Lower
Lane County
0.17 acre for widening
0.38 acre for temporary easement for road approach.

ECKMAN SLOUGH SECTION OF ALSEA HIGHWAY

R-24856 - Fred M. Lundy
Lincoln County
0.39 acre for Right of Way
10.4 acres for easement for material source

DAVIS SLOUGH-BANDON SECTION OF OREGON COAST HIGHWAY

R-26099 - Dora A. Lewis, et al.
Coos County
2.4 acres for Right of Way
0.54 acre for excess property

Right-of-way maps, construction plans, and other data were submitted to the Commission and the Engineer advised that the acquisition of the properties listed is required in order to carry out plans for highway improvements and other projects heretofore authorized by the Commission. The Commission deferred action on this matter pending study. (Condemnation of the several parcels was authorized by the Commission later in the session. See ahead for minute entry.)

A report was rendered by the Chief Counsel covering condemnation actions that have been tried since the last meeting of the Commission. He also reported on cases that have been settled during such period and advised that there is nothing of particular importance to report either in connection with the cases tried or those settled. The Commission approved both reports

(For details concerning cases tried, see copy of Chief Counsel's report, dated September 11, 1957, and copy of his report on cases settled, dated September 11, 1957, in the general files.)

A routine report was submitted by the Chief Counsel on claims that have been compromised, and a report on offers that had been made in connection with condemnation proceedings prior to commencement of action since the meeting of the Commission held on August 8 and 9, 1957. The Commission accepted both reports and ordered them filed without objection. (For details see copy of both of the Chief Counsel's reports, dated September 6 and September 9, 1957, in the general files.)

Also reported by the Chief Counsel was the status of matters that have been before the Public Utilities Commissioner, which he explained are routine. The Commission accepted the report. (For details see copy of the report, dated September 5, 1957, in the general files.)

A proposed settlement with Favell-Utley Realty Company, Lakeview, of a situation involving the Thomas Creek Drainage Project in Lake County was presented by the Chief Counsel, who advised that the matter has been under condemnation since 1943. He exhibited a map showing the location of the property involved and explained that the Highway Department owns one borrow pit on the north side of the highway and another on the south side of the highway which have been under condemnation for about 14 years. A satisfactory settlement of the controversy, he said, finally has been reached whereby the State is to build a bridge across the highway to keep water from the north borrow pit from entering the drainage area and the Company is to give the State a right of way easement for continuing the ditch for a certain distance and is to pay the State the sum of $1,000, which is 50 per cent of the estimated cost to construct the ditch. He recommended approval of the arrangement. The Engineer stated that this controversy is one of long standing. He explained that the Company has been turning water into the borrow pit which the law says they cannot do, but in the 15 years since the matter first came up the State has not been able to stop it and as a result the State has been caused considerable damage. He further stated that the Highway Department has spent considerable money for rip rap to protect the highway and he repeated the arrangement outlined by the Chief Counsel, whereby the Company has now offered to give the State the right of way to build the ditch and has agreed to pay 50 per cent of the cost to construct a ditch which is estimated at $2,000. In other words, the Company will pay approximately $1,000 cash and will give the State a right of way for the ditch as a settlement of this controversy. He recommended approval of the settlement. The Commission approved the settlement as recommended by the Engineer and the Chief Counsel.

The meeting recessed for luncheon at 11:45 a.m. and reconvened in the same room at 1:30 p.m. with the same persons present participating.

The Chief Counsel rendered a brief oral progress report on certain cases that are pending as follows:

(1) Stumbo Case involving a private road crossing of US 99 in Douglas County: The Chief Counsel stated that the Court has ordered the Stumbos to file an amended answer to the complaint which they have not done as yet. He gave as his belief that the Court is going to give them until the 25th of September to file the answer and in the meantime there is nothing the State can do.

(2) The Moore case which involves the sale of certain commodities in the Vista House at Crown Point: He stated that the case has been filed against Mr. Jack Flaucher who is operating the Vista House as a concessionnaire under a contract with the Highway Department, and that the Attorney General has ruled that the Highway Department can represent Mr. Flaucher, in this case. Accordingly he has proceeded to take over the defense.

(3) The Kate Bailey case which involves the law on special benefits: This case, he said, is now being argued before the Supreme Court and he is anxiously awaiting the ruling of the Supreme Court because it concerns pleading special benefits.

(4) Strasbaugh case: In this case, he said, the State is representing the contractor who is being sued for $35,000 for removing gravel from the Strasbaugh property at Ontario. The State Land Board, he said, is going to file an intervener in this case setting up its title to the land involved. There is nothing more that can be done so far as the Highway Department participation is concerned until the case comes to trial.

(5) Vanport case: He said that an answer has been filed in this case but the parties involved have not as yet filed a reply. He gave as his considered opinion that they will have difficulty in filing an adequate reply so it looks like the State will experience no difficulty in winning the case.

(6) Katie Moore case: He advised that there are no new developments in this case and it is being held in abeyance.

The Chief Counsel also reported briefly concerning the Legislative Highway Interim Committee. He said that this committee is meeting today and tomorrow and he gave as his understanding that it has added to its agenda discussion of highway right of way acquisition which is going to be a part of their study. The Commission accepted the report.

The Chief Counsel requested authority to bring a "Forceful Entry and Detainer" action against a Mr. D. C. Feather who presently is occupying residential property belonging to the State Highway Department in Portland. He said that Mr. Feather persists in piling furniture, second-hand equipment, etc. on the lawn and in his driveway and will not stop it although he has been given numerous notices to do so; in fact, he was given the mandatory thirty days' notice in writing to remove the material from the premises but he has ignored it. The Chief Counsel requested authority to bring an action to evict him from the premises. The Commission

approved the request so long as it does not require resorting to physical force.

The Commission discussed a report from the Chief Counsel on the delegation of authority to the State Highway Engineer, the Chief Counsel and the Secretary as is now permitted by statutes, particularly Chapter 635, Oregon Laws 1957. He mentoned that the question has been raised in the past whether or not the Commission could legally delegate such authority, but in view of this new law the question no longer exists. The Engineer stated that the Legislature has simply legalized the things that the Commission has been doing for many years. As a result of discussion, the Commission approved the delegation of authority now being exercised by the Engineer, the Chief Counsel, and the Secretary and instructed the Chief Counsel to prepare a form of resolution covering the matter for adoption by the Commission at a future meeting.

Also discussed by the Commission was a request from Mr. C. A. Thayer, who resides in Malheur County, for a permit authorizing him to move his livestock across a material site that he sold to the State adjacent to the Old Oregon Trail. The Chief Counsel advised that this would simply be an accommodation to Mr. Thayer so he can get his livestock from one part of his farm to the other, and he recommended that the request be granted. The Commission adopted the recommendation and signed a permit in Mr. Thayer's favor later in the session.

The Chief Counsel asked the Commission to adopt a resolution amending a condemnation resolution that was previously adopted concerning the Paul Martin property on the Columbia River Highway near Troutdale. He explained that the amendment is necessary in order to meet the requirements of the U S. Bureau of Public Roads. The Commission approved his request and thereupon unanimously adopted the attached resolution relative thereto marked EXHIBIT "G-11", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission discussed and upon recommendation of the Chief Counsel, authorized abandonment of the following claims against individuals who damaged state highway property, it appearing that there is no possible chance of securing settlement of the same:

(1) Frank D. Baechler, CAO 57-51, damage to state structure - $40.
(2) Donald Burke, CAO 57-8, damage to guard fence - $150.
(3) Lyle and Donald Bryan, CAO 57-101, damage to bridge rail - $100.
(4) Howard Ray, CAO 57-91, damage to state sign - $66.50.
(5) Theodore Hauck, CAO 57-131, damage to state vehicle.
(6) Geneva Margaret Nelson, CAO 57-23, damage to state vehicle - $148.32.

The Commission also upon recommendation of the Chief Counsel approved a compromised settlement in the amount of $78.29 with the Oregon Automobile Insurance Company, insurance carrier for the Corvallis Sand

and Gravel Company, representing the cost to repair the guard rail and the highway shoulder at Mile Post 50.25 of the Alsea Highway that was damaged by a truck owned by the Corvallis Sand and Gravel Company.

Presented to the Commission for consideration was a claim of Mr. Oscar Korhonen in the amount of $88.28 representing damage that occurred to his automobile tires when he drove his car over a section of US 99 that was under construction north of Roseburg. The Chief Counsel stated that the statutes, particularly ORS 366.430, allows the Commission discretion in the payment of claims in a situation of this kind. He expressed the belief that payment of the claim is a routine matter and he presented a two page list of similar claims that have been paid in the past. In was his feeling that the Commission would not be establishing a precedent were it to approve the claim in this instance. Chairman Reynolds took exception to the thinking of the Chief Counsel because it appears that this man's tires were damaged when he drove it over construction work that was underway. He mentioned a similar situation that occurred a couple of years ago when people complained of tire trouble when driving over a certain type of rock that was being used for sanding purposes. In this particular instance, he said, the Commission paid no claims. The Engineer expressed himself similarily, advising that in his opinion whether or not damage occurs depends upon how fast a car is driven. It also was his thought that were the claim to be paid in this instance it would be setting an undesirable precedent that would involve an expenditure of a lot of money in the future. As a result of discussion, the Commission unanimously decided to reject the claim and it was so ordered.

The Chief Counsel requested confirmation of the authority heretofore given him to permit five members of the Legal and Right of Way Department to attend at State expense a Right of Way Seminar in Olympia, Washington, on September 13 and 14, 1957 at a cost of approximately $109. The Commission confirmed the out-of-state travel.

The Chief Counsel brought up for discussion three court cases that have been filed against the State Highway Commission, as follows:

(1) Thornburn vs. the State.

(2) Wyatt vs. T. R. Williams, et. al., involving injury to a passenger on the vessel M. R. Chessman at Astoria in which the plaintiff is asking for damages. The Chief Counsel stated that this action will be defended by the insurance carrier and that the case has already been turned over to the trial section to handle.

(3) Walter N. Knutson, et. ux., vs. the State, which concerns damage to the Knutson property by reason of high water which the Knutsons alleged resulted from a channel change in connection with highway improvement in 1947.

The Commission accepted the report. (For details see copy of the report in the General Files.)

The Commission discussed and, upon recommendation of the Chief Counsel, approved a quitclaim deed in favor of Mr. C. A. Lawrence conveying property on the Divide-Rice Hill Section of US 99, Lane County. The Chief Counsel claimed that the original deed was signed by the Commission on June 20, 1957 and was made out in favor of Roselle Lawrence who has since passed away. Mr. Lawrence, he said, has remarried and this deed is simply to correct the record.

Chairman Reynolds brought up for discussion the question whether or not it is absolutely necessary in reading the bids for highway construction that the descriptions of each item be read as well as the item number. He expressed the feeling of the Commission that considerable time could be saved were the descriptions omitted. The matter was referred to the Chief Counsel to investigate and report at the next meeting.

The Engineer reported that under authority granted him by the Commission he has awarded contracts as follows, which were previously referred to him by the Commission to award when certain conditions have been satisfied.

(1) Grading and paving on Bridge Street in Prairie City, Grant County. Bids received August 8, 1957. Contract awarded August 13, 1957 to Interstate Paving Company, The Dalles, low bidder.

(2) Construction of the Iowa Street Bridge on Harbor Drive-Washington County Line Section of Pacific Highway, Multnomah County. Bids received August 8, 1957. Contract awarded August 26, 1957 to Gibbons and Reed Co., Portland, low bidder.

(3) Grading on South Unit, SPRR Overcrossing-Santiam Junction Section of Pacific Highway, Linn County. Bids received July 18, 1957. Contract awarded August 30, 1957 to Roy L. Houck & Son, Salem, low bidder.

(4) Grading and paving Highlands Interchange Section of Sunset Highway, Multnomah County. Bids received July 18, 1957. Contract awarded August 30, 1957 to Parker-Schram, Portland, low bidder.

(5) Grading and paving on Interstate Bridge-Oregon Slough Section of Pacific Highway, Multnomah County. Bids received July 18, 1957. Contract awarded September 5, 1957 to Warren Northwest Inc., Portland, low bidder.

(6) Construction of Highlands Undercrossing on Highlands Interchange Section of Sunset Highway, Multnomah County. Bids received August 8, 1957. Contract awarded September 6, 1957 to S & D Construction Company, Portland, low bidder.

The Commission confirmed the contract awards as reported

The Commission confirmed the Engineer's placement of a 54,000 pound maximum load limit on the Nyssa Bridge Section of the Old Oregon Trail, effective 4:00 p.m. August 13, 1957, such restriction to remain in effect until the new bridge that is being constructed at this point is completed and is opened for public use.

The Engineer reported the results of receiving bids in Salem on August 19, 1957 for the purchase of used equipment and scrap materials stored in Salem and La Grande; also the results of receiving bids in Salem on August 22, 1957 for the purchase of used engineering equipment. He advised that the total of the high bids for the scrap material and used equipment was $19,199.96 as compared with an estimated value of $19,330.50. The high bids for the engineering equipment, he said, totaled $2,672.32 as compared with an estimated value of $2,180.00. He recommended confirmation of the sales. The sales were approved by the Commission unanimously.

The Engineer reported reclassification of certain highway sections and recommended confirmation of the same by the Commission:

(1) Pendleton-John Day Highway and Beech Creek Secondary Highway. Reclassified as a special Group I Highway for operation of a 55-foot semi-trailer combination from Nye (junction with ORE 74) to Mount Vernon (junction with US 26), effective August 26, 1957.

(2) Coos River Secondary Highway from its junction with US 101, M.P. 0.0, to the junction with the county road to Cooston, M.P. 3.85. Reclassified from Group 2 to Group 1, effective August 28, 1957.

(3) Territorial Highway from Gillespie Corner, M.P. 32.44, to Lorane, M.P. 38.32. Reclassified from a Group 2 to a Group 1, effective August 28, 1957.

(4) Engineer requests approval of the reclassification from a Group 3 status to a Group 1 status of the McKenzie Highway from its junction with US 20 in the town of Sisters to a junction with US 97 in Redmond, and that he be authorized to issue special Group 1 permits over this highway section for operation of truck-tractor and 40-foot semi-trailer combinations 58 feet overall in length.

(5) Engineer requests approval of the reclassification of the Wasco-Heppner Highway No. 300 from a Group 3 status to a Group 1 status between M.P. 29.20 (Ajax County Road) to M.P. 46.89 in Condon.

The Commission approved the reclassification of these highway sections as reported.

Reports on items of unfinished business appearing on the Secretary's Summary, dated August 9, 1957:

(1) Sale of highway bonds for general construction and construction of a section of the Oregon Coast Highway in Curry County: This matter was reported earlier in the session and was ordered deleted from the list.

(2) Request of Clatsop County that the State take over as a parking area a section of the county road near Hugg Point, south of Cannon Beach: The Commission ordered this item deleted from the list of unfinished business because it was disposed of earlier in the session when County Judge Guy Boyington, Clatsop County, was present.

(3) Request of a delegation from Malheur County that water be furnished the Gordon Creek area at Owyhee Reservoir: The Commission ordered this item deleted from the list of unfinished business, the matter having been disposed of earlier in the session in connection with the Parks Superintendent's reports.

(4) Proposed relaxation of access restrictions on the Mt. Hood Highway, east of Sandy: The Engineer stated his opinion that the Commission's general policy with respect to such matters should not be altered in this instance, and he so recommended, it being his thought that if it becomes necessary later on to grant accesses to serve developments, each case should be considered on its own individual merits The Commission unanimously adopted the recommendation as a satisfactory solution of this problem.

(5) Request of City of Gold Hill for designation of the old route of the Pacific Highway through Gold Hill as an "alternate" or "business" route for US 99: The Engineer advised that normally where towns have been bypassed it has been the practice to sign the old route as a "business" route, such as at Salem, Roseburg and Cottage Grove. It was his thought that the City of Gold Hill should be treated likewise and he so recommended. The Commission adopted the recommendation and so ordered.

(6) Suggestions of Francis Lambert, Sheriff of Multnomah County, regarding the establishment of additional facilities at Rooster Rock State Park for public safety and convenience, including a refreshment concession: The Parks Superintendent recalled that Sheriff Lambert had suggested that some sort of a building be provided for use of the Sheriff's forces while they are working in this area. He explained that the Sheriff has agreed to do all necessary police work, both inside and outside the park, including the control of boats and other things of a similar nature, he also suggested installation of a loud speaker or public address system. It was his feeling that it will be satisfactory to provide these facilities, however, his studies are not yet complete and he would like to defer his recommendations until the next meeting of the Commission. Chairman Reynolds stated his feeling that from the financial standpoint the Commission could well afford to do the things that the Sheriff suggested provided he will police the area.

The Commission ordered the matter deleted from the list of unfinished business with the understanding that the Parks Superintendent will render a complete report at the next meeting and would provide for constructing the facilities in his 1958 budget.

The Engineer requested authority for an expenditure of $1,200 to install plastic diffuser type tube lighting in the Construction Design Section of the State Highway Building in Salem. He explained that it was necessary to transfer the Photogrammetry Section to the basement of the building where the existing lighting is inadequate, having been installed for storage purposes only. The Commission approved the expenditure.

Increases in project authorizations were requested by the Engineer for the following State Highway Contracts:

Contract No. 4735, Union Ave. -42nd Ave. Section of the Banfield Expressway, increased $29,500 because of settlement of bents.

Contract No. 4917, East Unit, Black Bridge-Richland Section of the Baker-Homestead Highway, increased $27,000 by unforeseen construction items.

Contract No. 4991, Siuslaw Junction Section of the Pacific Highway, increased $2,400 to provide added lanes for turning movements.

Contract No. 4575, East Unit, McMinnville Airport-Dayton Junction Section of the Three Mile Lane Highway, increased $60,000 because of unstable soils and bad drainage conditions.

Contract No. 4567, for construction of the Service Creek Bridge over the John Day River on the Service Creek-Mitchell Highway, increased $13,000 because of increased excavation and carrying stream piers below original elevations.

The Commission authorized the increases as requested.

The Commission discussed a letter from the Seaside Planning Commission urging early construction of a four-lane route for US 101 on Roosevelt Avenue in Seaside. The Engineer pointed out that a delegation will appear before the Commission the following day regarding this matter. He stated that the present estimate of cost for the four-lane facility on such locations is $447,000 for construction and $205,000 for right of way, or a total of $652,000. Chairman Reynolds inquired as to what alternative there might be. The Engineer replied that a by-pass to the east of the city would take care of through traffic but he was not sure whether it was the proper thing to consider at this time. Commissioner McIver called attention to the fact that in programming the Youngs Bay Bridge south of Astoria, all funds available in that area were allocated for the next three years and people in the Astoria-Seaside area had been so advised. Commissioner Chessman called attention to the considerable number of intersecting streets on Roosevelt Avenue and expressed the opinion that it might be well to investigate a possible by-pass route to the east of Seaside. He was

authorized to make a survey of the by-pass route. (When the delegation appeared before the Commission on the following day, they were advised that the Engineer had been authorized to reinvestigate the matter including a possible by-pass route to the east of the City.)

The Engineer reported that as previously authorized by the Commission, he had completed surveys on the Main St. -8th Street Couplet on the Medford-Provolt Secondary Highway in Medford and on the section of US 30 immediately west of the La Grande city limits beginning at Hilgard and extending to the connection with the present highway west of the La Grande City limits known as the Hilgard-La Grande Section of the Old Oregon Trail. Both of these routes, he stated, have been given very careful engineering study and provide the best location commensurate with the cost of construction. The Commission approved the surveys by adopting the attached resolutions relative thereto, marked EXHIBIT "F-1" and EXHIBIT "F-2", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

Chairman Reynolds inquired as to the status of the agreement with the City of Medford concerning the by-pass route of the Pacific Highway as it affects the City of Medford. The Engineer stated that it will take about three weeks to complete it and the agreement will be sent to the City for signature as soon as possible.

Contractor's requests for extensions of time within which to complete eight highway contracts were considered by the Commission. In connection therewith, the Engineer advised that the number of requests for extensions of time has been greatly reduced since the liquidated damage clause was inserted in all contracts about a year ago and that the majority of contracts are now being completed on time, due principally to the stipulated damages for noncompletion contained in the contract.

Upon his favorable recommendation, the Commission granted the following requests for extensions of time within which to complete highway contracts. Reimbursement for engineering expenses and other expenses incurred by the State in connection with the work during the period of these extensions was waived by the Commission except as noted.

1. C. E. Leseberg, Contract No. 4772, for grading and oiling the South Unit, Vale-Grand Avenue Section on Lytle Boulevard in Vale, in Malheur County, requested an extension of time from July 15 to July 26, 1957. Approved as requested.

2. Q. L. Rufener, Contract No. 4691, for culverts, grading and stone base on Division No. 2 Bridge Replacement Project on four state highways in Yamhill and two other counties, requested an extension of time from September 30, 1956 to August 31, 1957. Approved to August 16, 1957, the date of completion.

3. J. C. Compton Co., Contract No. 4324, for bridges, grading and paving on the Siletz Bay-Depoe Bay Unit on the Oregon Coast Highway in Lincoln County requested an extension of time from October 31, 1955 to July 31, 1957. Approved to July 9, 1957, the date of completion.

4. Parker-Schram Co., Contract No. 4729, for grading and paving the North Oakland Grade Revision on the Oakland-Shady Highway in Douglas County, requested an extension of time from September 15, 1956 to August 15, 1957. Approved as requested.

5. Roy L. Houck & Sons, Contract No. 4645, for grading the Valley Junction-Sheridan Section of the Salmon River Highway in Yamhill and Polk Counties, requested an extension of time from November 30, 1956 to August 13, 1957. Approved as requested.

6. Rogers Construction, Inc. Contract No. 4536, for grading on the Meacham-Glover Section of the Old Oregon Trail in Umatilla County, requested an extension of time from October 31, 1956 to July 31, 1957. Approved as requested.

7. Edwin C. Gerber, Contract No. 4367, for paving the Little Creek-Estacada Section of the Woodburn-Estacada Highway in Clackamas County, requested an extension of time from October 15, 1955 to July 29, 1957. Approved as requested.

8. Hamilton & Thoms Contract No. 4556, for construction of the Dayton Bridge over the Yamhill River on the Three Mile Lane Highway in Yamhill County, requested a second extension of time from December 15, 1956 to July 13, 1957. Approved as requested.

FOOTNOTE: The action taken by the Highway Commission upon the extensions of time within which to complete the highway contracts listed above was based upon the recommendation of the Engineer and his reports which considered but did not necessarily adopt either or any of the reasons given by the contractors in their requests for such extensions of time. For details regarding these extensions, see copies of the contractors' requests and the Engineer's recommendations on file in the respective contracts in the Secretary's office.

The Engineer reported that forty-one contracts as follows have been completed in accordance with plans and specifications: 4311, 4324, 4367, 4544, 4556, 4691, 4729, 4746, 4758, 4761, 4772, 4778, 4818, 4834, 4846, 4858, 4859, 4860, 4861, 4880, 4883, 4891, 4894, 4925, 4929, 4931, 4936, 4938, 4942, 4946, 4948, 4950, 4953, 4956, 4958, 4966, 4968, 4982, 4988, 4995, and 4997. He recommended that they be accepted.

The Commission accepted said contracts by adopting the attached resolution relative thereto, marked EXHIBIT "C", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission considered construction of a building to house various Highway Department crews on the department premises at Milwaukie. The Engineer reported that $28,000 had been budgeted to construct an equipment storage building on the Banfield Expressway near 82nd Avenue but the city would not grant a change in zone to allow construction. It now appears that the best solution is to apply the money authorized for the building on the Banfield Expressway plus $26,000 which was authorized for a storage headquarters at Milwaukie, to construct one larger, more adequate building at Milwaukie. The location at Milwaukie, he stated, has been carefully analyzed by the Maintenance Engineer and it is his feeling that construction of the proposed building in Milwaukie will be advantageous. The Commission authorized construction of the building as recommended and transfer of $28,000 from the proposed construction on the Banfield Expressway.

Authority was requested by the Engineer to hold a hearing in the City of Klamath Falls concerning the west side by-pass route of US 97 in the City of Klamath Falls. He recalled that a survey had been approved previously and considerable right of way has been purchased during the last three or four years. Passage of a new law in 1955 now requires that a hear ng be held if requested. The Commission granted him authority to conduct the hearing and to set a date on which to hold it. (The date for the hearing was later set by the Engineer for Thursday, October 17, 1957.)

Authority was requested by the Engineer to expend $12,000 to provide illumination of two traffic interchanges and an undercrossing of the Southern Pacific Railroad tracks on the Tillamook-Donaldson Creek Section of the Wilson River Highway in Tillamook County. Sufficient funds are contained in the present authorizations, he stated, but no authority has been granted to call for bids. The Commission granted the authority as requested.

Consideration was given to a request made by Pine Valley Ski Club of Halfway for snow removal on a 6-mile section of the Halfway-Cornucopia Highway. The Engineer reported that very few people live in that area and that in past years the road has remained closed during the heavy snow season. He estimated that it would cost approximately $15,000 annually to remove snow during the winter season. As a similar request had been denied to plow snow on the Anthony road, he recommended that this request also be denied. The Commission accepted his recommendation.

Consideration was given to a request from Coos County for an additional 1958 Federal Aid County Road Secondary project for construction of two bridges over the North Fork of the Coquille River on FAS Highway No. 252. The Engineer stated that the request conforms with requirements for FAS projects and he recommended approval of the project as follows:

County	FAS Hwy.	Section & Description	Programmed Amount	FAS Fund
Coos	252	Cooper and Gravelford (North Fork Coquille River) Bridges (2). Structures only.	$208,000	'58

TOTAL ADDITIONAL 1958 FAS FUNDS $208,000

SUMMARY, FISCAL YEAR 1958 & 1959 FUNDS *

Available Funds*	$8,033,000
Previously Approved**	6,033,000
Unprogrammed Balance**	$2,000,000
Proposed Project 9/5/57	208,000
Unprogrammed Balance	$1,792,000

*Includes additional fiscal year 1957 funds provided in Federal Aid Highway Act of 1956 and $33,000 (Washington County) carry-over from regular fiscal year 1957 funds.

**These are revised totals from "Status, 1958 & 1959 County FAS Funds" tabulation dated 9/5/57.

The Commission approved the project.

The Engineer also presented a summary of 1959 County Federal Aid Secondary funds allocated to various counties, as follows:

FISCAL YEAR 1959 FAS ALLOCATION TO COUNTIES AUGUST, 1957

COUNTY	FEDERAL FUNDS	TOTAL FUNDS Including State & Counties Match Money (Rounded to Thousands)
Baker	$ 35,959	$ 60,000
Benton	44,515	74,000
Clackamas	145,124	242,000
Clatsop	46,574	78,000
Columbia	56,597	94,000
Coos	68,528	114,000
Crook	35,537	59,000
Curry	27,066	45,000
Deschutes	46,371	77,000
Douglas	97,671	163,000
Gilliam	28,855	48,000
Grant	34,019	57,000
Harney	39,419	66,000
Hood River	37,546	63,000

COUNTY	FEDERAL FUNDS	TOTAL FUNDS Including State & Counties Match Money (Rounded to Thousands)
Jackson	$ 77,944	$130,000
Jefferson	32,635	54,000
Josephine	48,093	80,000
Klamath	65,119	108,000
Lake	43,047	72,000
Lane	152,059	253,000
Lincoln	52,784	88,000
Linn	87,209	145,000
Malheur	74,131	124,000
Marion	123,085	205,000
Morrow	36,668	61,000
Multnomah	174,942	292,000
Polk	61,981	103,000
Sherman	24,906	42,000
Tillamook	47,536	79,000
Umatilla	92,879	155,000
Union	36,617	61,000
Wallowa	34,086	57,000
Wasco	36,179	60,000
Washington	113,939	190,000
Wheeler	25,261	42,000
Yamhill	65,119	109 000
	$2,250,000	$3,750,000

Summary, Entire State - Fiscal Year 1959 Funds

Total Federal Funds	$4,565,092
Less Planning Survey (Approximately 1-1/2%)	65,092
Total for Construction	$4,500,000
County Share (50% of Total for Construction)	$2,250,000
Plus estimated Required Match Money:	
State Funds	750,000
County Funds	750,000
Total County Road FAS Fund	$3,750,000

NOTE: Above funds allocated to individual counties on basis of formula (25% equally, 60% on basis of rural population, and 15% on basis of total county road mileage) proposed by Association of Oregon Counties and approved by Highway Commission. Federal funds are estimated to represent 60% of Total County Road FAS Fund with State and County Funds estimated to be 20% each.

The Commission approved the 1959 allocation of FAS funds as presented.

September 12, 1957

The Engineer reported that in response to requests received the Traffic Engineer had made investigations concerning reduced speed zones and that the investigations disclosed that speed zones should be established as follows:

1. 45 miles per hour on the Cascade Secondary Highway between a point 650 feet east of the county road to Monitor at M.P. 43.55, and the east city limits of Silverton at M.P. 44.00. (SEE EXHIBIT "E-1").

2. 45 miles per hour on the Pacific Highway East between the south city limits of Milwaukie at M.P. 6.19, and a point 400 feet north of Risley Avenue at M.P. 8.11; also,

50 miles per hour on the Pacific Highway East between a point 400 feet north of Risley Avenue at M.P. 8.11 and the north city limits of Gladstone at M.P. 10.66, except that between a point 450 feet north of Hull Avenue and a point 450 feet south of Hull Avenue, the indicated speed shall be 20 miles per hour during the hours of school crossings. (SEE EXHIBIT "E-2").

He recommended approval of such speed zone designations.

The Commission approved the reduced speed zones by adopting the attached resolutions relative thereto marked EXHIBIT "E-1" and EXHIBIT "E-2", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

Consideration was given to the claim of Lloyd C. Galer for damages to his well and sump located adjacent to the McMinnville Airport-Dayton Junction Section of the Three Mile Lane Highway. Mr. Galer, the Engineer stated, has signed a release for all future claims for damages, contingent upon payment to him of $210.00. He recommended settlement with Mr. Galer for such amount. The Commission approved the settlement.

Out-of-state travel expenditures were recommended by the Engineer and approved by the Commission as follows:

Forrest Cooper, Deputy State Highway Engineer, and Tom Edwards, Construction Engineer, to attend the annual western meeting of the Committee on Design of AASHO in Seattle, Washington, on September 26 and 27, 1957. Estimated cost $74.05 each.

Gene Huntley, Director of Personnel and Public Relations, to attend the National Conference of Public Personnel Association in Montreal, Canada, from September 29 through October 3, and a meeting of the Association of Highway and Public Works Personnel Directors at the same place on October 4, 1957. Estimated cost $350.

Members of Highway Commission, W. C. Williams, State Highway Engineer, Forrest Cooper, Deputy State Highway Engineer, G. S. Paxson, Assistant State Highway Engineer, and L. I. Lindas, Chief Counsel, to attend the annual meeting of AASHO in Chicago, Illinois, on November 18

through November 22, 1957. Estimated cost $350 each.

W. C. Williams, State Highway Engineer, to attend a meeting of the Transport Committee of AASHO in Chicago, Illinois, on October 12, 1957. Estimated cost $300.

Attention was given to a suggestion made by the Engineer that the State enter into an agreement with the Bureau of Business Research of the University of Oregon to conduct a study of the benefits to public utilities, particularly power companies, by use of the highway right of way. The Engineer explained that studies estimated to cost $9,500 will be financed from planning survey funds; also, that the Bureau of Public Roads is in favor of the study. Chairman Reynolds inquired if there would be any appreciable value in the survey. The Engineer replied that the study would be to disclose benefits to the utilities by reason of their occupancy of highway right of way, and that the information disclosed by the study would be used before state legislatures and the National Congress. Commissioner McIver observed that the efforts of the utility companies to force the states to pay for moving their facilities resolves itself to the question of whether the traveling public or patrons of the utilities' service should pay for these moves. It was his opinion that the utilities should pay their own moving costs. In the light of this attitude, he inquired as to what good would be secured by spending $9,500 for the study. The Engineer replied that the study should disclose that the utilities are saving considerable amounts of money by occupying highway right of way. Mr. C. G. Polk, of the Bureau of Public Roads, stated that the Bureau is anxious to conduct the study so that the facts disclosed by it could be used in conjunction with the same problem in other states and also be presented before the National Congress. After some further discussion, the Commission authorized funds for the study.

Redesignation of two sections of the old route of the Pacific Highway was discussed; one in Douglas County as an extension of the Coos Bay-Roseburg Highway and the Dillard Secondary Highway, and the other in Lane County as the Goshen-Divide Secondary Highway. The Engineer explained that the new route of the Pacific Highway is now open to public travel and it is desirable to redesignate the abandoned portions of the old highway. The Commission approved the designation as suggested by adopting the attached resolutions relative thereto, marked Exhibits "D-1" and "D-2", which resolutions by this reference are made part hereof, with like effect as though extended in full herein

Authority was requested by the Engineer and granted by the Commission for an expenditure of $372.79 to pay the State's proportionate share of a sewer assessment against State property in the town of Phoenix, in Jackson County.

The Engineer explained that property had been acquired to form a one-way couplet. The City later decided that it did not desire the couplet in that location and accordingly furnished right of way to locate it elsewhere. The State still owns the original property and sewer improvements have been made. He recommended that the easement be paid and that authority be granted to sell the property, which is no longer needed for highway purposes.

The Commission accepted his recommendation.

Consideration was given to an agreement between Lincoln County, Tillamook County and the U. S. Forest Service concerning jurisdiction over the existing Neskowin-Salmon River Section of the Oregon Coast Highway when the new highway section is completed. The Engineer stated that the agreement has been negotiated to take care of the old highway section when the new section is completed, which he estimated would be about 1960. Upon his favorable recommendation, the Commission approved the agreement.

The Engineer reported that there are certain highways in the State on which the hauling of poles, piling and logs has been prohibited by reason of sharp curves and narrow roadway. Three of these have been improved, one being the Woodburn-Estacada Secondary Highway between Carver Road and Estacada; another being the Oregon Coast Highway between Warrenton Junction and the old highway where a climbing lane is now in use; and a third being the Sumpter Valley Highway between McEwen and Salisbury. He recommended that these three sections be removed from the list of prohibited highways shown on Schedule B, which is a part of the permit issued by the Public Utilities Commissioner, containing the recommendations of the Highway Commission. The Comission accepted his recommendation.

Attention was given to a construction agreement with Clackamas County covering channelization at Evelyn Street on the Clackamas Secondary Highway at Clackamas to accommodate Safeway Stores. The Engineer commented that the channelization is necessary to protect the traveling public. The Commission approved the agreement.

The Commission approved the Secretary's report on papers he had signed on behalf of the Commission during the period August 5 through September 6, 1957.

The Commission set the date for the next regular Commission meeting for October 31 and November 1, 1957, in the Imperial Hotel in Portland, and a tentative date of December 5 and 6 for the next following regular meeting. The Engineer commented that a meeting is to be held on the First of October to sell the Highway bonds, and bids will be opened in Salem on October 3, 1957.

Consideration was given to a request from Valsetz Lumber Company for a permit, as a forest road contractor, to operate their hauling equipment across the Wallowa Lake Highway, about three miles southeast of Enterprise. The Engineer explained that some logging companies operate overweight and oversize logs on some county roads and maintain these roads. In this particular case the logging company wishes to move their oversize loads across the state highway. He recommended that a permit be granted to them. The Commission approved the permit.

Consideration was given to an agreement with the U. S. Bureau of Reclamation covering highway relocation at Keene Creek on the Green Springs Highway in Jackson County, and a master agreement of general coverage in the Talent Division of the Rogue River Basin Project. The Engineer explained that the Keene Creek project will inundate approximately 500 feet of the Green Springs Highway. The master agreement provides for settling on a local level conflicts between irrigation and highway facilities. The agreements, he continued, have been carefully examined by the Engineer and the Legal Division, and he recommended that they be approved. The Commission approved the agreements.

Attention was given to a request from the State Game Commission for an easement on the southerly bank of Shinglehouse Slough, west of the crossing of the slough by US 101, Coos County, in order to construct a boat-landing facility. The Engineer reported that the Game Commission has requested an easement for a ten-year period and has agreed to pay the cost to build a deceleration lane approaching the boat landing. The Commission approved the easement, with the understanding that a revocation clause be included.

The Commission discussed with the Engineer various matters to be presented by delegations on the following day; however took no action pending appearance of the delegations.

The Engineer reported that an agreement has been approved by the Idaho Power Company concerning rebuilding of sections of US 30 that will be inundated by Brownlee Dam on the Snake River. He explained that five sections are affected, three of which are or will be a part of the interstate system that is to be built. The other two sections are on the present highway that now leads to Weiser, Idaho. The Idaho Power Company, he continued, has agreed to pay the entire costs of revisions on all the sections, the estimated cost of which is $816,000, including right of way. The agreement provides, among other things, that if the money is deposited with the State by October 15, the completion date of the various projects will be set as June 1, 1958. Following his favorable recommendation, the Commission approved the agreement.

Attention was given to a protest submitted by the Greyhound Bus Corporation regarding the posting of bonds to tow their disabled buses over state highways. The Greyhound Bus Corporation, the Engineer stated, points out that they are already self-insured and the bond requirement causes them additional expense for something they already have. The Legal Division, he stated, has gone into the matter in considerable detail and it is felt that the company's protest is legitimate. He recommended that permits be issued to the company as in the past but without the requirement for a for additional insurance. The Commission accepted his recommendation.

The Engineer read aloud letters from the Department of Motor Vehicles and the Department of Finance and Administration requesting that the Highway Commission finance construction of a building to be occupied by the Department of Motor Vehicles. This building, the Engineer continued, is expected to cost approximately $450,000. The

State Police, he stated, previously requested that the Highway Commission construct a building to house all State Police offices located in Salem. The cost of the State Police building is estimated at $200,000. The State Police allege that by grouping their personnel they can save salaries of two or three office personnel, and provide other savings for their department. He pointed out that the State Police Department now receives about 65 per cent of its funds from State Highway revenues and that construction of a building would appear to have financial merit; however, there are two important points to consider in these requests. One being the legal right to construct the buildings with State Highway funds; the second being whether or not the Highway Department is in a position to finance such undertakings at this time. Consideration has been given to constructing the State Police Building, he continued, on a parcel of state-owned ground immediately east of the State Highway Shops, east of Salem. The Chief Counsel stated that, in his opinion, the Highway Commission has the legal authority to construct the buildings if it wishes to do so. The Engineer pointed out that although construction of the buildings with highway funds would conserve operating expenses, the expenditure or capital outlay would reduce the amount of monies available for highway construction. The Commission instructed the Engineer and the Chief Counsel to study the matter further from all possible angles and submit a report at the next meeting.

The Commission gave attention to a protest made by James R. Bailey concerning damage to his property on the R. H. Baldock Freeway near its junction with US99W, south of Portland. The Engineer reported that right of way was acquired to within 5 feet of the corner of Mr. Bailey's lot and his is the only house left in this area. Mr. Baily has made claim for damages because his means of access are extremely hazardous. If the State purchases this property, he suggested that the adjoining street be vacated, thus eliminating the intersection entirely. The Chief Counsel reported that he had talked with Mr. Bailey, who is concerned about getting his children to school and the damage to his property because of nearby construction. The Right of Way Engineer, he continued, has been requested to appraise Mr. Bailey's property. It was his opinion that the intersection should be eliminated, the street closed, and an offer made to Mr. Bailey for his property. The Engineer commented that Mr. Bailey's property is worth somewhere between $15,000 and $20,000 and he asked the Commission to authorize negotiations for the purchase of the property when appraisals have been obtained. The Commission granted authority as requested.

The Chief Counsel brought up the matter of reading descriptive matter on the three low bids, in which the unit items are read when bids are opened. It was his opinion that regulations adopted by the Department of Commerce would take precedence over Oregon Law if in conflict, and he suggested that he investigate the matter and submit a report at the next meeting. The Commission approved his suggestion.

Chairman Reynolds brought up for discussion a suggestion from Commissioner Chessman that park attendants be required to wear uniforms. The Parks Superintendent stated that he had made some investigation in this regard concerning the practice of other state departments including the Game Commission and the State Police. It was his thought that it would not be necessary to require all park employees to wear uniforms, only those that meet the public. Commissioner McIver stated that he was much interested and, in his opinion, parks personnel who meet the public should wear a uniform of some type. Commissioner Chessman suggested that the matter be given further study by the Parks Superintendent. The suggestion was approved by the Commission and the Parks Superintendent was instructed to submit a report on the subject at the next meeting.

The Commission discussed with the Secretary, the Chief Counsel, and the Engineer the matter of recording proceedings of the Highway Commission meetings. Commissioner McIver expressed the opinion that the basis of the minutes to be approved by the Commission should be the actual recording. Chairman Reynolds stated that he felt the verbatim proceedings as recorded would have to be reduced to a form similar to that used at the present time. It was also his opinion that the tape recordings would probably have to be transcribed in its entirety and rewritten and condensed for the minutes as approved by the Commission. Commissioner McIver stated that the point he was particularly interested in was having an actual verbatim record of the proceedings as would be the case if the Commission meetings are recorded. He also expressed the desire that the minutes be sent to the Commission at an earlier date. Commissioner Chessman stated that it appeared that transcribing the recorded material would be a rather complicated procedure and that there might be some way of simplifying it. The Assistant Counsel pointed out that the official minutes of the Commission are the minutes which are approved by the Commission, which in the past have been written by the Secretary and presented to the Commission for approval. He mentioned the possibility of the Commission's desiring to read the entire verbatim transcript if they wished to check the condensed version as presented by the Secretary. After some further discussion the Commission instructed the Secretary to prepare the Commission meeting minutes using the verbatim recordings as a basis.

The Engineer stated that the question had been presented to him by Commissioner McIver concerning the policy of the Highway Department pertaining to employees of the Department who get involved in legal difficulties because of failure to pay their debts. The Engineer stated that when it is learned that an employee is not paying his debts, a letter is written to his immediate superior in an endeavor to get the situation corrected. He stated that there is no definite policy as to the payment of debts by Highway employees. Upon inquiry by Commissioner McIver as to the number of garnishments that are filed each year, the Auditor replied that there are approximately 75. After some further discussion the Commission instructed the Engineer to submit a report at the next meeting concerning the number of garnishments that have been filed and particularly noting any instances that are repeaters or who employees who have had a number

of garnishments filed against them.

The Commission discussed with the Engineer bids received in Salem on August 30, 1957, and bids received at the morning session today. At 4:00 p.m., Commissioner McIver announced awards of contracts as follows:

BIDS RECEIVED IN SALEM ON AUGUST 30, 1957

"Rock production on the Unity Junction-Mill Creek Section of the Baker-Unity Highway in Baker County. The Commission awarded the contract to the low bidder, E. H. Itschner Co., Molalla, at $29,500.00.

"Construct Bear Creek Bridge and Rock Creek Bridges on County Roads FAS 812 and 813, south of Canby, in Clackamas County. The Commission awarded the contract to the low bidder, Hamilton & Thoms, Eugene, at $95,336.00.

"Construct Deep Creek and Clear Creek Bridges on County Roads FAS 808 and 809, in Clackamas County. The Commission awarded the contract to the low bidder, Rogers Construction Co., Portland, at $63,297.00.

"Construct North and South Fork Scappoose Creek Bridges on the Scappoose-Pittsburgh Road in Columbia County. The Commission awarded the contract to the low bidder, Babler Bros., Inc., Portland, at $32,681.00.

"Fairgrounds Interchange (Roseburg) Roadside Improvement Project on the Pacific Highway in Douglas County. The Commission rejected all bids as being too high.

"Grading and oiling on four county roads, near Hood River and Parkdale, in Hood River County. The Commission awarded the contract to the low bidders, Rex C. Ayers Construction Co. and Silver Falls Trucking and Construction Co., Portland, at $93,686.00.

"Parkdale rock production on the Mt. Hood and Hood River Highways, in Hood River County. The Commission awarded the contract to the low bidder, Vernie Jarl, Gresham, at $46,440.00.

"Grading oiling and placing of materials in stock pile, and construction of reinforced concrete box culvert and a 68' concrete bridge on the Cloverdale-Coast Fork Bridge Section of the Springfield-Creswell Secondary Highway, in Lane County. The Commission elects to accept the low bid of F. H. McEwen, Eugene, in the sum of $154,957.00, and directs the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired.

"Construct three reinforced concrete bridges over arms of Yaquina Bay on the North Bank County Road near Toledo in Lincoln County. The Commission awarded the contract to the low bidder, R. & M. Construction Co.,

Central Point, at $33,609.25.

"Slope paving of 21st, 28th, 33rd, and 39th Avenue Undercrossings on the Columbia River Highway in Portland in Multnomah County. The Commission awarded the contract to the low bidder, Pacific Concrete Co., Portland, at $8,925.00.

"Grading and paving Hancock Street-Multnomah Street and Stephens Street (Portland) on the Pacific Highway East (northbound), on Grand and Union Avenues in Portland in Multnomah County. The Commission elects to accept the low bid of Cascade Construction Co., Portland, in the sum of $24,263.00, and directs the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Construct Maintenance Building at Rufus in Sherman County. The Commission awarded the contract to the low bidder, Decatur & Maerz, Salem, at $16,584.00.

"Grading and topping on the Ukiah-Forest Boundary Section of the Ukiah-Hilgard Secondary Highway, west end, in Umatilla County. The Commission awarded the contract to the low bidder, K. C. Dack Construction Co., Pendleton, at $119,199.50.

"Construct Glover and Kamela Grade Separation Structures on the Meacham-Glover Section of the Old Oregon Trail in Umatilla and Union Counties. The Commission awarded the contract to the low bidder, R. H. Jones, Hillsboro, at $146,431.00.

BIDS RECEIVED ON SEPTEMBER 12, 1957

"Grading, paving, and furnishing material in stock pile on the Sandy-Alder Creek Section of the Mt. Hood Highway in Clackamas County. The Commission elects to accept the low bid of Rogers Construction Co. & Rogers Construction, Inc., Portland, in the sum of $1,704,932.25, and directs the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Construct camping areas and roadways in Fort Stevens State Park in Clatsop County. The Commission awarded the contract to the low bidder, Grimstad & Vanderveldt, Astoria, at $25,084.00.

"Construct camping areas and roadways at Tumalo State Park in Deschutes County. The Commission awarded the contract to the low bidder, McNutt & Sons, Inc., Eugene, at $10,487.00.

"Grading and stone surfacing on the Burns Air Force Station Access Road on the Burns Mountain Road in Harney County. The Commission awarded the contract to the low bidder, F. L. Somers, Medford, at $177,565.00.

"Construct sand shed at Cascade Locks on the Columbia River Highway in Hood River County. The Commission awarded the contract to the low bidder, Gilbert Roberts, Hood River, at $7,472.20.

"Grading, oiling, and construction of reinforced concrete structure on the Eckman Slough Section of the Alsea Highway in Lincoln County. The Commission elects to accept the low bid of Pacific Concrete Co. & Parker & Fuhrman Co., Portland, in the sum of $68,421.40, and directs the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired.

"Construct bridge over Mill Creek and widen existing Mill Creek Overflow Bridge on the Salem By-pass Section of the Pacific Highway in Marion County. The Commission awarded the contract to the low bidder, Hamilton & Thomas, Eugene, at $72,186.00.

"Widen four existing overcrossings on Silverton Road, Sunnyview Avenue, Garden Road and State Street of the Salem By-pass Section on the Pacific Highway in Marion County. The Commission awarded the contract to the low bidder, Hamilton & Thoms, Eugene, at $209,777.00.

"Widen three existing overcrossings on Turner Road, Market Road 56 and Boone Road on the Salem By-pass Section of the Pacific Highway in Marion County. The Commission awarded the contract to the low bidder, H. G. Carl Construction Co., Salem, at $115,895.00.

"Construct undercrossing of S.W. Spring Garden Road on the Harbor Drive-Washington County Line Section of the Pacific Highway in Portland, in Multnomah County. The Commission awarded the contract to the low bidder, Johnston & Bryant, Newberg, at $126.778.75.

"Roadside improvement on Union Avenue-42nd Avenue Section of the Columbia River Highway (Banfield Expressway) in Portland, in Multnomah County. The Commission awarded the contract to the low bidder, E. P. Baltz & Son, Portland, at $99,703.89.

"Paving on the Meacham-Glover Section of the Old Oregon Trail Highway in Umatilla and Union Counties. The Commission awarded the contract to the low bidder, Rogers Construction Co., Portland, at $1,274.927.00.

"Grading, stone base, and furnishing crushed material in stock pile on the Flora Spur Section of the Flora Spur Road in Wallowa County. The Commission elects to accept the low bid of J. F. Konen Construction Co., Inc., Lewiston, Idaho, in the sum of $71,372.80 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Wallowa County is received and the sum of $17,850.00 is deposited by the County.

"Furnish and install highway illumination at traffic interchange on Three Mile Lane Highway at Dayton in Yamhill County. The Commission awarded the contract to the low bidder, Steeck Electric Co., Medford, at $10,432.00.

The Commission signed the following papers, agreements, et cetera.

"Indentures of Access" on the following properties:

a. Fisher-Trotter property on Calapooya Creek-Sutherlin Section of Elkton-Sutherlin Highway, Douglas County.

b. Schilling property on Grass Valley-Kent Section of Sherman Highway, Sherman County.

c. Gladden property on Newberg-Dayton Junction Section of Pacific Highway West, Yamhill County.

d. Trimble property on Grass Valley-Kent Section of Sherman Highway, Sherman County.

"License" with the U.S. Army covering the use of a portion of the Army Engineer's dike along the Long Tom River for access and haul road purposes.

"Bargain and Sale Deed" for the sale of 0.1 acre on Goshen-Divide Section of the Pacific Highway to Miss Alsea Hawley, Consideration $25.

"Bargain and Sale Deed" to Theodore R. Joy for 74 acres of excess land on the Jumpoff Joe Creek-Grants Pass Section of US 99. This is to correct error in previously authorized acreage. Consideration $3,500.

"Permit" granting Mr. C. A. Thayer permission to move his livestock across property used for a roadbuilding material site which was purchased from Mr. Thayer.

"Agreement" between State, Lincoln County, Tillamook County and US Forest Service covering abandonment of old right of way of Neskowin-Salmon River Section of Oregon Coast Highway when this new section is completed.

"Agreement" with Clackamas County covering the channelization at Evelyn Street (Safeway Stores) in Clackamas County.

"Permit" to Valsetz Lumber Company to operate across the Wallowa Lake Highway about 3 miles southeast of Enterprise, as a forest road contractor.

"Agreements" (2) with US Bureau of Reclamation covering highway relocation at Kenne Creek on Green Springs Highway and a master crossing agreement of general coverage in Talent Division of Rogue River Basin Project.

"Quitclaim Deed" with C. R. Lawrence covering property on Divide Rice Hill Section of US 99.

"Bargain and Sale Deed" with City of North Bend re transfer to the city of area east of the highway for public park and road purposes. (Authorized August 8, 1957)

"Bargain and Sale Deed" with Mr. and Mrs. Ben F. Burgess covering property on North Bend-Marshfield Section of Oregon Coast Highway, Coos County. (Authorized August 8, 1957)

"Bargain and Sale Deed" with Convent of St. Dominic covering property on Unit No. 5 of T. H. Banfield Expressway, Multnomah County. (Authorized August 8, 1957.

"Maintenance Agreement" with Harney County covering the Burns Air Force Station Access Road Project.

"Agreement" with City of Portland covering the construction of a one-way couplet on Pacific Highway East within the City of Portland.

"Agreement" with Aurora Mutual Telephone Co. covering the installation of a telephone booth in Champoeg State Park.

"Agreement" with Idaho Power Company covering construction of the Old Oregon Trail and the Olds Ferry Ontario Highway because of construction of the Brownlee Dam across the Snake River.

"Finance & Maintenance Agreement" with Wallowa County covering the Flora spur Section of Fas 697.

Approved Minutes of August 8 and 9, 1957.

The meeting adjourned at 4:30 p.m., to reconvene at 10:00 a.m. the following day.

Portland, Oregon
September 13, 1957

The meeting of the State Highway Commission reconvened at 10:00 a.m. in the Queens Room of the Imperial Hotel. The following persons were present:

Chas. H. Reynolds, Chairman
M. K. McIver, Commissioner
Robert B. Chessman, Commissioner
W. C. Williams, State Highway Engineer (Arrived at 10:40 a.m.)
G. S. Paxson, Assistant State Highway Engineer
W. W. Stiffler, Assistant State Highway Engineer
L. I. Lindas, Chief Counsel
G. E. Rohde, Assistant Counsel
R. L. Porter, Right of Way Engineer
L. V. Koons, Assistant Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

A delegation from the City of Oceanlake came before the Commission concerning improvements to the Oregon Coast Highway through that city. The following people were present: Mayor Ben W. Bienert, W. M. Marquis and Raymond Wilson, Councilmen; and Raymond Wood, City Attorney.

Mayor Bienert, who acted as spokesman, introduced the other members of the delegation and requested that a traffic light be installed at the intersection of Raymond Avenue with US. 101; that a section of US101 near "D" River Bridge be widened to four lanes; that the existing four-lane section of US101 in Oceanlake be extended northerly to the new north city limits, approximately one mile and that the Commission remove the shrubbery in the divider strip separating the four-lane section in the city. It was his opinion that the divider area should be planted to grass as maintenance of the shrubbery is too costly. He also asked for highway widening to correct a hazardous situation at the Wecoma postoffice. Chairman Reynolds recalled that the Commission had taken action at a previous meeting, granting the City authority to remove the shrubbery in the divider strip at city expense subject to inspection by the Highway Department. Mr. Bienert replied that the City did not have funds to finance this type of work. The Assistant Engineer, Mr. Paxson, suggested that the shrubbery be trimmed to a lower level possibly to a height of 2 or 2 1/2 feet, so that it would still present a reasonable barrier without interfering with sight distance. Chairman Reynolds advised the delegation that the shrubbery would be cut to the lower height immediately as suggested by the Assistant Engineer, and that investigation would be made concerning the other requests made by the delegation.

A delegation from the City of Seaside came before the Commission concerning the proposed construction on Roosevelt Avenue as a part of US101 in the city of Seaside. The following people were present: Lester Raw, Mayor; Avery Combs, City Attorney; Art Ensor, Councilman; Fred Like, Motel Owner; Frank Morse, City Engineer; Alex Smith, Planning Commission; Robert Furrer, Planning Commission Technician, Henry Dester, Chamber of Commerce. Mayor Raw introduced the members of the delegation. Mr. Combs pointed out that the need for improvement to Roosevelt Avenue had been emphasized by the great amount of traffic congestion in the city over the recent Labor Day week-end. He called attention particularly to the traffic tie-ups and the large number of accidents at the intersection of Broadway and Holiday Streets. The City, he continued, has been doing what it could to improve the traffic situation, and has budgeted $8,000 for its share of a traffic and planning survey concerning future traffic needs. He pointed out that the City has already cooperated in transferring to the State property needed for the proposed development, and that, by zoning regulations, the City has protected the route along Roosevelt Avenue from encroachment by business establishments. He exhibited a number of colored slides showing traffic conditions in Seaside over the recent Labor Day week-end. Mr. Dester stated that the Seaside Chamber of Commerce feels that traffic control is no longer a local problem but should be handled by the State. Commissioner McIver inquired if the City is agreed that the route along Roosevelt Avenue is the proper route or if they had given any thought to a by-pass to the east. Mayor Raw replied that there is some objection to moving the highway but there is

apparently no organized opinion concerning a change in routing. Commissioner McIver then inquired if the City would like to have a study made concerning a by-pass to the east of the city. Mayor Raw replied that in the absence of any official action in the matter by city officials he felt that conducting of a study should be left up to the Commission. Mr. Combs inquired if conducting a study of a by-pass route would delay the proposed construction along Roosevelt Avenue. Commissioner Chessman pointed out that improvement of Roosevelt Avenue would provide a route through the center of the existing city and eventually the same traffic problems would have to be faced on Roosevelt Avenue as now exist on the present highway. Chairman Reynolds pointed out that there are no funds presently available to finance the Roosevelt Avenue development as all available funds in the district have been allocated to construction of a new bridge across Youngs Bay, which is estimated to cost about $4,000,000, and on which construction is expected to start in 1959. He inquired if the City would eliminate parking along the present route of US101 in order to facilitate travel through Seaside. Mayor Raw replied that such restriction would help but there would be objection from city merchants. Chairman Reynolds then inquired if the City would have any objection to the Engineer's taking another look at the proposed development on Roosevelt Avenue. He again pointed out that it will take about three years to finance construction of the Youngs Bay Bridge and until that project is completed no sizable sums of money will be available for the project now requested. Mr. Combs stated that he felt there would be no particular objection to reviewing the proposed improvement along Roosevelt Avenue. Commissioner McIver again pointed out that funds available for this district have been committed to the Youngs Bay Bridge and that it will be 1960 before additional projects can be considered.

The Chief Counsel inquired if the Commission wished to take action at this time concerning resolutions for condemnation that were presented on the preceding day. After carefully considering the proposed condemnations and in light of the information and advice submitted, together with the general knowledge of the members of the Commission concerning the projects and the properties involved, the Commission approved the condemnations by adopting the attached resolutions relative thereto, marked Exhibits "G-1" through "G-20", which resolutions by this reference are made a part hereof, with like effect as though extended in full herein.

The Chief Counsel brought up the matter of a lease agreement with C. W. Clemens for removal of gravel from 80 acres of land in construction of the Grant County Line-Burns Section of the John Day-Burns Highway. He observed that there was a reservation in the deed by the previous owner reserving the mineral rights and he now had made claim for $2,500, the amount stipulated in the lease. It was his opinion that to settle the matter the property should be condemned and let the court determine who is to get the money. Both owners apparently have agreed that $2,500 is a reasonable amount. The Commission authorized the condemnation and approved the payment of $2,500 as may be directed by the court.

There being no further business to transact at this time, upon motion duly made, seconded, and carried, the meeting adjourned at 11:00 a.m. to reconvene at 10:00 a.m. Standard Oregon Time on the first day of October, 1957, to consider bids received for the purchase of $20,600,000 Oregon Highway Bonds and to dispose of any other matters that may then regularly come before the meeting.

State Highway Engineer

Chairman

Commissioner

Secretary

Commissioner

September 13, 1957

EXHIBITS "A" through "G"

MINUTES

of the

OREGON STATE HIGHWAY COMMISSION MEETING

held on

September 12 and 13, 1957

EXHIBIT "A"

Minutes of September 12 and 13, 1957

RESOLUTION

WHEREAS, in connection with the future improvement of the highway herein designated, and for the convenience and benefit of the public, it is and has been necessary to acquire property for rights of way, quarry sites, gravel or other material sites, sites for the storage of materials, and properties for other purposes authorized by statute as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the following described properties are hereby declared to be necessary for State highway, park, and other uses under the jurisdiction of the Commission, and that the several options or bases of settlement hereinafter enumerated be, and the same hereby are approved and accepted, and that the attorney for the Commission be, and he hereby is, instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon, by and through its State Highway Commission. The said properties hereby ordered and authorized to be acquired are as follows:

WEST UNIT, SANDY-FOREST BOUNDARY SECTION - MT. HOOD HIGHWAY

25402	Lauderback, L. R. et al		(Grothaus)
	Right of Way, Stas. Existing hwy. 0+50-Rel. hwy. 3+05		
	Option expires February 1, 1958		
	.20 acre	$300.00	
	Area graded and graveled in front of receiving sta.	700.00	
	Amount to be paid owners - chrg to Right of Way		$1,000.00

EXHIBIT "A" (Cont)

WEST UNIT, SANDY-FOREST BOUNDARY SECTION - MT. HOOD HIGHWAY

25402 Lauderback, L. R. et al (Cont)

THINGS TO BE DONE BY THE STATE

Construct surfaced approach to r/w line 25' in width at each access location.
Access: 0+32 (Existing Hwy.) S. and 2+87 (Relocated Hwy.) S., operation of existing cannery activity, only.
Reasonable access to Grantors' remaining property will be maintained during construction of new Mt. Hood Hwy.
Provide adequate drainage facilities to take care of water created within right of way.

Access Controlled -

25436 Mahaffey, Mike and Olive (Mayhew)
Right of Way, Sta. 97
Option expires February 18, 1958

0.7 acre	$140.00	
Allow. for poles and damages	85.00	
Amount to be paid owners - chrg to Right of Way		$225.00

Access: *95+20, N., residential; *99+50, N., agricultural; and 101+45, N., production and transportation of timber products, only. *Access points designated only.

Access Controlled -

26686 Wittnebel, Martha (Grothaus)
Right of Way, Stas. 444-449
Warranty Deed signed August 17, 1957

0.24 acre at $540 per acre	$129.60	
Timber	20.40	
Amount to be paid owner - chrg to Right of Way		$150.00

THINGS TO BE DONE BY THE STATE

Construct 15' wide approach at access: 444+12, S., residential and timber.

Access Controlled -

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND-SALEM EXPRESSWAY

22519	Kiermeier, Lydia et al		(Young)
	Right of Way, 0321 SW Bancroft, Sta. 124		
	Option expires February 12, 1958		
	1,838 sq. ft.	$150.00	
	House	850.00	
	Amount to be paid owners - chrg to Right of Way		$1,000.00
	State to assume 1957-58 taxes. Estimate		20.00
	GRAND TOTAL (Estimate) - chrg to Right of Way		$1,020.00
	Grantors to vacate 30 days after notice.		

Entire taking -

22894	Schoellhorn, Ethel Kent		(Young)
	Right of Way, Stas. 190W		
	Option expires February 5, 1958		
	20,240 sq. ft.	$2,000.00	
	Amount to be paid owner - chrg to Right of Way		$2,000.00
	State to assume 1957-58 taxes. Estimate		40.00
	GRAND TOTAL (Estimate) - chrg to Right of Way		$2,040.00

Entire taking -

22905	Hemple, Alfred M. and Jean M.		(Young)
	Right of Way, 139 SW Mitchell, Sta. 150		
	Option expires February 11, 1958		
	19,960 sq. ft. (7,440 sq. ft. Excess)		
	at $0.10/sq. ft.	$2,000.00	
	House and sheds	2,000.00	
	Shrubs, trees and yard improvements	250.00	
	Amount to be paid owners - chrg to Right of Way		$4,250.00
	State to assume 1957-58 taxes. Estimate		90.00
	GRAND TOTAL (Estimate) - chrg to Right of Way		$4,340.00
	Grantors to vacate 30 days after notice.		

Entire taking -

23716	Witzel, H. F.		(Young)
	Right of Way, 4021 SW Hood St., Sta. 118		
	Option expires February 7, 1958		
	10,976 sq. ft. at $0.12+ per sq. ft.	$1,350.00	
	House, 799 sq. ft.	3,500.00	
	Garage and yard improvements	650.00	
	Amount to be paid owner - chrg to Right of Way		$5,500.00

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PORTLAND-SALEM EXPRESSWAY

23716 Witzel, H. F. (Cont)

State to assume 1957-58 taxes. Estimate	110.00
GRAND TOTAL (estimate) - chrg to Right of Way	$5,610.00

Grantor to vacate 30 days after notice.

Entire taking -

24992 Gilbert, Dorothea (Young)
Right of Way, Sta. 155
Option expires February 4, 1958

27,250 sq. ft. at $0.05- per sq. ft.	$1,350.00	
Amount to be paid owner - chrg to Right of Way		$1,350.00
State to assume 1957-58 taxes. Estimate		30.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$1,380.00

Entire taking -

24642 McCutcheon, Mary V. (Black)
Right of Way, Sta. 120
Warranty Deed signed August 19, 1957

0.22 acre	$2,000.00	
Amount to be paid owner - chrg to Right of Way		$2,000.00
State to assume 1957-58 taxes. Estimate		40.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$2,040.00

Entire taking -

FOREST GROVE-CORNELIUS UNIT, FOREST GROVE-HILLSBORO SECTION - TUALATIN VALLEY HIGHWAY

26520 Applebee, Joseph R. and Ella L. (Black)
Right of Way, Stas. 225-228
Option expires February 13, 1958

4,791 sq. ft. at $0.15 per sq. ft.	$718.65	
Damage and improvements	531.35	
Amount to be paid owners - chrg to Right of Way		$1,250.00

THINGS TO BE DONE BY THE STATE

Pave approach 15' wide to r/w line.
Access: 225, present drive, N., residential.

Access Controlled -

EXHIBIT "A" (Cont)

FOREST GROVE-CORNELIUS UNIT, FOREST GROVE-HILLSBORO SECTION - TUALATIN VALLEY HIGHWAY

26531 Olsen, Roy A. and Ruby A. (Black)
Right of Way, Stas. 244-246
Option expires February 14, 1958

0.19 acre	$ 4,410.00	
Store bldg. and dock	10,930.00	
Improvements	600.00	
Severance damage	1,060.00	
Amount to be paid owners - chrg to Right of Way		$17,000.00

Grantors to vacate or rent 30 days after notice.

THINGS TO BE DONE BY THE STATE

Construct two approaches, location to be selected at time of construction, not to be over 25' wide at r/w line.

Access not controlled -

24621 Tucker, Irwin H. and Sarah L. (Black)
Right of Way, Stas. 252-253
Option expires February 19, 1958

1,742 sq. ft. at $0.13+ per sq. ft.	$ 240.00	
675 sq. ft. at $7.85+ per sq. ft. (house)	5,300.00	
Car Port, 200 sq. ft. and land improvements	440.00	
Severance damage	820.00	
Amount to be paid owners - chrg to Right of Way		$6,800.00

Grantors to vacate 30 days after notice.

Access not controlled -

26527 Terrill, Robert and Margaret E. (Black)
Right of Way, Stas. 238-239
Option expires February 26, 1958

14,416 sq. ft. (9,116 sq. ft. Excess) at $0.15/sq. ft.	$2,162.40	
House, 1,347 sq. ft. at $6.50/sq. ft.	8,755.50	
Garage, 504 sq. ft. at $2/sq. ft.	1,008.00	
Yard improvements	74.10	
Amount to be paid owners - chrg to Right of Way		$12,000.00

Grantors to vacate or rent 30 days after notice.

Entire taking -

EXHIBIT "A" (Cont)

FOREST GROVE-CORNELIUS UNIT, FOREST GROVE-HILLSBORO SECTION - TUALATIN VALLEY HIGHWAY

26524	Bump, Kenneth A. and Ellen			(Black)
	Right of Way, Stas. 233-235			
	Option expires February 29, 1958			
	5,662 sq. ft.		$ 750.00	
	Store bldg., 720 sq. ft.		1,100.00	
	Land improvements		100.00	
	Damages		1,300.00	
	Amount to be paid owners - chrg to Right of Way			$3,250.00
	Grantors to vacate 30 days after notice.			

THINGS TO BE DONE BY THE STATE

Construct and pave both approaches to r/w line. Residential approach to be 15' wide and other 25' wide at r/w line. Access: 233+70, S., residential and 234+30, S., unrestricted.

Access Controlled -

26532	Smith, Gaylord L. and Mildred P.			(Black)
	Right of Way, Stas. 246-247			
	Option expires February 25, 1958			
	0.32 A., 13,939 sq. ft. at $0.27 per sq. ft.		$3,763.53	
	0.12 A., 5,227 sq. ft. Excess at $0.27 per sq. ft.		1,411.29	
	Concrete foundation in r/w		325.18	
	Amount to be paid owners - chrg to Right of Way			$5,500.00

Entire taking -

26533	Hudson, Ora R.			(Black)
	Right of Way, Stas. 247-250			
	Option expires February 27, 1958			
	29,620 sq. ft.		$6,500.00	
	Damage		500.00	
	Amount to be paid owner - chrg to Right of Way			$7,000.00

Access not controlled -

EXHIBIT "A" (Cont)

FANNO CREEK BRIDGE SECTION - SCHOLLS HIGHWAY

26705 Craig, C. F. and Dorothe J. (Scott)
Channel Change, Sta. 2+53.7
Option expires February 15, 1958
.25 acre at $1,400 per acre $350.00
Timber 100.00
Amount to be paid owners - chrg to Right of Way $450.00

Access not controlled -

26704 Black, Lawrence S. and Susan W. (Scott)
Easement, 6755 S.W. Scholls Ferry Rd.
Option expires February 19, 1958
Easement for fill placement and bank protection, 0.127 A. $1.00
Amount to be paid owners - chrg to Right of Way $1.00

Access not controlled -

GOBLE-ST. HELENS SECTION - COLUMBIA RIVER HIGHWAY

10837 Fowler, Maude (Grant)
Right of Way, Sta. 321
Option expires February 13, 1958
0.14 acre $168.00
Timber 32.00
Amount to be paid owner - chrg to Right of Way $200.00

Complete restriction of access -

VALLEY JUNCTION-WALLACE BRIDGE UNIT, VALLEY JUNCTION - SHERIDAN SECTION - SALMON RIVER HIGHWAY

26206 Lewis, W. F. and Katherine R. (Gemmell)
Right of Way, Stas. 82-92
Option expires February 7, 1958
4.49 acres at $250+ per acre $1,125.00
Damage to remainder 1,625.00
Amount to be paid owners - chrg to Right of Way $2,750 00

THINGS TO BE DONE BY THE STATE

Fence right of way; install two 20' gates and construct approaches at Stas. 81+90 N. and 82+15 S. Install 12" concrete pipe at 82+25.
Farm crossing: 81+90 N. to 82+15 S.
Access: 81+90, N., residential and agricultural.

Access controlled -

EXHIBIT "A" (Cont)

VALLEY JUNCTION-WALLACE BRIDGE UNIT, VALLEY JUNCTION-SHERIDAN SECTION - SALMON RIVER HIGHWAY

26209 Foster Mills Inc. (Gemmell)
Right of Way, Stas. 125-133
Option expires February 7, 1958
1.96 acres at $250+ per acre $500.00
Damage to remainder 250.00
Amount to be paid owner - chrg to Right of Way $750.00

THINGS TO BE DONE BY THE STATE

Fence right of way; install 20' metal gate and construct approach on either side at 132+30.
Farm crossing: 132+30.
Access: 132+30, N., residential and agricultural.

Access controlled -

SALEM BY-PASS SECTION (1957 widening) - PORTLAND-SALEM EXPRESSWAY

24874 Elfstrom, Robert L., Jr. and Jean Weger (Landon)
Right of Way, Stas. 178-181
Option expires February 18, 1958
0.32 acre, 13,939 sq. ft. at $0.15 per sq. ft. $2,090.85
Damages to remainder 409.15
Amount to be paid owners - chrg to Right of Way $2,500.00

Complete restriction of access -

26551 Keech, Virginia et al (Landon)
Right of Way, Stas. 459-460
Option expires January 23, 1958
0.08 acre at $600 per acre $48.00
Amount to be paid owners - chrg to Right of Way $48.00

THINGS TO BE DONE BY THE STATE

Construct right of way fence.

Complete restriction of access -

EXHIBIT "A" (Cont)

SALEM BY-PASS SECTION (1957 widening) - PORTLAND-SALEM EXPRESSWAY

26558 Elfstrom, Robert L., Jr. and Jean Weger (Landon)
Right of Way, Stas. 179-183
Option expires February 15, 1958
2,614 sq. ft. at $0.15 per sq. ft. $392.10
Damages to remainder 107.90
Amount to be paid owners - chrg to Right of Way $500.00

Complete restriction of access -

26695 Grayson, Aubrey L. and Vera Mae (Landon)
Right of Way and Channel Ch., Stas. 352-355
Option expires February 14, 1958
0.18 acre and 0.27 acre channel change easement $150.00
Amount to be paid owners - chrg to Right of Way $150.00

Complete restriction of access -

26557 General Petroleum Corporation (Landon)
Right of Way, Stas. 174-177
Option expires February 15, 1958
0.25 acre, 10,890 sq. ft. at $0.15 per sq. ft. $1,633.50
2,660 cu. yds. fill material on land taken 2,660.00
Allow. for moving sign 106.50
Amount to be paid owner - chrg to Right of Way $4,400.00

Complete restriction of access -

26698 Morris, Rex B. and Kathleen (Landon)
Right of Way, Stas. 271-377
Option expires February 22, 1958
0.23 acre at $750 per acre $172.50
Shed, 352 sq. ft. at $2 per sq. ft. 704.00
Allow. for moving bees, irr. pump rearranging cross-fencing 173.50
Amount to be paid owners - chrg to Right of Way $1,050.00
Grantors to vacate by September 10, 1957.

THINGS TO BE DONE BY THE STATE

Reconstruct right of way fence.

Complete restriction of access -

EXHIBIT "A" (Cont)

SALEM BY-PASS SECTION (1957 widening) - PORTLAND-SALEM EXPRESSWAY

26902 Morris, Rex B. and Kathleen (Landon)
Right of Way, Stas. 383-385
Option expires February 22, 1958

0.09 acre	$25.00	
Amount to be paid owners - chrg to Right of Way		$25.00

THINGS TO BE DONE BY THE STATE

Reconstruct right of way fence.

Complete restriction of access -

26870 Pedwell, Eugene H. and Wilma J. (Benner)
Right of Way, Sta. 180
Warranty Deed ($1.00) signed August 21, 1957 for Market St. widening
Option for 43,130 sq. ft. expires February 20, 1958

43,130 sq. ft. at $0.10- per sq. ft.	$4,300.00	
Damage	700.00	
Amount to be paid owners - chrg to Right of Way		$5,000.00

Access to be allowed to widened Market St. to a point 70 feet S. of center line of Market St., if a satisfactory agreement can be made with Standard Oil Company.

Access Controlled -

MARION COUNTY LINE-ALBANY UNIT, N. JEFFERSON JUNCTION-ALBANY SECTION - PACIFIC HIGHWAY

26481 Settlemier, George and Harriet CORRECTION REPORT (Hart)
Right of Way, 1650 N. Pacific Hwy., Stas. 1007-1014
Deed signed August 12, 1957

0.13 acre at $2,500 per acre	$ 325.00	
Damage to house	2,000.00	
Moving of nursery stock	500.00	
Nursery stock purchased	815.00	
Lath hse., heeling beds, lawn and trees	260.00	
Amount to be paid owners - chrg to Right of Way		$4,400.00
State to assume 1957-58 taxes. Estimate		50.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$4,450.00

THINGS TO BE DONE BY THE STATE

Provide E. frontage road. Reconnect driveway from new r/w to frontage road.

EXHIBIT "A" (Cont)

MARION COUNTY LINE-ALBANY UNIT, N. JEFFERSON JUNCTION-ALBANY SECTION - PACIFIC HIGHWAY

26481 Settlemier, George and Harriet (Cont)

This supersedes and cancels June 27-28, 1957, $5,000.00 approval. Previous $600 for well in lieu of previous commitment. Now $600 omitted and Grantors allowed to place pipe through drainage culvert.

Complete restriction of access -

26975 City of Albany (Benner)
Lease and Sale of Road Materials
Lease expires December 31, 1958

18.9 acres at $400 per acre	$7,560.00	
Amount to be paid owner - chrg to Material Site		$7,560.00

ALBANY-LANE COUNTY LINE UNIT. ALBANY-JUDKINS POINT SECTION - PACIFIC HIGHWAY

25386 Miller, Frank H. and Lorraine A. (Henry)
Right of Way, Stas. 1987-1992
Option expires February 12, 1958

2.38 acres at $210 per acre	$500.00	
Well	100.00	
Amount to be paid owners - chrg to Right of Way		$600.00

THINGS TO BE DONE BY THE STATE

Fence right of way; construct 20' farm approach S. of Halsey-Sweet Home Hwy., W. of 21+50.
State agrees to construct r/w fence and rebuild approach before destroying or obstructing existing fence and approach.

Complete restriction of access -

25387 Pugh, Harold S. et al (Henry)
Right of Way, Stas. 1987-2014
Option expires February 4, 1958

5.5 acres at $500 per acre (9.16 A. Excess)	$2,750.00
30.26 acres at $200 per acre	6,050.00
House, 1,125 sq. ft. at $1.75+ per sq.ft.	2,000.00
Garage, ch. hse., w. trough, well and pump	500.00
Damages	1,200.00

EXHIBIT "A" (Cont)

ALBANY-LANE COUNTY LINE UNIT, ALBANY-JUDKINS POINT SECTION - PACIFIC HIGHWAY

25387 Pugh, Harold S. et at (Cont)

Amount to be paid owners - chrg to Right of Way	$12,500.00
State to assume 1957-58 taxes. Estimate	125.00
GRAND TOTAL (Estimate) - chrg to Right of Way	$12,625.00

State to take possession of property October 1, 1957.
Grantors to have right to cross r/w until approach and roadway constructed.

THINGS TO BE DONE BY THE STATE

Fence r/w, construct approach and 2-' gravel farm lane E. of 00+00, S. of Halsey-Sweet Home Hwy. to connect with Grantors' existing roadway opp. 1994+00, on E. side of rel. Pac. Hwy.

Complete restriction of access -

26639 Tripp, Rodney W. et al (Friess)
Materials Source, Stas. 1247-1255
Option expires February 5, 1958

11.25 acres at $300 per acre	$3,375.00	
7 acres at $200 per acre	1,400.00	
Damage, loss of fencing on N. boundary of property	250.00	
Amount to be paid owners - chrg to Gravel Pit		$5,025.00

Grantors have right of access to property and/or to any lake formed by removal of fill material; also to install piping for irrigation, as long as they do not interfere with State's use. Grantors may remove trees by vacation date, five days after payment, or they become property of State.

THINGS TO BE DONE BY THE STATE

Remove fill material so as to retain Grantors' trees.

25734 Herman, Audrey M. and Willard (Hart)
Right of Way, Stas. 2559-2585
Option expires January 16, 1958

19.11 acres at $250- per acre	$ 4,725.00	
130 ac. west r/w damaged at $15 per acre	1,950.00	
33 ac. east r/w damaged at $65 per acre	2,150.00	
223.50 ac. damaged at $65 per acre	$11,175.00	
Buildings damaged	3,000.00	
Amount to be paid owners - chrg to Right of Way		$23,000.00

EXHIBIT "A" (Cont)

ALBANY-LANE COUNTY LINE UNIT, ALBANY-JUDKINS POINT SECTION - PACIFIC HIGHWAY

25734 Herman, Audrey M. and Willard (Cont)

Grantors allowed to continue use of land for farm purposes until construction starts, without further compensation in event of crop damage.

THINGS TO BE DONE BY THE STATE

Provide E. frontage road. Construct approach roads on E. side opp. Stas. 2560+00, 2577+00 and 2583+00, approx.
Fence r/w along E. and W. boundaries with #2 sheep-type fencing.

Complete restriction of access -

25936 Isom, Edna et al (Henry)
Right of Way, Stas. 1909+62 - 1909+82
Option expires February 15, 1958

0.2 acre	$50.00	
Amount to be paid owners - chrg to Right of Way		$50.00

THINGS TO BE DONE BY THE STATE

Fence right of way

Complete restriction of access -

25461 Duncan, P. L. and Bessie (Hart)
Right of Way, Stas. 1632-1644
Option expires February 22, 1958

4.18 acres	$1,000.00	
Amount to be paid owners - chrg to Right of Way		$1,000.00
State to assume 1957-58 taxes. Estimate		10.00
GRAND TOTAL (Estimate)- chrg to Right of Way		$1,010.00

Complete restriction of access -

CLOVERDALE-COAST FORK UNIT, PLEASANT HILL-CRESWELL SECTION - SPRINGFIELD-CRESWELL HIGHWAY

26800 Getchell, L. J. et al (Riley)
Right of Way, Stas. 208-218
Option expires February 18, 1958

2.16 acres at $250 per acre	$540.00	
Severance damage	150.00	
Amount to be paid owners - chrg to Right of Way		$690.00

EXHIBIT "A" (Cont)

CLOVERDALE-COAST FORK UNIT, PLEASANT HILL-CRESWELL SECTION - SPRINGFIELD-CRESWELL HIGHWAY

26800 Getchell, L. J. et al (Cont)

THINGS TO BE DONE BY THE STATE

State to fence, grantor to maintain fence thereafter.
Access: 215+00, E., unrestricted.

Access controlled -

26803 Waechter, Heinrich H. et al (Curfman)
Right of Way, Stas. 222-225
Option expires February 20, 1958
0.75 acre (.20 acre Excess)
at $350 per acre $262.50
Damage 187.50
Amount to be paid owners - chrg to Right of Way $450.00

THINGS TO BE DONE BY THE STATE

State to fence, grantor to maintain fence thereafter.
Construct gate at access: 225, E., unrestricted.

Access controlled -

26806 Gilfry, John T. and Johanna K. (Curfman)
Right of Way and Borrow Area, Stas. 251-260
Option expires February 19, 1958
5.19 acres at $150 per acre $778.00
Damage 222.00
Amount to be paid owners - chrg to Right of Way $1,000.00

THINGS TO BE DONE BY THE STATE

State to fence, grantor to maintain fence thereafter.
Right of way to be fenced before cross fencing is opened.
Install gate and construct approach at access. 257+20, E., unrestricted.

Access controlled -

26801 Sledge, Gus and Patricia (Allen)
Right of Way, Stas. 215-221
Option expires February 20, 1958
0.93 acre (.38 acre Excess) $275.00
Amount to be paid owners - chrg to Right of Way $275.00

Complete restriction of access -

EXHIBIT "A" (Cont)

CLOVERDALE-COAST FORK UNIT, PLEASANT HILL-CRESWELL SECTION - SPRINGFIELD-CRESWELL HIGHWAY

26810 Lower, Harry S. (Morgan)
Right of Way, Stas. 281-289
Option expires February 22, 1958
0.11 Acre at $950-/ and 0.11 Acre
at $200/ acre $126.00
Amount to be paid owner - chrg to Right of Way $126.00
Grantor may salvage his present fence before Sept. 3, 1957

THINGS TO BE DONE BY THE STATE

State to fence, grantor to maintain fence thereafter.

Access not controlled -

26811 Lower, Ralph E. and Harry S. (Morgan)
Right of Way and Temporary Easement, Stas. 270-271
Option expires February 22, 1958
.01 acre $25.00
.11 acre temporary easement for
const. of rd. approach Gratis
Amount to be paid owners - chrg to Right of Way $25.00
Grantors to maintain fence, as constructed under 26809.

THINGS TO BE DONE BY THE STATE

Pave portion of private road changed.

Access not controlled -

26812 Petty, Earl and Hilda May (Morgan)
Right of Way, Stas. 288-295
Option expires Febeuary 15, 1958
2.39 acres at $950 per acre $2,270.00
Amount to be paid owners - chrg to Right of Way $2,270.00

Access not controlled -

26799 Kuhl, Carrol (Riley)
Right of Way, Stas. 186-208
Option expires February 22, 1958
4.35 acres $1,850.00
Severance damage 1,650.00
Amount to be paid owner - chrg to Right of Way $3,500.00

EXHIBIT "A" (Cont)

CLOVERDALE-COAST FORK UNIT, PLEASANT HILL-CRESWELL SECTION - SPRINGFIELD-CRESWELL HIGHWAY

26799 Kuhl, Carrol (Cont)

THINGS TO BE DONE BY THE STATE

State to fence, grantor to maintain fence thereafter.
Construct approaches and 12" sleeve for main irr. line approx. Sta. 200+80.
Access: 206+00, E. & W., and 190+00, E., unrestricted.

Access controlled -

26802 Parks, Harold L. (Allen)
Right of Way, Stas. 218+20-218+50
Option expires February 19, 1958
200 sq. ft. $25.00
Amount to be paid owner - chrg to Right of Way $25.00

Complete restriction of access -

ARMITAGE STATE PARK SECTION - PACIFIC HIGHWAY

26997 Bussell, O. L. and Georgia R. (Morgan)
Park
Option expires September 25, 1957
1.34 acres at $500 per acre $670.00
Timber: Grantors cruise 454.00
Amount to be paid owners - chrg to Park $1,124.00

THINGS TO BE DONE BY THE STATE

State to fence.

CEDAR POINT-COQUILLE SECTION - OREGON COAST HIGHWAY

25827 Interstate Tractor & Equipment Co. (Morgan)
Right of Way, Stas. 808-813
Option expires February 6, 1958
7,545 sq. ft. at $0.24- per sq. ft. $1,800.00
Amount to be paid owner - chrg to Right of Way $1,800.00
Previously granted accesses 809+60, S. and 812+00, S., not changed.

Access controlled -

EXHIBIT "A" (Cont)

BEAVER LOOKOUT-BULLARDS BRIDGE UNIT: DAVIS SLOUGH-BANDON SECTION - OREGON COAST HIGHWAY

26099 Lewis, Dora A. et al (Curfman)
Right of Way, Stas. 938-943
Option expires February 6, 1958
2.97 Acres (0.57 A. Excess) at
$25+ per acre $75.00
Timber 75.00
Amount to be paid owners - chrg to Right of Way $150.00

Complete restriction of access -

26109 Detlefsen, Thomas and Helen M. Correction Report (Morgan)
Right of Way, Stas. 1062-1071
Option expires February 12, 1958
2.67 acres at $100 per acre $267.00
2.2 acres at $75 per acre 165.00
1.6 M. timber at $20 per M. 32.00
Severance damage 36.00
Amount to be paid owners - chrg to Right of Way $500.00

THINGS TO BE DONE BY THE STATE

Reconnect the present county road.
May remove material for road construction gratis, but no cuts to be below the hwy. grade and all cuts property sloped.
This supersedes and cancels 8-8-57 approval of $400.

Complete restriction of access -

26601 Shindler, Geneva C. (Riley)
Right of Way, Sta. 1176+10
Option expires February 12, 1958
0.01 acre $50.00
Amount to be paid owner - chrg to Right of Way $50.00

Complete restriction of access -

26604 Smith, Warren B., Sr. (Riley)
Right of Way, Stas. 1179-1181
Option expires February 12, 1958
0.99 acre (0.09 A. Excess) at
$500 per acre $ 495.00
House, 864 sq. ft. at $6.20/ sq. ft.
and outbuildings 5,505.00
Amount to be paid owner - chrg to Right of Way $6,000.00
Grantor to vacate 30 days after notice.

Entire taking -
September 12, 1957

EXHIBIT "A" (Cont)

BULLARDS BRIDGE-BANDON UNIT, DAVIS SLOUGH-BANDON SECTION - OREGON COAST HIGHWAY

26607 Smith, Warren B., Jr. and Elsie S. (Riley)
Right of Way, Stas. 1184-1186
Option expires February 9, 1958

0.97 acre	$390.00	
Shed	50.00	
Amount to be paid owners - chrg to Right of Way		$440.00

Entire taking -

26612 Casteel, Jesse (Curfman)
Right of Way, Stas. 1192-1197
Option expires February 5, 1958

1.83 acres at $400 per acre	$732.00	
Severance damage	68.00	
Amount to be paid owner - chrg to Right of Way		$800.00

Complete restriction of access

26624 Mack, C. E. and Margaret (Curfman)
Right of Way, 1218-1221
Option expires February 7, 1958

1.01 acres at $650+ per acre	$660.00	
Amount to be paid owners - chrg to Right of Way		$660.00

THINGS TO BE DONE BY THE STATE

Install 6" sleeve under roadbed, if same is requested by Grantor in writing.

Complete restriction of access -

26610 Sutherland, Grace (Curfman)
Right of Way, Stas. 1186-1189
Option expires October 12, 1957

0.8 acre, 7 lots at $65 per lot	$ 455.00	
House, 611 sq.ft. at $8 per sq. ft.	4,888.00	
Garage and landscaping	731.00	
Amount to be paid owner - chrg to Right of Way		$6,074.00

Grantor to vacate by October 1, 1957, or on receipt of payment, whichever is later.

Entire taking -

EXHIBIT "A" (Cont)

BULLARDS BRIDGE-BANDON UNIT, DAVIS SLOUGH-BANDON SECTION - OREGON COAST HIGHWAY

26611 Gerber, John W. and Orpha B. (Allen)
Right of Way, Stas. 1189-1191
Option expires February 22, 1958

1.1 acre (.18 A. Excess)	$ 820.00	
House, 1050 sq.ft. at $7.65- per sq.ft.	8,000.00	
Barn, 564 sq.ft. at $1 per sq. ft.	564.00	
Smoke house, 30 sq. ft. at $3 per sq.ft.	90.00	
Garage and ch. hse.	476.00	
Amount to be paid owners - chrg to Right of Way		$9,950.00

Grantors to vacate property 30 days after notice.
Grantors may remove shrubs before construction starts, also may remove water pump.

Complete restriction of access -

26599 Lee, Rinda (Riley)
Right of Way, 1147-1173
Option expires February 26, 1958

11.5 acres at $250 per acre	$2,875.00	
10 M. timber at $10 per M.	100.00	
Severance damage	1,525.00	
Amount to be paid owner - chrg to Right of Way		$4,500.00

THINGS TO BE DONE BY THE STATE

Construct 13 x 13 underpass approx. Sta. 1171+00.

Complete restriction of access -

26613 Lawson, Harry, Jr. and Grace L. (Curfman)
Right of Way, Stas. 1197-1199
Option expires February 27, 1958

0.92 acre at $350 per acre	$322.00	
Severance damage	78.00	
Amount to be paid owners - chrg to Right of Way		$400.00

Complete restriction of access -

JUMP OFF JOE CREEK-GRANTS PASS SECTION - PACIFIC HIGHWAY

26988 Horn, Richard C. and Dorothy (Morgan)
Right of Way, Stas. 962-975
Option expires February 11, 1958

1.04 acres at $100 per acre	$104.00
Timber: 4 M. at $20/M.; 6 cordwood at $1 each	86.00

EXHIBIT "A" (Cont)

JUMP OFF JOE CREEK-GRANTS PASS SECTION - PACIFIC HIGHWAY

26988 Horn, Richard C. and Dorothy (Cont)

Amount to be paid owners - chrg to Right of Way $190.00

THINGS TO BE DONE BY THE STATE

Provide E. frontage road.

Complete restriction of access -

27010 Milles, Homer U. and Zelva (Morgan)
Right of Way, Stas. 761-763
Option expires February 21, 1958
0.5 acre at $200 per acre $100.00
Amount to be paid owners - chrg to Right of Way $100.00

THINGS TO BE DONE BY THE STATE

State may enter upon property to construct necessary roadway.

Complete restriction of access - except to County Road -

GRANTS PASS (6th & 7th Strs.) SECTION - PACIFIC HIGHWAY

26128 Jordan, Henry D. and Sadie F. (Morgan)
Release of damages, Sta. 1246+20
Release signed August 27, 1957
Rel. of damages for loss of water $500.00
Amount to be paid owners - chrg to Right of Way $500.00

WILDERVILLE-JEROME PRAIRIE UNIT, HAYES HILL-GRANTS PASS SECTION - REDWOOD HIGHWAY

23009 Petrie, Daniel W. (Morgan)
Right of Way, Stas. 536-539
Option expires February 7, 1958
0.26 acre at $1,000 per acre $260.00
Damages 90.00
Amount to be paid owner - chrg to Right of Way $350.00

THINGS TO BE DONE BY THE STATE

Fence right of way and move present irr. ditch to r/w line.

Complete restriction of access -

EXHIBIT "A" (Cont)

McLEOD-PROSPECT SECTION - CRATER LAKE HIGHWAY

26582 The California-Oregon Power Co. (Riley)
Roadside Area, Stas. 23-31
Option expires February 26, 1958
4.0 acres at $250 per acre $1,000.00
Amount to be paid owner - chrg to Right of Way $1,000.00

Access not controlled -

CHAPEN CREEK SECTION - HEPPNER-SPRAY HIGHWAY

26755 Wheeler Timber Company et al (Bucknum)
Right of Way and Quarry Lease, Stas. 0-191
Verbal Commitment

6.25 acres at $100 per acre	$625.00	
26.30 acres at $10 per acre	263.00	
12.83 acres on lease, at $10 per acre	128.30	
Amount to be paid owners - chrg to Right of Way		$ 888.00
Amount to be paid owners - chrg to Quarry Site		128.30
TOTAL AMOUNT to be paid owners		$1,016.30

THINGS TO BE DONE BY THE STATE

State to fence. Estimate 418 rods fencing	$1,254.00
GRAND TOTAL	$2,270.30

Access road to quarry site and quarry site area to be restored as well as practicable to former state and debris removed, upon termination of lease. State to log portions lying in path of construction and will cold deck the logs to Kinzua Corporation, at a location, or locations convenient to property and grantors' existing logging road. Any merchantable timber lying outside path of construction may be removed by grantors when adjacent lands are logged.

Access not controlled -

UNITY JUNCTION-MILL GULCH SECTION - BAKER-UNITY HIGHWAY

26758 Nelson, Robert C. and Katherine (Cozad)
Material Site and Haul Road
Option expires February 19, 1958
10 yr. Material Lease and Haul Road
Easement, 8.88 A. $500.00
Amount to be paid owners - chrg to Gravel Pit $500.00

EXHIBIT "A" (Cont)

UNITY JUNCTION-MILL GULCH SECTION - BAKER-UNITY HIGHWAY

26758 Nelson, Robert C. and Katherine (Cont)

THINGS TO BE DONE BY THE STATE

Leave bank of pit with reasonable slope to avoid unnecessary hazard to livestock.
Use reasonable caution in closing gate on haul road during grazing season.

26910 Anderson, James A. et al (Cozad)
Easement for Haul Road
Option expires February 19, 1958
.22 acre Haul Rd. Ease., including re-est. fence, if necessary $50.00
Amount to be paid owners - chrg to Gravel Pit $50.00
Grantor to re-establish fence, if found to be encroaching on location.

LINE-PORTER FERRY SECTION - OLD OREGON TRAIL HIGHWAY

26903 Gay, Ebba and E. F. (Chatwood)
Easement for Haul Road
Option expires February 19, 1958
0.15 acre, haul road easement $25.00
Amount to be paid owners - chrg to Stockpile Site $25.00

CLOVERDALE-COAST FORK UNIT, PLEASANT HILL-CRESWELL SECTION-SPRINGFIELD-CRESWELL HIGHWAY

26808 Rinehart, D. E. and Fern M. (Morgan)
Right of Way and Ditch Easement, Stas. 260-293
Option expires February 25, 1958
1.44 acres at $950 per acre $1,368.00
4.38 acres at $250 per acre 1,095.00
0.68 acre at $200+ per acre 137.00
(1.4 A. Excess)
Amount to be paid owners - chrg to Right of Way $2,600.00

THINGS TO BE DONE BY THE STATE

State to fence, grantors to maintain fence, thereafter. If spring approx. opp. Sta. 268, N. side, is destroyed during construction, State to negotiate mutually satisfactory settlement.

Access not controlled -

EXHIBIT "A" (Cont)

HUNTINGTON S. JUNCTION-OLDS FERRY SECTION - OLD OREGON TRAIL HIGHWAY

26589 Turner Brothers, a co-partnership (Brainerd)
Stock Pile, MP 391.64
Option expires February 26, 1958
1.76 acres $200.00
Amount to be paid owners - chrg to Stock Pile Site $200.00

BAKER COUNTY LINE-OLDS FERRY SECTION - OLD OREGON TRAIL HIGHWAY

26908 Newquist, Earl J. and Mary A. (Brainerd)
Right of Way, Stas. 208-229
Option expires February 28, 1958
4 acres at $25 per acre $100.00
Amount to be paid owners - chrg to Right of Way $100.00

Access not controlled -

CLOVERDALE-COAST FORK UNIT, PLEASANT HILL-CRESWELL SECTION - SPRINGFIELD-CRESWELL HIGHWAY

26798 Landers, Lionell and Mary (Riley)
Right of Way, Stas. 179-188
Option expires February 27, 1958
0.19 acre $50.00
Amount to be paid owners - chrg to Right of Way $50.00

THINGS TO BE DONE BY THE STATE

State to fence, grantors to maintain fence, thereafter.
Reconstruct existing driveway and install gate.

Access not controlled -

VALLEY JUNCTION-WALLACE BRIDGE UNIT, VALLEY JUNCTION-SHERIDAN SECTION - SALMON RIVER HIGHWAY

26207 Willis, D. D. and Ardella (Gemmell)
Right of Way, Stas. 92-109
Option expires March 2, 1958
8.63 acres (1.13 A. Excess)
at $250 per acre $2, 157.50
Damage to remainder 625.00
Amount to be paid owners - chrg to Right of Way $2, 782.50

EXHIBIT "A" (Cont)

VALLEY JUNCTION-WALLACE BRIDGE UNIT, WALLEY JUNCTION-SHERIDAN SECTION - SALMON RIVER HIGHWAY

26207 Willis, D. D. and Ardella (Cont)

THINGS TO BE DONE BY THE STATE

Fence right of way; construct approaches and install double 10' metal gates on either side opposite Stas. 108+50 and 98+50, which are farm crossings.
Access: 108+50, N., residential and agricultural.

Access controlled -

EAST UNIT, CAMP CREEK-PAULINA SECTION - PAULINA SECONDARY HIGHWAY

27013 Davin, Louis and Fernande (Bucknum)
Right of Way, Stas. 584-586
Option expires February 19, 1958
.048 acre $75.00
Amount to be paid owners - chrg to Right of Way $75.00

Access not controlled -

ALBANY-LANE CO. LINE UNIT, ALBANY-JUDKINS POINT SECTION - PACIFIC HIGHWAY

25379 Roberts, Vernon C. and Ruth (Friess)
Right of Way, Stas. 1804-1822
Option expires February 28, 1958
12.78 acres at $200 per acre $2,556.00
Severance damage 2,694.00
Amount to be paid owners - chrg to Right of Way $5,250.00
Grantors may continue farming activities but to vacate immediately upon notice by State, and at any time after receipt of payment.

THINGS TO BE DONE BY THE STATE

Provide E. frontage road.

Complete restriction of access -

EXHIBIT "A" (Cont)

CLOVERDALE-COAST FORK UNIT, PLEASANT HILL-CRESWELL SECTION - SPRINGFIELD-CRESWELL HIGHWAY

26805 Gilfry, Wayne O. et al (Curfman)
Right of Way, Stas. 226-231
Option expires February 25, 1958
0.36 acre at $278- per acre $100.00
Amount to be paid owners - chrg to Right of Way $100.00

THINGS TO BE DONE BY THE STATE

State to fence, grantors to maintain fence thereafter.
Right of way to be fenced before present fencing removed.
Construct approach and provide gate at access point: Sta. 229+00, E., unrestricted.

Access controlled -

DELAKE (DEVIL'S LAKE) SECTION - OREGON COAST HIGHWAY

26872 City of Delake (Reeder)
Park
Bargain and Sale Deed signed September 3, 1957
29.10 acres $1.00
Amount to be paid owner - chrg to Parks $1.00

HIGHLAND INTERCHANGE SECTION - SUNSET HIGHWAY

26850 Preble, Wilbur F. and Fay Boyer (Smith)
Fill Permit to correct drainage, 1934 S.W. Highland Rd.
Permit of Entry signed 9-5-57
Fill Permit $1.00
Amount to be paid owners - chrg to Right of Way $1.00
Grantors reserve right to submit architect's more definite plan.

THINGS TO BE DONE BY THE STATE

Fill Grantors' pond and extend slope of hwy. approx. 35' N. of pond.
Widen slopes of hwy.; provide system of drainage; provide landscape screening of hwy. traffic from Grantors' house.

Complete restriction of access -

EXHIBIT "A" (Cont)

NOTI-ELMIRA SECTION - RICHARDSON-EUGENE HIGHWAY

26694 Nelson, Arnolda F. (Allen)
Channel Ch. and Easement for const. of borrow area and detour
Option expires February 26, 1958, Stas. 239-242
0.19 acre purchase plus 0.07 acre detour and borrow area $100.00
Amount to be paid owner - chrg to Right of Way $100.00

THINGS TO BE DONE BY THE STATE

Reconstruct driveway and install 18" culvert beneath same.

Access not controlled -

GRAND-UNION AVENUE ONE-WAY COUPLET SECTION - PACIFIC HIGHWAY

26865 McIrvin, Thomas W. and Barbara J. (Scott)
Right of Way and Sl. Easement, 418 N.E. Hancock
Option expires February 28, 1958, Sta. 4
734 sq. ft. at $1.50 per sq.ft. $1,101.00
597 sq. ft. easement 949.00
Shrubs and landscaping 200.00
Amount to be paid owners - chrg to Right of Way $2,250.00

Access not controlled -

BULLARDS BRIDGE-BANDON UNIT, DAVIS SLOUGH-BANDON SECTION - OREGON COAST HIGHWAY

26614 Smith, Viola et al (Curfman)
Right of Way, Stas. 1200-1202
Option expires February 27, 1958
0.92 acre $350.00
Allow. to re-establish water supply 727.75
Severance Damage 50.00
Amount to be paid owners - chrg to Right of Way $1,127.75

Complete restriction of access -

ALBANY-LANE COUNTY LINE UNIT, ALBANY-JUDKINS POINT SECTION - PACIFIC HIGHWAY

25454 Ropp, Joel and Barbara L. (Hart)
Right of Way, Stas. 1519-1541
Option expires March 3, 1958

EXHIBIT "A" (Cont)

ALBANY-LANE COUNTY LINE UNIT, ALBANY-JUDKINS POINT SECTION - PACIFIC HIGHWAY

25454 Ropp, Joel and Barbara L. (Cont)

15.25 acres at $243- per acre	$3,700.00	
Damage	4,300.00	
Amount to be paid owners - chrg to Right of Way		$8,000.00
State to assume 1957-58 taxes. Estimate		40.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$8,040.00

Premises to be vacated by January 1, 1958, but Grantors may continue use of land for farm purposes, until needed for hwy. construction.

THINGS TO BE DONE BY THE STATE

Fence right of way with #2 sheep-type fencing.

Complete restriction of access -

25456 Holub, Mary et al (Hart)
Right of Way, Stas. 1565-1588
Option expires March 5, 1958

17.80 acres at $250 per acre	$4,450.00	
Severance damage	4,000.00	
Damage due to loss of water supply	300.00	
Amount to be paid owners - chrg to Right of Way		$8,750.00
State to assume 1957-58 taxes. Estimate		50.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$8,800.00

Premises to be vacated by January 1, 1958, but Grantors may continue use of land for farm purposes, until needed for hwy. construction. Grantors may salvage trees before construction begins.

THINGS TO BE DONE BY THE STATE

Fence right of way with #2 sheep-type fencing.
Provide adequate surface drainage along S. side of County road taking.

Complete restriction of access -

EXHIBIT "A" (Cont)

SALEM BY-PASS (1957 widening) - PORTLAND-SALEM EXPRESSWAY

26541 Salem Chamber of Commerce (Benner)
Borrow Pit
Option expires March 5, 1958
21.93 acres at $500+ per acre $11,000.00
Amount to be paid owner- chrg to Gravel Pit $11,000.00

THINGS TO BE DONE BY THE STATE

Remove fill material so that premises can be converted to park purposes; slopes of any excavation to be at ratio of 2:1; removal of large trees to be avoided, if possible, and room for roadway around any excavation to be made.
Premises to be conveyed to City of Salem, after completion of construction, by December 31, 1960, unless an extension of time is made.
Option subject to leasing agreement held by Oregon Pulp & Paper Company.

Complete restriction of access -

26894 Ellis, Rex and Nona; Paradise Islands, Inc. (Benner)
Right of Way and Channel Ch. Easement
Option expires February 28, 1958
0.67 acre at $3,000 per acre $2,010.00
Temporary easement, 0.68 acre 500.00
Allow. to reconstruct 500' roadway at $2/ft. 1,000.00
Allow. for construction of truck service bridge and two foot bridges 4,100.00
Encroachment damage 840.00
Amount to be paid owners - chrg to Right of Way $8,350.00

THINGS TO BE DONE BY THE STATE

Banks of channel change shall be equivalent or above present height of bank to provide protection from flooding.

Complete restriction of access -

WEST UNIT, SANDY-FOREST BOUNDARY SECTION - MT. HOOD HIGHWAY

25440 Haney, C. B. and others, if any (Grothaus)
Right of Way - Access release, Stas. 125+15-125+45
Release and low bid for constructing a new access to another public road $1,365.00

EXHIBIT "A" (Cont)

WEST UNIT, SANDY-FOREST BOUNDARY SECTION - MT. HOOD HIGHWAY

25440 Haney, C. B. and others, if any (Cont)

Amount to be paid owners - chrg to Right of Way $1,365.00
Property to be accessed via Parry Road, Sta. 138+70, S. Side.

25566 Anderson, Olrik T. and Alice M. (Grothaus)
Right of Way, Stas. 233-237
Option expires March 4, 1958

0.2 acre at $1,000 per acre	$200.00	
3.4 MBF timber	80.00	
Amount to be paid owners - chrg to Right of Way		$280.00

THINGS TO BE DONE BY THE STATE

Surface a 16' approach to r/w line at access location: Sta. 234+90, S., agricultural, timber, motel, trailer and public park activities, and residential.

Access controlled -

25721 Wear, Gerald R. (Grothaus)
Right of Way, Stas. 447-451
Option expires March 4, 1958

0.47 acre	$1,400.00	
Cabin	1,600.00	
Bear statue, lawn and shrubs	650.00	
Concrete bear pen, house and exercise pole	1,200.00	
Proximity damage	700.00	
Amount to be paid owner - chrg to Right of Way		$5,550.00

Grantor to retain bldgs. and improvements if moved before vacating. Grantor to vacate by October 1, 1957 or 30 days after notice, whichever is later.

THINGS TO BE DONE BY THE STATE

Surface a 25' wide approach to r/w line at access location on S. and a 40' wide approach on N. side.
Access 450+40, 40', N. unlimited, via frontage road, 449+470, 25', S., for residential, timber, agricultural, advertising signs and maintenance activities.
Provide N. frontage road.
Conditional approval. Approved if State gets title to bldgs. on option.

Access controlled -

EXHIBIT "A" (Cont)

BILLARD BRIDGE-BANDON UNIT, DAVIS SLOUGH-BANDON SECTION - OREGON COAST HIGHWAY

26598 Winters, Florence E. et al (Curfman)
Borrow Area
Option expires March 2, 1958
5 acres at $202 per acre $1,010.00
Amount to be paid owners - chrg to Quarry Site $1,010.00

THINGS TO BE DONE BY THE STATE

Fence taking on S. and W. sides.

26620 Hastings, Golda and Elizabeth L. (Riley)
Right of Way, Stas. 1210-1212
Option expires March 5, 1958
1,332 sq. ft. $50.00
Amount to be paid owners - chrg to Right of Way $50.00

Entire taking -

COTTON CANYON SECTION - WASCO-HEPPNER HIGHWAY

26592 Burres, J. S. (Bucknum)
Outlet Channel
Option expires March 3, 1958
0.82 acre $100.00
Amount to be paid owner - chrg to Right of Way $100.00

Access not controlled -

GRAND AVENUE-UNION AVENUE ONE-WAY COUPLET SECTION - PACIFIC HIGHWAY

26866 Poorman, Kenneth and Victoria A. (Scott)
Right of Way, 1835 SE Grand Ave., Sta. 101
Option expires October 8, 1957
717 sq. ft. at $2 per sq. ft. $1,434.00
Building, 2,000 sq. ft. at $2.50 per sq. ft. 5,000.00
Severance damage 2,066.00
Amount to be paid owners - chrg to Right of Way $8,500.00
Grantors to have access to Grand Ave. and Stephens St. equal to that which they now have.

THINGS TO BE DONE BY THE STATE

Build permanent fencing on r/w line and replace or rehang gates.

EXHIBIT "A" (Cont)

GRAND AVENUE-UNION AVENUE ONE-WAY COUPLET SECTION - PACIFIC HIGHWAY

26866 Poorman, Kenneth and Victoria A. (Cont)

Insure reasonable access to property during construction.
Reestablish sidewalks, curbs and aprons to replace those removed.
Remove 40' x 50' bldg. and excavate area to 4" below grade and refill with crushed rock.
Relocate gasoline and diesel tanks, and appurtenances.
Reestablish utilities, if interrupted.

Access not controlled -

ANLAUF-ELKHEAD ROAD SECTION - PACIFIC HIGHWAY

27059 Coons, Glenn and Josephine (Holt)
Easement for Slide Area
Option expires March 6, 1958

1.1 acres, permanent easement	$110.00	
1.7 acres, temporary easement	Gratis	
Amount to be paid owners - chrg to Right of Way		$110.00

Grantors to give permanent slide control easement over portion S. of Sta. 355+00 and a temporary easement over portion N. of Sta. 355+00.

THINGS TO BE DONE BY THE STATE

Construct drain ditch and maintain; level slide area.

Complete restriction of access -

GOBLÉ-ST. HELENS SECTION - COLUMBIA RIVER HIGHWAY

26407 Leppin, Arnold L. and Anna Marie (Grant)
Right of Way, Stas. 180-226
Option expires January 30, 1958

20.5 acres	$1,882.50	
2.19 acres, temporary easement for construction	Gratis	
Fruit trees	850.00	
462 rods fencing at $3.50 per rod	1,617.00	
Timber	331.00	
Realign road and Pit Silo	1,319.50	
Damage	1,000.00	
Amount to be paid owners - chrg to Right of Way		$7,000.00
State to assume 1957-58 taxes. Estimate		50.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$7,050.00

EXHIBIT "A" (Cont)

GOBLE-ST. HELENS SECTION - COLUMBIA RIVER HIGHWAY

26407 Leppin, Arnold L. and Anna Marie (Cont)

THINGS TO BE DONE BY THE STATE

Locate the water line 40 ft. northerly of pit silo. Access road into farm will be ten feet wide.
Access: Stas. 179 Approx., E., 208 Approx., E., 218 Approx., E. next to dike, residential, agricultural and timber.

Access controlled -

CLOVERDALE-COAST FORK UNIT, PLEASANT HILL-CRESWELL SECTION - SPRINGFIELD-CRESWELL HIGHWAY

26809 Lower, Harry S. (Morgan)
R/W and Temp. Ease. for Construction, Stas. 269-281
Option expires March 9, 1958

0.30 acre at $200 per acre	$60.00	
0.38 acre, construction ease. at $200 per acre	76.00	
22 rods fencing at $4 per rod	88.00	
Grantor to move gate	17.00	
Amount to be paid owner - chrg to Right of Way		$241.00

Access not controlled -

EXHIBIT "B"

Minutes of September 12 and 13, 1957

RESOLUTION

WHEREAS, The State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land on the Barbur Blvd. - Marion County Line Section of the Portland-Salem Expressway described as follows:

A parcel of land lying in Lots 15 and 16, Comte and Kohlman's Little Homes No. 2 Subdivision situated in Section 36, Township 2 South, Range 1 West, W. M., Washington County, Oregon, and being a portion of that tract of land described in that certain deed to the State of Oregon, by and through its State Highway Commission, recorded in Book 326, Page 357 of Washington County Records of Deeds; the said parcel being described as follows:

Beginning at the Northeast corner of said Lot 15; thence South along the East line of said Lots 15 and 16 a distance of 600 ft. to the Southeast corner of said Lot 16; thence West along the South line of said Lot 16 a distance of 550 ft., more or less to a line which is parallel to and 200 ft. Easterly of the center, line of the South bound land of the Portland-Salem Expressway; thence North 15° 49' 15" East along said parallel line 625 ft., more or less, to the North line of said Lot 15; thence East along said North line 380 ft., more or less, to the place of beginning.

The Southbound center line of the Portland-Salem Expressway referred to above is described as follows:

Beginning at Engineer's center line Station 322+00 said station being North 84° 58' 44" East 811ft. from the Northwest corner of said Section 36; thence South 15° 49' 15" West 1,300 ft. to Station 335+00.

The parcel of land to which this description applies contains 6.4 acres.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes:

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $1,000.00, and the Commission is

EXHIBIT "B"

desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et. Seq. The conveyance of said property shall provide that there is reserved to the State, and waived and relinquished by the purchaser, all rights of ingress and egress, to from and between said real property and the right of way of the Portland-Salem Expressway.

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 51 be entered in the minutes and records of the Commission as of the 12th day of September, 1957.

EXHIBIT "C"

Minutes of September 12 and 13, 1957

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of State Highway projects have been completed according to the terms and provisions of said contracts and that said jobs are now ready for acceptance.

"Contract No. 4311, with Rogers Construction Co., for paving the Glenwood-North Plains Section of the Wilson River Highway in Washington Co., completed May 22, 1957.

"Contract No. 4324, with J. C. Compton Co., for constructing bridges, grading and paving on Siletz Bay-Depoe Bay Unit of the Siletz Bay-Miner Creek Section of the Oregon Coast Highway in Lincoln County, completed July 9, 1957.

"Contract No. 4367, with Edwin C. Gerber, for paving on the Little Creek-Estacada Section of the Woodburn-Estacada Highway in Clackamas County, completed July 29, 1957.

"Contract No. 4544, with Hamilton & Thoms, for constructing the Divide Overcrossing on the Goshen-Divide Section of the Pacific Highway in Lane County, completed August 22, 1957.

"Contract No. 4556, with Hamilton & Thoms, for constructing the Dayton Bridge over the Yamhill River on the Three Mile Lane Highway in Yamhill County, completed July 13, 1957.

"Contract No. 4691, with Q. L. Ruffener, Inc., for constructing culverts, grading and surfacing on the Division No. 2 Bridge Replacement Project on four state highways in Yamhill, Clatsop and Lincoln Counties, completed August 16, 1957.

"Contract No. 4729, with Parker-Schram Co., for grading and paving on the North Oakland Section of the Oakland-Shady Highway in Douglas County, completed August 14, 1957.

"Contract No. 4746 with J. N. Conley, for grading and oiling the Sunset Junction Slide Section of the Fishhawk Falls Highway in Clatsop County, completed July 11, 1957.

"Contract No. 4758, with C. R. O'Neil, for grading and paving on the Sexton Mountain N. Slope Slide Section of the Pacific Highway in Josephine County, completed August 20, 1957.

EXHIBIT "C" (Cont)

"Contract No. 4761, with Coos Bay Dredging Co., Inc., for grading and paving on the Catching Slough-Chandler Bridge Section of the Coos River Highway, completed August 30, 1957.

"Contract No. 4772, with C. E. Leseberg, for grading and oiling on the S. Unit, Vale-Grand Avenue Section of Lytle Boulevard in Malheur County, completed July 26, 1957.

"Contract No. 4778, with Central Paving Co., for paving the Dolph Corner-Rickreall Section of the Willamina-Salem Highway in Polk County, completed July 29, 1957.

"Contract No. 4818, with White Bros. Construction Co., Inc., for constructing the Umatilla River Bridge on the Hermiston Highway in Umatilla County, completed August 19, 1957.

"Contract No. 4834, with Tom Lillebo, for constructing the Mill Creek and Sheridan Crossing Bridges on the Salmon River Highway in Yamhill County, completed August 9, 1957.

"Contract No. 4846, with C. C. Meisel, for furnishing crushed materials in stockpiles on the Myrtle Point-Camas Valley Section of the Coos Bay-Roseburg Highway in Coos and Douglas Counties, completed July 31, 1957.

"Contract No. 4858, with John R. Saxton, for furnishing crushed materials in stockpiles on the Hayes Hill-West Fork Illinois River Section of the Redwood Highway in Josephine County, completed July 10, 1957.

"Contract No. 4859, with J. J. Walton, for illumination installation on the Dolph Corner-Rickreall Section of the Willamina-Salem Highway in Polk County, completed August 23, 1957.

"Contract No. 4860, with J. F. Konen Construction Co., Inc., for furnishing crushed materials in stockpiles on the Enterprise Section of the Wallowa Lake and Enterprise-Lewiston Highways in Wallowa County, completed August 30, 1957.

"Contract No. 4861 with Barney B. Helser, for furnishing crushed materials in stockpiles on the Thirtymile Creek-Service Creek Section of the John Day Highway in Wheeler and Gilliam Counties, completed July 9, 1957.

"Contract No. 4880, with Allum Bros., for grading and oiling on the Silver Lake Section of the Fremont Highway in Lake County, completed August 15, 1957.

"Contract No. 4883, with D. F. McKenzie, for grading and oiling on the Hopewell Section of the Bellevue-Hopewell Highway in Yamhill County, completed August 1, 1957.

EXHIBIT "C" (Cont)

"Contract No. 4891, with George E. Berry, for constructing Deep Creek Bridge on the Warner Valley County Road in Lake County, completed August 23, 1957.

"Contract No. 4894, with Pacific Marine Service, for painting the South Slough and Powers Bridges on the Cape Arago and Powers Highways in Coos County, completed August 8, 1957.

"Contract No. 4925, with Angell Bros., for grading and oiling on the Conner Creek Section of the Oregon Coast Highway in Coos County, completed August 30, 1957.

"Contract No. 4929, with Horton Construction Co., for oiling on Division No. 3 Oiling Project on seven state highways in Lane and Douglas Counties, completed August 19, 1957.

"Contract No. 4931, with Leslie Harris, for grading and paving Coe Avenue in the City of Stanfield in Umatilla County, completed August 10, 1957.

"Contract No. 4936, with Morse Bros., for paving the Crabtree Jct. - Brewster and Oak Creek School-Lebanon Sections of the Lebanon-Crabtree and Orleans-Lebanon County Roads in Linn County, completed September 5, 1957.

"Contract No. 4938, with Porter W. Yett, for grading and paving the West City Limits-Main St. (Beaverton) Section of the Farmington Highway in Washington County, completed August 30, 1957.

"Contract No. 4942, with Central Paving Co., for grading and paving the Hopmere Road-McNary Wye Section of the Wheatland Road in Marion County, completed August 8, 1957.

"Contract No. 4946, with Parker-Schram Co., for furnishing crushed materials in stockpiles on the Mt. Hood Section of the Mt. Hood and Warm Springs Highways in Clackamas, Hood River and Wasco Counties, completed August 14, 1957.

"Contract No. 4948, with Oakridge Excavators, for surfacing and paving the Oakridge (First Street) Section in Lane County, completed August 12, 1957.

"Contract No. 4950, with Babler Bros., Inc., for shoulder oiling on the Moro-Grass Valley and South Unit, Madras-Culver Junction Section of the Sherman and The Dalles-California Highways in Sherman and Jefferson Counties, completed August 8, 1957.

EXHIBIT "C" (Cont)

"Contract No. 4953, with The Central Heating Co., Oreg. Ltd., for grading and paving the Oak Street-Chetco River (Brookings) Section of the Oregon Coast Highway in Curry County, completed August 13, 1957.

"Contract No. 4956, with H. G. Wirtz, for constructing the Chiloquin Sand Shed on The Dalles-California Highway in Klamath County, completed August 2, 1957.

"Contract No. 4958, with E. C. Swaggert Co., for furnishing crushed materials in stockpiles on the Walton-Veneta Section of the Richardson-Eugene Highway in Lane County, completed August 26, 1957.

"Contract No. 4966, with Bechtel Brothers, for a latrine building in the Wallowa Lake State Park in Wallowa County, completed August 12, 1957.

"Contract No. 4968, with Babler Bros., Inc., for surfacing and oiling the Madras (4th Street) Section in Jefferson County, completed August 9, 1957.

"Contract No. 4982, with Babler & Rogers, for paving the Waldport-Yachats Section of the Oregon Coast Highway in Lincoln County, completed August 6, 1957.

"Contract No. 4988, with Babler Bros., Inc., for grading and oiling the Metolius (Butte Avenue) Section in Jefferson County, completed August 5, 1957.

"Contract No. 4995, with Merrell Steel Co., for constructing a sand shed at Manning on the Sunset Highway in Washington County, completed August 24, 1957.

"Contract No. 4997, with Oregon Asphaltic Paving Co., for grading and paving the Boring Section of the Clackamas-Boring County Road in Clackamas County, completed August 23, 1957.

THEREFORE BE IT RESOLVED that the work covered by State Highway Contracts for the construction of said State Highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

BE IT FURTHER RESOLVED that this Contracts Completed Resolution No. 65 shall be entered in the minutes and records of the Commission as of the 12th day of September, 1957.

EXHIBIT "D-1"

Minutes of September 12 and 13, 1957

RESOLUTION

WHEREAS, the State Highway Commission has relocated and realigned the Pacific Highway, State Primary Highway No. 1, in Douglas County between Roseburg and Myrtle Creek; and

WHEREAS, said relocation has made it possible to remove certain portions of the old Pacific Highway from the route of said Pacific Highway; and

WHEREAS, the redesignation of those portions of the old route of the Pacific Highway eliminated by the said relocation (in the manner hereafter set forth) as a secondary state highway or as an extension of a primary state highway is in the best interests of the people of the State of Oregon and the motoring public;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the present old route of the Pacific Highway, State Primary Highway No. 1, from the point where said highway is intersected by the Coos Bay-Roseburg Highway No. 35 in Winston to its intersection with the relocated Pacific Highway south of Roseburg at or near Mile Post 198.36 of said relocated Pacific Highway is redesignated as an extension of the Coos Bay-Roseburg Highway. Said Coos Bay-Roseburg Highway shall retain its present designation and classification as a primary state highway, its route and termini being hereafter described as follows:

> From a junction with the Oregon Coast Highway near Coos Bay, easterly via Coquille, Myrtle Point, Camas Valley, and Winston to a junction with the Pacific Highway south of Roseburg.

That portion of the old route of the Pacific Highway redesignated as a part of the Coos Bay-Roseburg Highway is shown colored in purple on the map attached hereto, marked Exhibit "A", and by this reference made a part hereof.

2. That the present old route of the Pacific Highway, State Primary Highway No. 1, from the point where said highway is intersected by the Coos Bay-Roseburg Highway No. 35 in Winston to its intersection with the relocated Pacific Highway near Myrtle Creek at or near Mile Post 206.11 of said relocated Pacific Highway is redesignated as the Dillard Secondary State Highway No. 235, to be

hereafter maintained as a secondary state highway of the state highway system, its route and termini being described as follows:

> Beginning at a junction with the Coos Bay-Roseburg Highway No. 35 in Winston, thence southeasterly via Dillard to a junction with the Pacific Highway near Myrtle Creek, a distance of approximately 8.51 miles.

That portion of the old route of the Pacific Highway redesignated as the Dillard Secondary State Highway is shown colored in yellow on Exhibit "A" attached hereto.

3. That this Primary Highway Designation Resolution No. 24 be entered in full in the minutes and records of the Commission this 12th day of September, 1957.

EXHIBIT "D-2"

Minutes of September 12 and 13, 1957

RESOLUTION

WHEREAS, the State Highway Commission has relocated and realigned the Pacific Highway, State Primary Highway No. 1, in Lane County between Goshen and Divide; and

WHEREAS, said relocation has made it possible to remove certain portions of the old Pacific Highway from the route of the Pacific Highway; and

WHEREAS, the redesignation of that portion of the old route of the Pacific Highway eliminated by the said relocation (in the manner hereafter set forth) as a secondary state highway is in the best interests of the people of the State of Oregon and the motoring public;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the present route of the Pacific Highway, State Primary Highway No. 1, from its intersection with the relocated Pacific Highway at or near Mile Post 129.68 of said relocated highway at Goshen to its intersection with the relocated Pacific Highway at or near Mile Post 149.86 of said relocated highway at Divide is hereby designated as the Goshen-Divide State Secondary Highway No. 226 to be maintained hereafter as a secondary state highway of the state highway system, its route and termini being hereafter described as follows:

> Beginning at a junction with the Pacific Highway at Goshen, thence southerly via Creswell and Cottage Grove to a junction with the Pacific Highway at Divide, a distance of approximately 19.91 miles.

That portion of the old route of the Pacific Highway redesignated as the Goshen-Divide Secondary State Highway is shown colored in yellow on Exhibit "A" attached hereto.

EXHIBIT "D-2" (Cont.)

2. That this Secondary Highway Designation Resolution No. 41 be entered in full in the minutes and records of the Highway Commission this 12th day of September, 1957.

EXHIBIT "E-1"

Minutes of September 12 and 13, 1957

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS. 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Cascade Secondary Highway

Highway number 160 Route Number Oregon 213

Location of Termini		Established Speed
M.P.	to M.P.	M.P.H.
43.55 (650 east of County Road to Monitor)	44.00 (east city limits of Silverton)	45

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

EXHIBIT "E-1" (Cont)

BE IF FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 253 be entered in the minutes and records of the Commission as of the 12th day of September, 1957.

EXHIBIT "E-2"

Minutes of September 12 and 13, 1957

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Pacific Highway East

Highway number 1-E Route number US99E

Location of Termini		Established Speed
M.P.	to M.P.	M.P.H.
6.19 (south city limits of Milwaukie)	8.11 (400 ft. north of Risley Avenue)	45
8.11 (400 ft. north of Risley Avenue)	10.66 (north city limits of Gladstone)	50

except that between a point 450 feet north of Hull Avenue and a point 450 feet south of Hull Avenue the indicated speed shall be 20 miles per hour during the hours of school crossing.

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 254 be entered in the minutes and records of the Commission as of the 12th day of September, 1957.

28927

EXHIBIT "F-1"

Minutes of September 12 and 13, 1957

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Main Street-Eighth Street Couplet Section (Main Street westbound; Eighth Street eastbound) of the Medford-Provolt Secondary Highway in Medford, Jackson County, and in connection therewith to prepare a map showing the route and location of said section and to file said map, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said survey and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That the survey of the Main Street-Eighth Street Couplet Section of the Medford-Provolt Secondary Highway, beginning at Highway Engineer's Station 0+00, at Columbus and Main Streets in Medford, and extending in a southerly and easterly direction along Columbus Street and Eighth Street to a connection with US99 at Riverside Avenue, Highway Engineer's Station 22+83.25, together with the map, which for identification purposes bears Sketch Map File No. 1R-5-1064, dated August, 1957, (Right of Way Map No. 8B-6-23, dated August, 1957), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That when said highway section is permanently constructed, the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That this approval and adoption of said survey constitutes and is deemed as instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction, or improvement of the highway along and over this survey. This approval and adoption shall also constitute authority for the Legal and Right of Way Department to proceed promptly with acquisition of the necessary right of way pursuant to the normal and approved method for construction of a non-access controlled highway.

4. That this resolution be entered in the minutes and records of the Commission as of the 12th day of September, 1957, as Survey Resolution No. 154.

28928

EXHIBIT "F-2"

Minutes of September 12 and 13, 1957

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Oro Dell-La Grande Unit of the Hilgard-La Grande Section of the Old Oregon Trail Highway in Union County, and in connection therewith to prepare a map showing the route and location of said section and to file said map, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said survey and has submitted the same for approval or disapproval of the Commission; and

WHEREAS after due consideration of said survey, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows

1. That the survey of the Oro Dell-La Grande Unit of the Hilgard-La Grande Section of the Old Oregon Trail Highway, beginning at Highway Engineer's Station 930+00, east of La Grande and extending in a easterly direction to Highway Engineer's Station 982+17 74, approximately one-half mile west of the west city limits of La Grande, together with the map, which for identification purposes bears Sketch Map File No 1R-3-1171, dated September, 1957, (Right-of-way Maps No. 8B-6-10 and 8B-6-11, dated July, 1957, and 8B-7-1, dated September, 1957), field notes and other engineering data submitted by the Engineer hereby are approved and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That when said highway section is permanently constructed, the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That this approval and adoption of said survey constitutes and is deemed as instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction, or improvement of the highway along and over this survey. This approval and adoption shall also constitute authority for the Legal and Right of Way Department to proceed promptly with acquisition of the necessary right of way pursuant to the normal and approved method for construction of complete access controlled highway.

EXHIBIT "F-2" (Cont)

4. That heretofore this Commission by resolution dated November 3, 1948, designated the said Old Oregon Trail Highway as a "Throughway" within the meaning and purpose of ORS 374.005 through ORS 374.095. commonly known as the "Throughway Law", and, for the reasons stated therein, it is hereby directed that the construction of the above mentioned section of highway shall be accomplished pursuant to and within the meaning and scope of said law and said resolution.

5. That this resolution be entered in the minutes and records of the Commission as of the 12th day of September, 1957, as Survey Resolution No. 158.

28930

EXHIBIT "G-1"

Minutes of September 12 and 13, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance or an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate in part, widen in part, construct, improve and maintain the Sandy-Forest Boundary Section of the Mt. Hood Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated in part, widened in part, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the "Throughway Law"; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners

EXHIBIT "G-1" (Cont)

and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating in part, widening in part, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation in part, widening in part, construction, improvement and maintenance of the said Sandy-Forest Boundary Section of the Mt. Hood Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked "Exhibit A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit A is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked "Exhibit A", no rights of access of any nature between the right of way of the said relocated and widened Mt. Hood Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked "Exhibit A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation in part, widening in part, construction, improvement and maintenance of the Sandy-Forest Boundary Section of the Mt. Hood Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

EXHIBIT "G-1" (Cont)

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 13th day of September, 1957, as Condemnation Resolution No. 854.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 854, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "G-2"

Minutes of September 12 and 13, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Ukiah-West Forest Boundary Section of the Ukiah-Hilgard Secondary Highway; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Ukiah-West Forest Boundary Section of the Ukiah-Hilgard Secondary Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

EXHIBIT "G-2" (Cont)

2. That the relocation, construction, improvement and maintenance of the said Ukiah-West Forest Boundary Section of the Ukiah-Hilgard Secondary Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 13th day of September, 1957, as Condemnation Resolution No. 855.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 855, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "G-3"

Minutes of September 12 and 13, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreements, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to locate, construct and maintain the Harbor Drive-Barbur Boulevard Section of the Pacific Highway (formerly Portland-Salem Expressway); and

WHEREAS, the Highway Commission has, by a resolution, ordered and declared that said section of said highway shall be located, constructed and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its

discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of locating, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the location, construction and maintenance of the said Harbor Drive-Barbur Boulevard Section of the Pacific Highway (formerly Portland-Salem Expressway), as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the state and the owners should be acquired are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said Pacific Highway (formerly Portland-Salem Expressway) and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.*

3. That the location, construction and maintenance of the said Harbor Drive-Barbur Boulevard Section of the Pacific Highway (formerly Portland-Salem Expressway) and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken, is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

EXHIBIT "G-3" (Cont)

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 13th day of September, 1957, as Condemnation Resolution No. 856.

*FOOTNOTE

The names of the property owners and the detailed descriptions of the parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 856, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

28938

EXHIBIT "G-4"

Minutes of September 12 and 13, 1957

RESOLUTION

WHEREAS by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, The State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public, and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Albany-Judkins Point Section of the Pacific Highway (formerly Pacific Highway East); and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is

EXHIBIT "G-4" (Cont)

necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Albany-Judkins Point Section of the Pacific Highway (formerly Pacific Highway East), as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Pacific Highway (formerly Pacific Highway East) and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Albany-Judkins Point Section of the Pacific Highway (formerly Pacific Highway East) and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

EXHIBIT "G-4" (Cont)

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 13th day of September, 1957, as Condemnation Resolution No. 857.

*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 857, under the heading "Real Property Comdemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "G-5"

Minutes of September 12 and 13, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For right of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street, quarry sites, gravel pits, storage sites, stock pile sites, or for the acquisition or manufacture of roadbuilding materials, approach or hauling roads, connecting roads, frontage road, highway drainage, drainage tunnels, or for the elimination or prevention of hazardous points of entry from adjacent property to state highways, or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, the said Commission is required to designate, locate, relocate, construct and maintain in the State of Oregon a system of highways, including all necessary bridges and culverts; and,

WHEREAS, for the purpose of constructing and maintaining highways of the state highway system, the Commission plans and proposes to acquire certain real property for the acquisition of roadbuilding materials for use in connection with the construction and maintenance of highways of the state highway system; and,

WHEREAS, said Commission is authorized to take fee simple title to said real property.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, certain interests in or fee simple title to a certain parcel of real property. The said parcel of real property, or particular interest therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, is more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

EXHIBIT "G-5" (Cont)

2. That the highway facilities for which the said parcel of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcel of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcel of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 13th day of September, 1957, as Condemnation Resolution No. 858.

*FOOTNOTE:

The name of the property owner and the detailed description of the parcel or real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 858, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "G-6"

Minutes of September 12 and 13, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials, approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part, relocate in part, construct, improve and maintain the Tunnel-Namorf Section of the Central Oregon Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened in part, relocated in part, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purpose declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing

EXHIBIT "G-6" (Cont)

the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of widening in part, relocating in part, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled, as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening in part, relocation in part, construction, improvement and maintenance of the said Tunnel-Namorf Section of the Central Oregon Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and relocated Central Oregon Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the widening in part, relocation in part, construction, improvement and maintenance of the said Tunnel-Namorf Section of the Central Oregon Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

EXHIBIT "G-6" (Cont)

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 13th day of September, 1957, as Condemnation Resolution No. 859.

*FOOTNOTE:

The name of the property owner and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 859, under the heading "Real Property Comdemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

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EXHIBIT "G-7"

Minutes of September 12 and 13, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Ontario-Snake River Section of the Old Oregon Trail Highway, and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation. construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service

EXHIBIT "G-7" (Cont)

road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Ontario-Snake River Section of the Old Oregon Trail Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Old Oregon Trail Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Ontario-Snake River Section of the Old Oregon Trail Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

EXHIBIT "G-7" (Cont)

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 13th day of September, 1957, as Condemnation Resolution No. 860.

*FOOTNOTE:

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 860, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "G-8"

Minutes of September 12 and 13, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to establish, construct, improve and maintain the Grant Avenue-Union Avenue One-Way Couplet Section of the Pacific Highway East; and

WHEREAS, for the purpose of establishing, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the establishment, construction, improvement and maintenance of the said Grand Avenue-Union Avenue One-Way Couplet Section of the Pacific Highway East, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A" under the name of

EXHIBIT "G-8" (Cont)

the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That the establishment, construction, improvement and maintenance of the said Grand Avenue-Union Avenue One-Way Couplet Section of the Pacific Highway East and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 13th day of September, 1957, as Condemnation Resolution No. 867.

*FOOTNOTE:

The name of the property owner and the detailed descriptions of the parcels of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 867, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "G-9"

Minutes of September 12 and 13, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road, street or facility; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Fanno Creek Bridge Section of the Scholls Highway; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Fanno Creek Bridge Section of the Scholls Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's file number and said Exhibit "A" is be this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.

EXHIBIT "G-9" (Cont)

part hereof as completely and fully as though set forth herein in full.*

2. That the relocation, construction, improvement and maintenance of the said Fanno Creek Bridge Section of the Scholls Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 13th day of September, 1957, as Condemnation Resolution No. 861.

*FOOTNOTE:

The name of the property owner and the detailed descriptions of the parcels of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 861, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "G-10"

Minutes of September 12 and 13, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture or roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Davis Slough-Bandon Section of the Oregon Coast Highway; and

WHEREAS, the Highway Commission has be a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, for the purpose of relocating, construction, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation

EXHIBIT "G-10" (Cont)

by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Davis Slough-Bandon Section of the Oregon Coast Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be required, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Oregon Coast Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement maintenance of the said Davis Slough-Bandon Section of the Oregon Coast Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached,

EXHIBIT "G-10" (Cont)

then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 13th day of September, 1957, as Condemnation Resolution No. 862.

*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 862, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

28956

EXHIBIT "G-11"

Minutes of September 12 and 13, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads; highway drainage, drainage tunnels, or for the elimination or prevention of hazardous or undesirable points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to construct, reconstruct, improve and maintain the Columbia River Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said highway shall be relocated, constructed, reconstructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the "Throughway Law"; and

WHEREAS, for the purpose of relocating, constructing, reconstructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the

EXHIBIT "G-11" (Cont)

Commission that the real property hereinafter described is necessary and that access to and from the said highway should be controlled.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The State Highway Commission does hereby find and declare that there is needed and required for right of way purposes for the construction, reconstruction, improvement and maintenance of the Columbia River Highway as a throughway, including its use for the construction, reconstruction, improvement and maintenance of frontage roads and a traffic interchange, which traffic interchange, with a connecting road to be constructed by the State Highway Commission, will connect the said Columbia River Highway and the Crown Point Secondary Highway, the following described real property, to wit:

File No. L-2584 (R-24183)
Owner: Paul R. Martin, et ux.

Parcel No. 1:

A parcel of land lying in Lot 1 of Section 25, Township 1 North, Range 3 East, Willamette Meridian, Multnomah County, Oregon, the said parcel being described as follows:

Beginning at the Southwest corner of that tract conveyed to Paul Martin and Verla Martin by deed recorded in Book 1523, Page 418 of Multnomah County Deed Records, said corner being 686 feet West and 191.52 feet North 0° 07' East from the Southeast corner of said Lot 1; thence North 84° 17' West parallel to and 200 feet northerly from the relocated center line of the Columbia River Highway, 228.9 feet to a point opposite Station 521+50 on said relocated highway center line; thence North 62° 01' 36" East 180.28 feet to a point opposite and 300 feet northerly of Station 523+00 on said center line; thence North 87° 35' 12" East 65.4 feet to the West line of said Martin tract; thence South along said West line 110 feet to the point of beginning.

The parcel of land to which this description applies contains 0.22 acre.

Parcel No 2:

A parcel of land lying in the Northeast quarter (NE¼) of the Northeast quarter (NE¼) of Section 25, Township 1 North, Range 3 East, Willamette Meridian, Multnomah County, Oregon, the said parcel being described as follows:

EXHIBIT "G-11" (Cont)

Beginning at the Southwest corner of said Northeast quarter (NE $\frac{1}{4}$) of the Northeast quarter (NE $\frac{1}{4}$) thence North 40° 40' East 153.5 feet; thence North 3.72 feet to the Southeast corner of that tract conveyed to Paul Martin and Verla Martin by deed recorded in Book 1523, Page 418 of Multnomah County Deed Records, said corner being the true point of beginning of the parcel herein described; thence South 84° 17' East parallel to and 200 feet northerly from the relocated center line of the Columbia River Highway 535.1 feet to a point opposite Station 537+00 on said relocated highway center line; thence North 62° 28' 55" West 538.52 feet to a point opposite and 400 feet northerly from Engineer's center line Station 532+00; thence North 84° 17' West parallel to and 400 feet northerly from said relocated highway center line 55.1 feet to the East line of said Martin tract; thence South along said East line 201 feet to the point of beginning.

The parcel of land to which this description applies contains 1.4 acres.

2. That it is necessary to acquire and remove all of that certain farm structure located partially upon the real property hereinabove described as Parcel No. 2 and partially upon the owners' remaining real property approximately opposite Highway Engineer's centerline Station 534+00 and northerly of the said Columbia River Highway, and in connection therewith, it is necessary to acquire a right of entry to go upon the owners' remaining real property contiguous to the real property hereinabove described for the purpose of removing, dismantling or otherwise disposing of said structure.

3. That it is necessary that there shall be no rights of access of any nature between the right of way of the Columbia River Highway and all real property of the owners easterly of the Sandy River in Section 25, Township 1 North, Range 3 East, Willamette Meridian, and Sections 29 and 30, Township 1 North, Range 4 East, Willamette Meridian, Multnomah County, Oregon, abutting on the said Columbia River Highway remaining after the appropriation of the above-described real property; provided, however, that there shall be reserved unto the owners, their heirs and assigns, for service of their remaining land, the following:

Rights of access to a frontage road to be constructed by the State Highway Commission upon the right of way of the Columbia River Highway on the Northerly side of the main-traveled way thereof between approximately Engineer's Station 531+50 and Engineer's Station 537+00 at all places thereon easterly of Engineer's Station 532+00. Also a right of access to a connecting leg of an interchange to be constructed by the State Highway

EXHIBIT "G-11" (Cont)

Commission upon the right of way of the Columbia River Highway on the northerly side of the main-traveled way thereof, said access to be of a width not to exceed 30 feet on the north side of said connecting leg, opposite Highway Engineer's center-line Station 423+40, which said frontage road and connecting leg shall be connected with the main-traveled way approximately opposite Highway Engineer's centerline Station 530+00 for traffic to travel westbound upon the highway.

Rights of access to a connection road to be constructed by the State Highway Commission upon the right of way of the Columbia River Highway between the existing underpass under said Columbia River Highway at approximately Highway Engineer's center-line Station 521+25 and the Crown Point Secondary Highway at any place thereon southerly of Highway Engineer's centerline Station 27+60.

4. That the construction, reconstruction, improvement and maintenance of the Columbia River Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

5. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

6. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Staff Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

7. That this resolution be entered in full in the minutes and records of the Commission this 12th day of September, 1957, as Condemnation Resolution No. 863.

28960

EXHIBIT "G-12"

Minutes of September 12 and 13, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation or by the exercise of the power of eminent domain, real property, or any right of interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening straightening or otherwise changing any highway, road or street, quarry sites, gravel pits, storage sites, stock pile sites, or for the acquisition or manufacture of roadbuilding materials, approach or hauling roads, connecting roads, frontage road, highway drainage, drainage tunnels, or for the elimination or prevention of hazardous points of entry from adjacent property to state highways, or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, the said Commission is required to designate, locate, relocate, construct and maintain in the State of Oregon a system of highways, including all necessary bridges and culverts; and,

WHEREAS, for the purpose of constructing and maintaining highways of the state highway system, the Commission plans and proposes to acquire certain real property for the acquisition of roadbuilding materials for use in connection with the construction and maintenance of highways of the state highway system; and,

WHEREAS, said Commission is authorized to take fee simple title to said real property.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, certain interests in or fee simple title to a certain parcel of real property. The said parcel of real property, or particular interest therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, is more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

EXHIBIT "G-12" (Cont)

2. That the highway facilities for which the said parcel of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcel of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcel of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 13th day of September, 1957, as Condemnation Resolution No. 864.

*FOOTNOTE

The name of the property owner and the detailed descriptions of the parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem being Resolution No. 864, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

28962

EXHIBIT "G-13"

Minutes of September 12 and 13, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the State Highway Commission plans and proposes to relocate, construct, improve and maintain the Valley Junction-Sheridan Section of the Salmon River Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location,

EXHIBIT "G-13" (Cont)

relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, relocation, construction, improvement and maintenance of the said Valley Junction-Sheridan Section of the Salmon River Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A" under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Salmon River Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Valley Junction-Sheridan Section of the Salmon River Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

EXHIBIT "G-13" (Cont)

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 13th day of September, 1957, as Condemnation Resolution No. 865.

* FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 865, under the heading "Real Property Comdemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "G-14"

Minutes of September 12 and 13, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Willowdale-Lyle Gap Unit, Willowdale-Madras Section of The Dalles-California Highway, and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance

EXHIBIT "G-14" (Cont)

of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled, as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Willowdale-Lyle Gap Unit, Willowdale-Madras Section of The Dalles-California Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list, marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated The Dalles-California Highway and all of the continguous real property of the respective owners remaining after the appropriation of the said real property where specified on the attached list, marked Exhibit "A", there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Willowdale-Lyle Gap Unit, Willowdale-Madras Section of The Dalles-California Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located and will be constructed in a

EXHIBIT "G-14" (Cont)

manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 13th day of September, 1957, as Condemnation Resolution No. 866.

*FOOTNOTE

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 866, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

28968

EXHIBIT "G-15"

Minutes of September 12 and 13, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites, weighing stations; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the North Santiam Highway; and

WHEREAS, for the purpose of widening, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The State Highway Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said North Santiam Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reverence hereby adopted

EXHIBIT "G-15" (Cont)

and made a part hereof as completely and fully as though set forth herein in full. *

2. That the widening, improvement and maintenance of the said North Santiam Highway and the highway facilities for which each of the said parcels of real property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 13th day of September, 1957, as Condemnation Resolution No. 868.

*FOOTNOTE

The names of the porperty owners and the detailed descriptions of the parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution 868, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

28970

EXHIBIT "G-16"

Minutes of September 12 and 13, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 347, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, located, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway, and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Goble-St. Helens Section of the Columbia River Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of

EXHIBIT "G-16" (Cont)

land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Goble-St. Helens Section of the Columbia River Highway, as a throughway certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Columbia River Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.

3. That the relocation, construction, improvement and maintenance of the said Goble-St. Helens Section of the Columbia River Highway and the highway facilities for which each of the said parcels of property or interest therein is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said

parcels or real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 13th day of September, 1957, as Condemnation Resolution No. 869.

*FOOTNOTE

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 869, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "G-17"

Minutes of September 12 and 13, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to improve and maintain the Eckman Slough Section of the Alsea Highway; and

WHEREAS, for the purpose of improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the improvement and maintenance of the said Eckman Slough Section of the Alsea Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That the improvement and maintenance of the said Eckman Slough Section of the said Alsea Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being

EXHIBIT "G-17" (Cont.)

taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 13th day of September, 1957, as Condemnation Resolution No. 872.

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* FOOTNOTE

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, is attached to the original resolution on file in the office of the State Highway Commission, Salem being Resolution No. 872, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "G-18"

Minutes of September 12 and 13, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stockpile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Pleasant Hill-Creswell Section of the Springfield-Creswell Highway; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Pleasant Hill-Creswell Section of the Springfield-Creswell Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked "Exhibit A" under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit A is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

EXHIBIT "G-18" (Cont.)

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked "Exhibit A", no rights of access of any nature between the right of way of the said relocated Springfield-Creswell Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked "Exhibit A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Pleasant Hill-Creswell Section of the said Springfield-Creswell Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 13th day of September, 1957, as Condemnation Resolution No. 873.

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*FOOTNOTE

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 873, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "G-19"

Minutes of September 12 and 13, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stockpile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, located, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Albany-Judkins Point Section of the Pacific Highway (formerly Pacific Highway East); and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "G-19" (Cont.)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Albany-Judkins Point Section of the Pacific Highway (formerly Pacific Highway East), as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Pacific Highway (formerly Pacific Highway East) and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property, except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A". *

3. That the relocation, construction, improvement and maintenance of the said Albany-Judkins Point Section of the Pacific Highway (formerly Pacific Highway East) and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

EXHIBIT "G-19" (Cont.)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 13th day of September, 1957, as Condemnation Resolution No. 874.

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*FOOTNOTE

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 874, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

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EXHIBIT "G-20"

Minutes of September 12 and 13, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 347, Oregon Revised Statutes, the Highway Commission ia authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Goble-St. Helens Section of the Columbia River Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "G-20" (Cont.)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Goble-St. Helens Section of the Columbia River Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Columbia River Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A", there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Goble-St. Helens Section of the Columbia River Highway and the highway facilities for which each of the said parcels of property or interest therein is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

EXHIBIT "G-20" (Cont.)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 13th day of September, 1957, as Condemnation Resolution No. 875.

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*FOOTNOTE

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 820, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: OREGON DEPARTMENT OF TRANSPORTATION

Title of Record Series: HIGHWAY COMMISSION MINUTES

Arrangement of Records: BY VOLUME NUMBER AND DATE. INCLUDES PAGE NUMBERS

Index:

INDEXING: Begins with: VOLUME 40 PART I APRIL 1, 1955 PAGE 24616 Ends with: VOLUME 42 PART II SEPTEMBER 30, 1957 PAGE 28982

FLASH CARDS: BEGIN EVERY NEW VOLUME

Remarks:

Reel No. 7 Reduction Ratio 29:1 Project No.

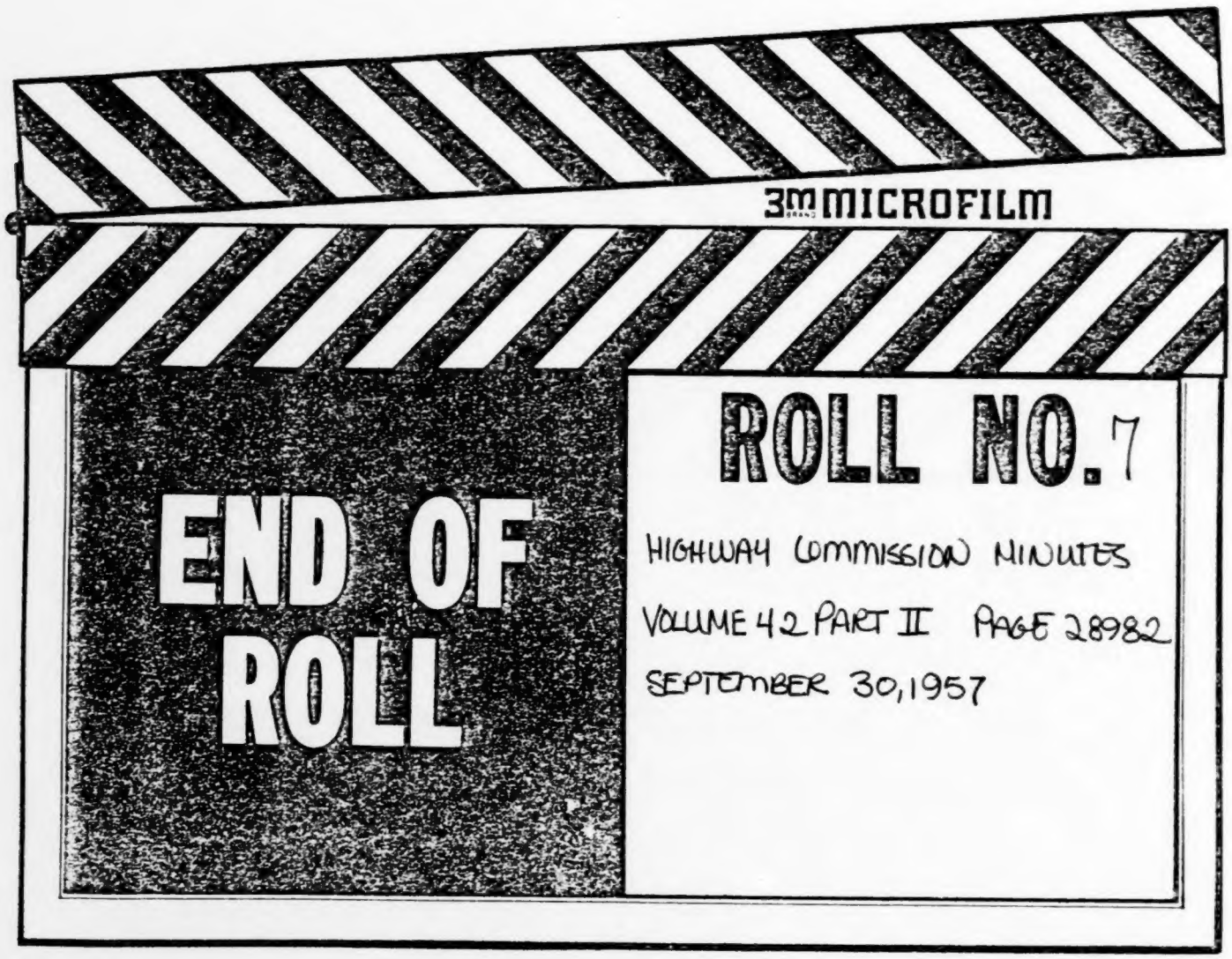
Camera: Name [redacted] BELL & HOWELL Model FILEMASTER Film MD-5, 16 mm

CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 28 day of NOVEMBER, 19 79 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Valerie Fiorini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HIGHWAY COMMISSION MINUTES
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SEPTEMBER 30, 1957